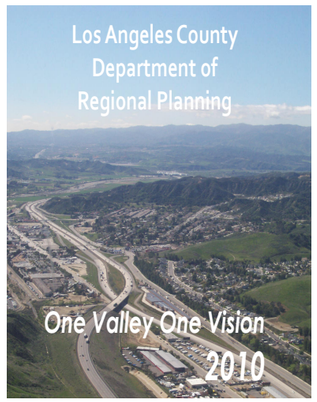

Revised Draft Program EIR
for the
County of Los Angeles'
Proposed
Santa Clarita Valley
Area Plan

Volume II
Appendix 1.0 – 3.13

November 2010

IMPACT SCIENCES, INC.
803 Camarillo Springs Road, Suite A
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Los Angeles County Department of Regional Planning

Revised Draft Program EIR for the County of Los Angeles' Proposed Santa Clarita Valley Area Plan

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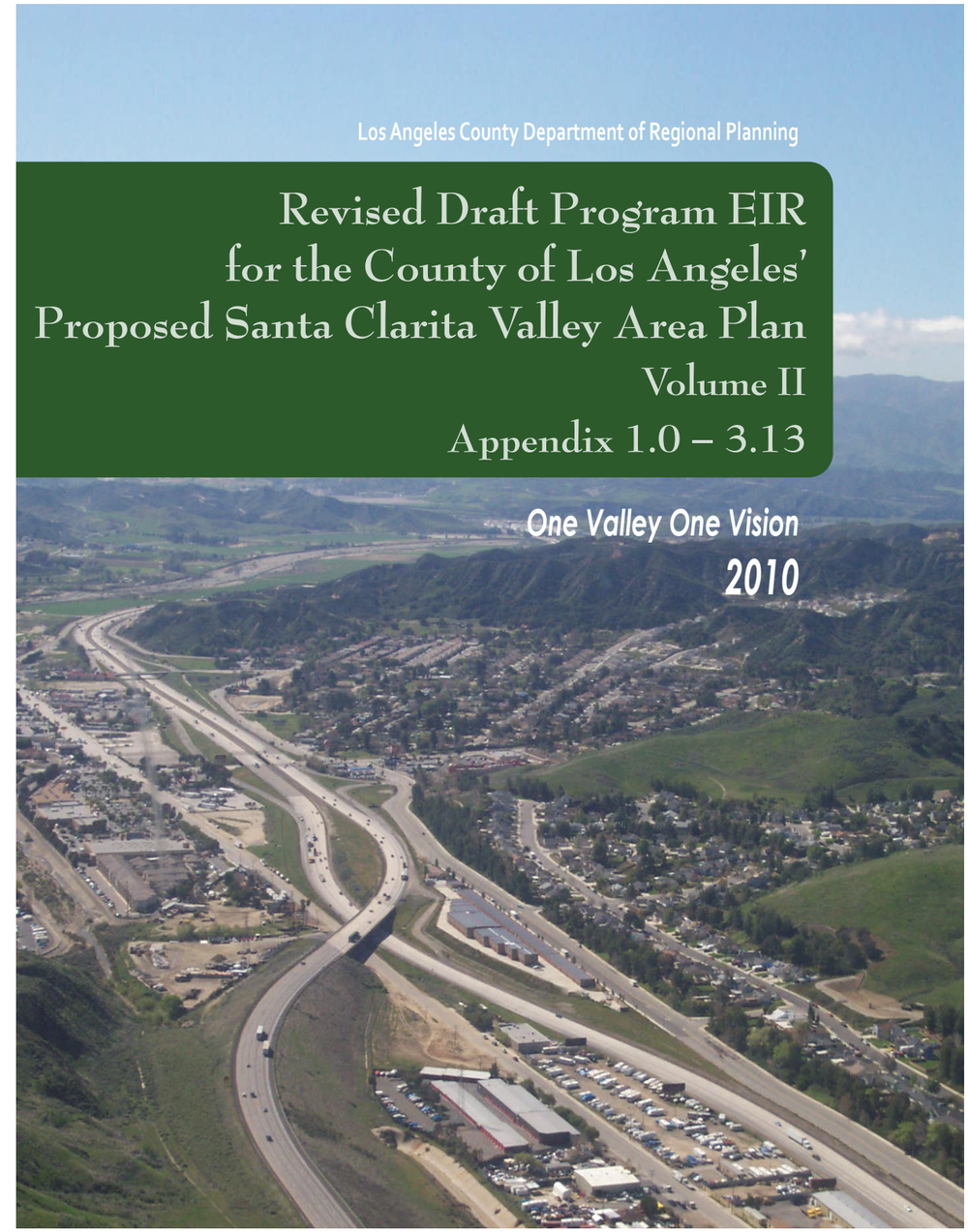
One Valley One Vision
2010



Prepared by:

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Volume II

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Submitted to:

Mitch Glaser, Supervising Regional Planner
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320 West Temple Street
Los Angeles, California 90012

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November 2010

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Notice of Preparation, Responses to the NOP, Scoping Meeting Information, and Public Workshops

Notice of Preparation for the Draft Environmental Impact Report

NOTICE OF PREPARATION

Lead Agency:		Consulting Firm:	
Agency *Name*	City of Santa Clarita	*Name*	Impact Sciences
Street Address	23920 Valencia Blvd, Suite 302	*Street Address*	803 Camarillo Street, Suite A
City/State/Zip	Santa Clarita, California 91355	*City/State/Zip*	Camarillo, California 93012
Contact	Jeff Hogan, AICP, Senior Planner	*Contact*	Ms. Judith Charles
Telephone	(661) 255-4330	*Telephone*	(805) 437-1900

SUBJECT: Notice of Preparation of Draft Environmental Impact Report for the One Valley, One Vision General Plan EIR

One Valley, One Vision (OVOV) is a joint effort between the City of Santa Clarita (City), the County of Los Angeles (County), and Santa Clarita Valley (Valley) residents and businesses to create a single vision and guidelines for the future growth of the Valley and the preservation of natural resources. The result of this project will be a General Plan document and Environmental Impact Report (EIR) for the buildout of the entire Santa Clarita Valley Planning Area (Planning Area). The Planning Area includes the City and its four communities Canyon Country, Newhall, Saugus, and Valencia and the County communities of Stevenson Ranch, Castaic, Val Verde, Agua Dulce, and the future Newhall Ranch (see attached July 10, 2008 Prelimary Land Use Map).

Realizing that development within both jurisdictions can have regional implications, the City and County have jointly endeavored to prepare planning policies and guidelines to guide future development within the Santa Clarita Valley. The result of this work effort will require the adoption of two separate documents. The City will adopt a new General Plan and EIR, while the County will adopt a new Area Plan to replace the Santa Clarita Valley Area Wide Plan and prepare its own EIR.

We need to know the views of your agency as to the scope and content of the environmental information, which is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency may need to use the City's OVOV General Plan EIR prepared by our agency when preparing your permit or other approval for the project.

Planning Area

The Planning Area combines two geographical areas, the City corporate limits and the unincorporated area of the County within Santa Clarita Valley as described above. The Planning Area was defined mutually by the City and County and represents the area for which both jurisdictions have joint interest in planning. The Planning Area is located in southern California at the northernmost portion of Los Angeles County (North County). It is situated at the convergence of Los Angeles and Ventura counties, approximately 35 miles northwest of downtown Los Angeles.

Project Background

In 2000, the City and County kicked-off Phase I of the OVOV process, by conducting a series of citizens and stakeholder workshops to solicit feedback from the community regarding their vision for the future of the Santa Clarita Valley. Phase II of the OVOV included development of a community-guided Vision Statement and Guiding Principles. The Vision Statement and 35 Guiding Principles developed during Phase II, served as tools to guide the development of the General Plan goals and policies and the General Plan Land Use Map.

Phase III of OVOV included the creation of a Technical Background Report (TBR) that has been used as a starting point to evaluate future buildout of the Planning Area by providing a snapshot of current population, jobs, housing, infrastructure, community services, health and safety, and environmental conditions within the Planning Area. Phase IV of OVOV will culminate in the preparation of the preferred land use plan for the planning area in coordination with areawide circulation planning. Phases V and VI will complete the preparation of the various state-mandated elements and the Program Environmental Impact Report.

Project Description

The City is preparing a comprehensive update to its General Plan and an associated EIR for the proposed Planning Area. Development within the City and County shall be consistent with the OVOV's Vision and Guiding Principles, which are intended to sustain and enhance environmental resources, economic vitality, and the social well being of its residents. The following seven General Plan elements are either available or will soon be available on the City's website www.santa-clarita.com/vgp:

- Draft Safety Element
- Draft Conservation and Open Space Element
- Draft Land Use Element
- Draft Circulation and Noise Elements (available 9/16/08)
- Draft Housing Element (available 10/21/08)

Land Use Element and Map

The Land Use Element is generally considered to be the most representative of and essential to the General Plan, because it guides and directs the physical development of the community. This element constitutes the required Land Use Element for the City's General Plan; in addition, it forms the land use component of the Area Plan adopted for the Santa Clarita Valley by the County. It designates the general location of eight land uses–residential, commercial, mixed use, industrial, public and institutional, transportation, communication, and utilities; open space and recreation, and non-urban / agriculture. The Land Use Element addresses the permitted density and intensity of the various land use designation as reflected on the City's General Land Use Map and it forms the land use component of the Area Plan adopted for the Santa Clarita Valley. The following is a brief description of the Land Use Map Designations.

- **Residential:** Residential uses include dwelling units developed at various densities and with varying housing types, including single-family detached, single-family attached (condominiums), multiple-family (apartments), mobilehome parks, and senior housing. Special residential uses include live-work units and group living facilities.

- **Commercial:** Commercial development includes both retail and offices providing goods and services to the general public, and wholesale and service uses provided to businesses. Commercial uses also include food services, personal services, automobile services, entertainment and hospitality services, and regional commercial uses such as big box retailers and auto malls.

- **Mixed Use:** The mixed use category generally includes commercial retail, office, and service uses intermingled with higher density residential uses, within a master-planned complex designed to ensure that residents are not adversely impacted by commercial traffic or operations, and that businesses benefit from the proximity of customers living nearby. The benefits of mixed-use

development include a reduction in vehicle trips by residents to shopping areas, and the proximity of residents to employment-generating uses.

- **Industrial:** The industrial category includes heavy manufacturing, less intensive industrial uses that are typically located in business parks, and research and development complexes. Light industrial activities include warehousing, wholesale trade, and some assembly. Heavy industrial uses include fabrication and assembly of large items, resource extraction, processing of raw or recycled materials, and businesses that use or generate hazardous materials.

- **Public and Institutional:** Government buildings, libraries, schools, fire stations, museums, cultural and community centers, and other similar public uses are typical of this category. In addition, private schools, churches, convalescent care and other social care facilities, private meeting and convention facilities, and similar uses are included. Special uses in this category include correctional facilities.

- **Transportation, Communication, and Utilities:** This category includes freeways and major arterials, railroads, park and ride lots, truck terminals, airports, communication facilities, electric power and natural gas facilities, solid waste and liquid waste disposal, transfer facilities, reservoirs and pumping stations, treatment plants, and similar uses.

- **Open Space and Recreation:** This category includes the Angeles National Forest and land used for agriculture, private and public recreational facilities, and local and regional parks. Golf courses and water bodies are also included.

- **Non-Urban/Agriculture:** Non-urban lands are used for low-density residential uses on large lots, in areas characterized by rural development interspersed with natural open space. Agricultural lands are used for grazing, horticulture, row, field, and tree crops, and limited keeping of livestock, horses and other large animals.

- **Specific Plan:** The Specific Plan designation indicates those lands in the planning area governed by a Specific Plan. Allowable land uses and intensity of development are those permitted by the Specific Plan.

Circulation Element

The Circulation Element plans for the continued development of efficient, cost-effective and comprehensive transportation systems that are consistent with regional plans, local needs, and the Valley's community character. A comprehensive transportation network of streets and highways, multi-use trails, bus transit, commuter rail, and airport facilities

provides mobility options to Valley residents and businesses. The Circulation Element contains a map showing major transportation facilities within the Santa Clarita Valley, including streets and highways, rail and public transit routes, stations and terminals, and airport facilities.

Housing Element

The separate Housing Elements prepared for the City and the County contains policies and programs to ensure that adequate housing is provided to meet the needs of all Valley residents. These elements address the need for affordable housing, housing for people with special needs, constraints to providing affordable housing, the agency's progress in meeting its housing goals, quantified objectives for provision of housing, a survey or adequate sites for housing, a resource inventory, and identification of at-risk affordable units and methods of preservation.

Noise Element

The Noise Element contains maps and policies to ensure that residents are not exposed to health risks or nuisances due to noise generated from freeways and high-volume roadways, airports, industrial and recreational uses, special events, and other uses emitting loud sounds. Policies in the Noise Element address sound attenuation measures, such as setbacks, noise barriers, and buffering, to protect the public health, safety, and welfare.

Open Space and Conservation Element

The Open Space and Conservation Element contain maps and policies to ensure preservation of an open space greenbelt around most portions of the Santa Clarita Valley, in addition to preserving water quality, historic and cultural resources, scenic views, and providing recreational facilities to enhance the quality of life for Valley residents. Significant Ecological Areas (SEAs) are ecologically important fragile land and water areas that are valuable as plant and animal communities and are often important to the preservation of threatened or endangered species. SEAs as designated by the County will be presented on a map included in the Open Space and Conservation Element.

Safety Element

The Safety Element contains maps and policies to ensure that residents are not exposed to health risks due to air pollution, earthquakes, wildland fires, or other environmental hazards, and that adequate provisions are made for crime prevention, law enforcement, and fire protection services.

Potential Environmental Effects

Potential environmental effects that will be addressed in the EIR include effects to the following:

• Aesthetics	• Land Use / Planning
• Agricultural Resources	• Mineral Resources
• Air Quality	• Noise
• Biological Resources	• Population / Housing
• Climate Change	• Public Services
• Geology / Soils	• Recreation
• Hazards / Hazardous Materials	• Transportation / Traffic
• Hydrology / Water Quality	• Utilities / Service Systems
• Cultural Resources	

Further refinement of the scope of technical issues to be addressed will be occurring through the planning process, including input received in response to this NOP.

Intended Uses of the EIR

The City will use the EIR to consider the environmental effects, mitigation measures, and alternatives, when reviewing the proposed General Plan approval. The EIR will serve as the CEQA compliance document for adoption of the General Plan. It will also serve as the programmatic environmental document that may be referenced in implementing future actions in the General Plan. Subsequent project-level activities identified in the General Plan will be examined in the light of the program EIR to determine whether an additional environmental document must be prepared prior to project approval and implementation.

Where to Respond with Comments

Due to the time limits mandated by State law, your response must be sent at the earliest possible date, but not later than 30 days after receipt of this notice. As such, the comment period for the Notice of Preparation begins on July 25, 2008, and ends on August 25, 2008. Please send your written responses to Jeff Hogan at the address shown above. We would appreciate the name of a contact person in your agency.

Scoping Meeting

To help assist and promote local participation, a Scoping Meeting (see attached Scoping Meeting Notice) will be held to present the proposed project and to solicit suggestions from the public and responsible agencies on the content of the Draft EIR. This meeting will be held on August 4, 2008, 6:00 p.m. in the Council Chambers of Santa Clarita City Hall, 23920 Valencia Blvd., Santa Clarita, California 91355.

Project Title: One Valley, One Vision

Date:

Title: Jeff Hogan, AICP, Senior Planner
Telephone: (661) 255-4330

NOTICE OF PREPARATION

(The Notice of Preparation Comment Period has been extended to 12.31.08)

The purpose of the Notice of Preparation is to solicit comments and direction from other agencies and the public to define the scope of the Environmental Impact Report and other issues to analyze in it. The City is not asking for comments on the draft OVOV sections as part of the Notice of Preparation process, but rather for comments as to what issues should be addressed in this project's Environmental Impact Report.

Lead Agency:		Consulting Firm:	
Agency *Name*	City of Santa Clarita	*Name*	Impact Sciences
Street Address	23920 Valencia Blvd, Suite 302	*Street Address*	803 Camarillo Street, Suite A
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Noise Element

The Noise Element contains maps and policies to ensure that residents are not exposed to health risks or nuisances due to noise generated from freeways and high-volume roadways, airports, industrial and recreational uses, special events, and other uses emitting loud sounds. Policies in the Noise Element address sound attenuation measures, such as setbacks, noise barriers, and buffering, to protect the public health, safety, and welfare.

Open Space and Conservation Element

The Open Space and Conservation Element contain maps and policies to ensure preservation of an open space greenbelt around most portions of the Santa Clarita Valley, in addition to preserving water quality, historic and cultural resources, scenic views, and providing recreational facilities to enhance the quality of life for Valley residents. Significant Ecological Areas (SEAs) are ecologically important fragile land and water areas that are valuable as plant and animal communities and are often

important to the preservation of threatened or endangered species. SEAs as designated by the County will be presented on a map included in the Open Space and Conservation Element.

Safety Element

The Safety Element contains maps and policies to ensure that residents are not exposed to health risks due to air pollution, earthquakes, wildland fires, or other environmental hazards, and that adequate provisions are made for crime prevention, law enforcement, and fire protection services.

Potential Environmental Effects

Potential environmental effects that will be addressed in the EIR include effects to the following:

• Aesthetics	• Land Use / Planning
• Agricultural Resources	• Mineral Resources
• Air Quality	• Noise
• Biological Resources	• Population / Housing
• Climate Change	• Public Services
• Geology / Soils	• Recreation
• Hazards / Hazardous Materials	• Transportation / Traffic
• Hydrology / Water Quality	• Utilities / Service Systems
• Cultural Resources	

Further refinement of the scope of technical issues to be addressed will be occurring through the planning process, including input received in response to this NOP.

Intended Uses of the EIR

The City will use the EIR to consider the environmental effects, mitigation measures, and alternatives, when reviewing the proposed General Plan approval. The EIR will serve as the CEQA compliance document for adoption of the General Plan. It will also

serve as the programmatic environmental document that may be referenced in implementing future actions in the General Plan. Subsequent project-level activities identified in the General Plan will be examined in the light of the program EIR to determine whether an additional environmental document must be prepared prior to project approval and implementation.

Where to Respond with Comments

(The Notice of Preparation Comment Period has been extended to 12.31.08)

Please send your written responses to Jeff Hogan at the address shown above. We would appreciate the name of a contact person in your agency.

Purpose Notice of Preparation

The purpose of the Notice of Preparation is to solicit comments and direction from other agencies and the public to define the scope of the Environmental Impact Report and other issues to analyze in it. The City is not asking for comments on the draft OVOV sections as part of the Notice of Preparation process, but rather for comments as to what issues should be addressed in this project's Environmental Impact Report.

Scoping Meeting

To help assist and promote local participation, a Scoping Meeting was conducted on the project to solicit suggestions from the public and responsible agencies on the content of the Draft EIR. This meeting was held on August 4, 2008, 6:00 p.m. in the Council Chambers of Santa Clarita City Hall, 23920 Valencia Blvd., Santa Clarita, California 91355.

Project Title: One Valley, One Vision

Date:

Title: Jeff Hogan, AICP, Senior Planner
Telephone: (661) 255-4330

Scoping Meeting Notes Summary of Verbal Comments and Flyer; dated August 12, 2008

IMPACT SCIENCES, INC.
803 Camarillo Springs Road, Suite A
Camarillo, California 93012
Telephone: (805) 437-1900 Fax: (805) 437-1901
www.impactsciences.com

Offices in Southern California, Bay Area, and Sacramento Valley

MEMORANDUM

TO: Jeff Hogan, Senior Planner **Job. No.** 0112.020
FROM: Susan Tebo, Associate Principal SNT
DATE: August 12, 2008
SUBJECT: One Valley-One Vision Scoping Meeting Comments

On August 4, 2008, the City of Santa Clarita and County of Los Angeles conducted a scoping hearing to solicit comments regarding the proposed update to the City of Santa Clarita General Plan and unincorporated Los Angeles County Area Plan, commonly known as One Valley-One Vision (OV-OV). The scoping comment period ends on August 28, 2008. Listed below are the comments made at the scoping meeting:

- Keep equestrian trails open.
- Preserve special standards districts for Alderbrook, Placerita Canyon, Sand Canyon, Happy Valley planning areas.
- There must be consideration for bicycle and pedestrian transportation. Of concern is access to roads, bus, rail and nighttime security lighting (Happy Valley and Sand Canyon).
- There should be a reference to existing Community Service Districts and Special Standards Districts (include all districts).
- An overlay of wildlife corridors should be shown.
- There should be a section on greenhouse gases and climate change.
- Mineral Resources and mining resources should be discussed.
- Existing parks and trails need to be discussed.
- There should be floodway/floodplain and fire overlay maps prepared illustrating hazard areas.
- SEA's should be shown on an overlay.
- The Draft EIR will have a 120-day review period.
- A Development Monitoring System (DMS) needs to be adopted.
- Alternative energy sources should be encouraged (if not required)—such as wind and solar.
- Financial incentives to encourage solar energy should be pursued.
- The General Plan amendment process should be clearly defined and how the changes affect the different elements of the Plan.
- Input from adjacent communities should be solicited on the land use plan.
- There is a concern regarding "urban villages."
- There was a suggestion that workshops to inform the community of changes to the land use plan should be conducted.

- Impacts of urban center and transition of land uses should be discussed.
- Flood channels should not be lined in concrete. Placerita Creek should remain recreational .
- Concern was voiced regarding the destruction of ridgelines and oak trees. Specific language should be included to restrict destruction of ridgelines and to require oak relocations.
- There is a concern with the revision to the General Plan "opening up" the codes .
- There is a perception that the developer has flexibility and more development opportunity with the use of Specific Plans.
- There was a request to see a comparison of changes from old to new.
- A request was made to compare the County General Plan overlay to the City General Plan-where does the new General Plan begin and end with relationship to the County's new Area Plan.
- A concern was voiced regarding the overall changes proposed for the General Plan.
- Low-income residents should be targeted: teachers, government workers and police.
- Advancements in water planning should be explored including conservation.
- The Smiser Specific Plan was mentioned noting a concern that when it is rezoned—that it be rezoned with certainty. There was discussion that Specific Plans allow too much leeway. More restrictions need to be included in the Specific Plans-particularly in the Calgrove Corridor-Santa Clarita Valley Gateway).
- There was a concern with growth in the community.
- The City should implement a "feathering" method of developing a transitioning zone between new and existing developments. If there is not room for "feathering" then square footage should be limited.
- There is a concern with focusing low incomes in high density areas.
- All existing waterways should be shown in the General Plan.
- There is a concern that high density areas not be limited to low-income residents.
- With regard to the Circulation Element, when was the last time that the traffic model was updated? New traffic counts should be taken because commute patterns have shifted. Solid traffic assumption must be used in the traffic analysis. The freeway must be considered in the traffic analysis.
- The Circulation Element should show one-two alternative roads outside of the Valley.
- An income vs. cost of housing analysis needs to be prepared-fiscal analysis.
- Identify land use areas for mitigation banking.
- Energy efficiency and green building should be investigated.
- Cultural resources need to be addressed in terms of public facilities for art/cultural uses.
- Workforce housing and inclusionary zoning must be addressed.
- The hospital and public health facilities must be addressed.
- Impacts occur when urban villages are situated adjacent to existing neighborhoods. This concept must be monitored (land use and traffic) in order to keep safety and harmony in existing neighborhoods.
- A concern was voiced regarding placing future high density in rural areas.
- There needs to be a balance between urban and non-urban areas.
- Traffic and open space must be looked at integrally when considering the trail connection to open space areas.

- The City should consider using language found in the Santa Barbara and Pasadena General Plans with regard to the importance of public input and the role that the public has in this process
- The Circulation Element must address the I-5/405 bottleneck.
- There needs to be a "reality check" of roadways at buildout conditions. The EIR must consider that not all roadways will be built at the time of development buildout.
- How will people located in the unincorporated areas of the County be noticed? All property owners would be notified of new proposed zoning.
- Better out-reach for the General Plan is needed.
- Senior housing and an aging population is a critical issue which needs to be addressed.
- Low-income housing for seniors will be needed in the future.
- Water supply in the Calgrove corridor needs to be addressed. It was stated that water quality is poor in this area.
- The floodplain in the Calgrove area needs to be addressed.
- There is concern with the Lyons Canyon project located in unincorporated Los Angeles County and its impact at the I-5/Calgrove interchange. This project should be reviewed in combination with the proposed Smiser project.
- Local residents do not want to see the City develop as a "Century City." Restrictions and limitations on height should be required. No more than 4-5 stories.
- Development should be buffered around wildlife corridors and open space areas.
- There is a concern with the known contaminated areas in the City: NTS, Whitaker-Bermite, High Shear, Kaiser Century. The General Plan should designate these sites as Brownfield sites.
- Traffic mitigation for urban villages must be analyzed on new on/off-ramps to SR-14 and I-5.
- The General Plan should specifically address Agua Dulce. This discussion should include statements acknowledging that the area is dependent upon water wells. Consequently, the water supply must be protected. Furthermore, commercial projects proposed for this area must be studied closely—especially gas stations that could possibly impact the water source.
- The Agua Dulce area could use commercial use code enforcement attention.
- Placerita Canyon is already a village.
- North Newhall Specific Plan area has taken away 20% of this community.
- What are the alternatives of the General Plan? Would the existing General Plan be an Alternative?
- Urban Villages should include trails to existing neighborhoods.
- Golf carts should be allowed on trails.
- Examine the possibility of providing energy alternatives.
- What percentage of this effort is under the jurisdiction of the City and County?
- The City should become self-reliant for water and energy as much as possible.
- There is a concern with freeway levels of traffic in neighborhoods.

Environmental Impact Report Scoping Meeting
For the Joint Valleywide General Plan
August 4th, 2008, 6:00PM

Please join the City of Santa Clarita and the County of Los Angeles for the Environmental Impact Report (EIR) scoping meeting, for OVOV, the Joint Valleywide General Plan and provide input on the General Plan project and environmental issues.

August 4th, 2008, 6:00 p.m.

City of Santa Clarita
23920 Valencia Blvd.
Santa Clarita, CA 91355
Council Chambers

Find out more at www.santa-clarita.com/vgp

Contact:
Mitch Glaser
Principal Planner
(213) 974-6476

Contact:
Jeff Hogan, AICP
Senior Planner
(661) 255-4330

Ventura County Office of Agricultural Commissioner Comment on NOP; dated August 8, 2008

Office of
AGRICULTURAL COMMISSIONER
P.O. Box 889, Santa Paula, CA 93061
815 East Santa Barbara Street
Telephone: (805) 933-2926 Ext. 228
FAX: (805) 525-8922

Agricultural Commissioner
Henry S. Gonzales

Chief Deputy
Susan Johnson

August 8, 2008

Mitch Glaser
County of Los Angeles
Department of Regional Planning
320 West Temple Street, Room 1352
Los Angeles, CA 90012

Subject: Notice of Preparation - One Valley One Vision, Update to Santa Clarita Valley-wide Area Plan for Los Angeles County

Dear Mr. Glaser:

Thank you for the opportunity to comment on the scope and content for the environmental document for the One Valley One Vision project. The comment deadline is August 26, 2008.

Project Description: The One Valley One Vision (OVOV) is a joint effort between the County of Los Angeles, City of Santa Clarita, and Santa Clarita Valley residents and businesses to create a single vision and guidelines for the future growth of the valley and the preservation of natural resources. The Area Plan will include the County communities of Stevenson Ranch, Castaic, Val Verde, Agua Dulce and the future Newhall Ranch; and the City of Santa Clarita and its four communities of Canyon Country, Newhall, Saugus and Valencia. The County will adopt a new Area Plan to replace the Santa Clarita Valley Area Plan, and prepare its own EIR; and the City of Santa Clarita will adopt a new General Plan and EIR. There will be two EIRs that evaluate portions of the project.

Comments: The Ventura County Agricultural Commissioner's staff comments on the following topics: Agricultural Soils, Water, Air Quality/ Microclimates, Pests and Diseases, and Land Use Incompatibility. Ventura County evaluates projects according to the thresholds and methodologies set forth in the Ventura County Initial Study Assessment Guidelines. The Guidelines are viewable at: www.ventura.org/planning under "Ordinances and Regulations." The Ventura County Agricultural Commissioner's staff recognizes that other jurisdictions may use different thresholds of significance in their evaluations.

Agricultural Soils. This evaluation pertains to the amount of farmland that will be

converted to a non-agricultural use. Farmland is identified and classified on the Department of Conservation Farmland Mapping and Monitoring Program Important Farmland Inventory. The scope and content of the One Valley One Vision EIRs should include identifying the classes of farmland soils, their locations, and the number of acres of each class that are intended to be converted to non-agricultural uses. The EIRs may propose mitigation measures that can be uniformly applied. The Ventura County Agricultural Commissioner's Office is currently evaluating proposals for standard mitigation measures from existing uniformly applied policies that limit the loss of agricultural soils in Ventura County. Los Angeles County and City jurisdictions may have uniformly applied policies that could serve as standard mitigation measures. If Los Angeles County and the City jurisdictions deem that the amount farmland to be converted to urban uses under One Valley One Vision is significant with unavoidable environmental effects, the EIRs should include consideration and adoption of a Statement of Overriding Considerations pursuant to CEQA for each EIR. This will allow the proponents of individual projects to cite the One Valley One Vision EIRs as having previously identified and considered the loss of agricultural soils as each subsequent project is evaluated.

Agricultural Water. This evaluation pertains to the effects on the local area's quantity from the conversion of agricultural water to non-agricultural uses as well as on water quality in discharges and run-off. The Ventura County Initial Study Guidelines to do not quantify a general significance threshold for water quantity; the evaluation is case-by-case. The significance threshold for agricultural water quality aims to identify and reduce Total Dissolved Solids (TDS) to no greater than 1200 milligrams per liter in the impact area. The Ventura County Water Resources Division also evaluates the effects of projects on this resource. The scope and content of the One Valley One Vision EIRs should include these subjects.

Agricultural Air Quality and Microclimates. This evaluation pertains to increased dust or harmful emissions from new non-agricultural projects or a decrease in solar access on adjacent farmland from new tall structures. The Ventura County Initial Study Guidelines thresholds of significance for increased dust and decreased solar access are 10 percent, respectively. The Ventura County Air Pollution Control District also evaluates the effects of new projects on this resource. The scope and content of the One Valley One Vision EIR should include these subjects.

Agricultural Pests and Diseases. This evaluation pertains to the introduction of agricultural pests or diseases into nearby agricultural areas. The Ventura County Initial Study Guidelines do not quantify a significance threshold; the evaluation is case-by-case. The analysis considers the types of new uses that will be permitted adjacent to existing agricultural land and focuses on reducing vectors and dust from any new uses.

Land Use Incompatibility. This evaluation pertains to the introduction of incompatible uses adjacent to agricultural areas. The Ventura County Initial Study Guidelines consider most human intensive uses within 300 feet of irrigated agriculture to pose a significant effect on agricultural resources. Mitigation measures may include site re-design with extended setbacks and/or other measures such as fencing and vegetative screening. The Ventura County Agricultural Policy Advisory Committee (APAC) adopted the Agricultural/Urban Buffer Policy in July 2006 to provide application and design standards for such measures. The Buffer Policy is viewable at: www.ventura.org/agcommissioner under "Land Use Planning." The policy includes an optional 150-foot extended setback with a vegetative barrier as an alternative to the policy standard 300-foot setback. Distances are measured from new structures or human intensive outdoor areas on the project site to the common lot boundary line with the off-site adjacent farmland. This allows the farm property owner to have maximum use of his farmland. The APAC Buffer Policy may be updated to include a set of reduction and waiver criteria that have been used in APAC's project evaluations. These include small project parcel size, un-farmable areas immediately adjacent to the project site, extensive existing vegetative screening, etc. The scope and content of the One Valley One Vision EIRs should include this topic.

This communication has been reviewed by Ventura County Chief Deputy Agricultural Commission Susan Johnson.

Thank you for the opportunity to comment.

If you have any questions about this response, please contact me at the telephone number or email address below.

Thank you.

Sincerely,

Rita Graham
Agricultural Land Use Planner
(805) 933-2926 Ext. 228
rita.graham@ventura.org

OVOV Noise Element Questions, submitted by Bob Werner;
dated February 17, 2009

OVOV NOISE ELEMENT QUESTIONS
Submitted by: Bob Werner 2/17/09

1. Where is the Traffic Analysis that this element is based on?

2. How far from the roads were the noise measurements in Exhibit N-5a taken?

3. Exhibit N-5a legend states that 'Leq' is used, and the explanatory text says that 'Noise measurements were made of the short-term Leq values.' (page N-13)
CNEL, which is the parameter used in this element (page N-9), is a '24-hour, time-weighted energy average noise level…'.
CNEL is used in the Appendix starting on page N-36 for future planning.
Please clarify the correlation between what appears to be a 'snapshot' measurement (Leq) used for current conditions, and future planning estimates, which are based on CNEL.

4. How did Newhall Ave. between Sierra Hwy and Valle del Oro go from 49,000 ADT (in the Masters College raffic analysis of 2008) in the interim year to 40,000 ADT in this noise analysis?
Notably, for Sierra Hwy between Newhall Ave and Dockweiler, the ADTs are 9,000 (Masters College traffic analysis) and 23,000 (OVOV).
Sierra Hwy between Dockweiler and Placerita Canyon is 26,000 (Masters College traffic analysis) and 39,000 (OVOV).
These numbers are very different, and need explanation, especially because the traffic volume on Sierra Highway is far higher in the OVOV, but far lower on Newhall Ave in the same OVOV.

5. How does Newhall Ave 'NW of Valle del Oro' have 33,000 ADT (OVOV) when Newhall Ave from Sierra Hwy to Valle del Oro has 40,000 ADT?
Under current conditions, there is more traffic west of VDO on Newhall Ave (50,000 ADT vs. 45,000 according to the Masters College traffic analysis of 2008).
There will certainly not be a decrease of traffic on Newhall Ave. west of VDO, because some of the traffic diverted off Sierra Hwy onto Dockweiler will go down VDO and back to Newhall Ave.

6. How are you going to fit 23,000 ADTs on Newhall Ave between Market and Lyons?

7. The 'current general plan freeway noise contour distances for freeways' has 316,000 ADTs on SR-14 between I-5 and Placerita Canyon.
The 'proposed general plan freeway noise contour distances for freeways' has 230,000 ADTs for the same stretch of road.
Where did 86,000 ADTs go?

8. Dockweiler Drive has 2 segments in all the lists:

Current GP OVOV

Dockweiler from Sierra Hwy to mid-section	25,000	24,000
Dockweiler from mid-section to mid-section	22,000	18,000

Where is this ‘mid-section’ and what happens to the 6,000 ADTs that just disappear?

9. On page N26, the proposed policy for residential development in the I-5 corridor ‘prohibits residential buildings within 150 feet from the I-5 CENTERLINE’ (emphasis added).
The California Air Resources Board has recommended that residences be located 500 feet from the EDGE OF THE FREEWAY (emphasis added).
Estimating the width of I-5 at 200 feet in the Santa Clarita valley, the OVOV policy would permit residential development only 50 feet from the edge of the roadway, instead of the 500 feet recommended.
How can this difference be justified?

Ventura County Public Works Agency, Transportation Department,
Comment on NOP; dated August 14, 2008

PUBLIC WORKS AGENCY
TRANSPORTATION DEPARTMENT
Traffic, Advance Planning & Permits Division

M E M O R A N D U M

DATE: August 14, 2008

TO: Resource Management Agency, Planning Division
Attention: Kari Finley

FROM: Nazir Lalani, Deputy Director

SUBJECT: **REVIEW OF DOCUMENT 08-032, ONE VALLEY ONE VISION – SANTA CLARITA VALLEYWIDE AREA PLAN UPDATE (OVOV)**.
Notice of Preparation of a Draft Environmental Impact Report (NOP) for the Santa Clarita Valley-Wide Area Plan Update
Lead Agency – **County of Los Angeles**

Pursuant to your request, the Public Works Agency -- Transportation Department has reviewed the Notice of Preparation of a Draft Environmental Impact for the Santa Clarita Valleywide Area Plan Update.

The OVOV is a comprehensive update to the Santa Clarita Valley-Wide Area Plan to establish common guidelines for new development that will lead to greater cooperation and an enhanced quality of life for residents of Santa Clarita Valley.

Our comments are as follows:

1. We generally concur with the comments in the NOP for those areas under the purview of the Transportation Department. However, no project specific impacts on County of Ventura roadways were identified in the NOP.

2. The cumulative impacts of this project, when considered with the cumulative impacts of all other approved (or anticipated) development projects in the Santa Clarita Valley, are potentially significant on the roads in the County of Ventura.

3. It is recommended that the environmental document address the potential adverse impacts on County of Ventura roads in the area.

Our review is limited to the impacts this project may have on Ventura County's Regional Road Network.

Please call me at 654-2080 if you have questions.

F:\transpor\LanDev\Non_County\08-032(LA-Santa Clarita).doc

City Comments

DEPARTMENT OF TRANSPORTATION
DISTRICT 7, REGIONAL PLANNING
IGR/CEQA BRANCH
100 MAIN STREET, MS # 16
LOS ANGELES, CA 90012-3606
PHONE: (213) 897-6696
FAX: (213) 897-1337

Flex your power!
Be energy efficient!

IGR/CEQA No. 080808AL, NOP
One Valley One Vision
County Project No. R2007-01226
Vic. LA-05/126/14
SCH # 2008071133

September 15, 2008

Mr. Jeff Hogan
City of Santa Clarita
23920 Valencia Boulevard, Suite 302
Santa Clarita, CA 91355

Dear Mr. Hogan:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The One Valley One Vision, OVOV, project is a comprehensive update to the Santa Clarita Valley wide Area Plan to establish common guidelines for new development that will lead to greater cooperation and an enhanced quality of life for residents of Santa Clarita Valley.

The OVOV is a joint effort between the County of Los Angeles, City of Santa Clarita, and Santa Clarita Valley residents and businesses to create a single vision and guidelines for the future growth of the Valley and the preservation of natural resources. The result of the work effort will require the County to adopt a new Area Plan to replace the Santa Clarita Valley Area Plan and prepare its own Environmental Impact Report, EIR, while the City will adopt a new General Plan and EIR.

The California Department of Transportation (Caltrans) as the State agency responsible for planning, operations, and maintenance of State highways, shares similar transportation goals with the both County of Los Angeles and City of Santa Clarita. We are pleased with the comprehensive planning approach both local government agencies are pursuing and present the following comments:

"Caltrans is particularly interested in the transportation planning roles of local general plans and suggests that the following areas be emphasized.

- Coordination of planning efforts between local agencies and Caltrans.
- Preservation of transportation corridors for future system improvements; and
- Development of coordinated transportation system management plans that achieve the maximum use of present and proposed infrastructure."

RECEIVED
PLANNING DIVISION
SEP 17 2008
CITY OF SANTA CLARITA

Circulation Element

It is widely known that Southern California highways are heavily congested especially during morning and evening peak periods. We realize that to improve mobility there is the need for capacity enhancing improvements as well as other innovative alternatives. The State highway facilities that provide regional access to the subject Santa Clarita Valley Area and are therefore likely to be impacted by future development activity are Interstate 5 (I-5), State Route 14 (SR-14), and State Route 126 (SR-126).

Interstate 5

- The *Golden State Gateway Coalition website (http://www.goldenstategateway.org/?p=7#q6) provides the following information:*

"....In the northern Los Angeles County, the I-5 currently carries more than 200,000 vehicles every day. This includes more than 19,000 trucks. These daily numbers add up to a staggering 73 Million vehicles – including 7 Million trucks – every year. As commerce and population growth occur in Southern California, these numbers will increase...."

" ...The I-5 freeway is already nearly at capacity, with Los Angeles County's population expected to grow by 3 million in the next 2 decades, it would soon be beyond its capacity without major improvements. Traffic is projected to increase by 65% in the next 10 years and 114% in the next 20 years. Airport passenger and cargo traffic in the Los Angeles-southern Kern County region is expected to double in the next 2 decades, while seaport traffic is expected to triple...."

State Route 14

- Existing daily traffic volumes along the SR 14 corridor range from 137,000 ADT between I-5 to San Fernando Rd., to 30,900 ADT between Avenue I and Kern County Line, per Caltrans District 7, SR 14 Transportation Concept Report, September 2003.

- Currently, an operating deficiency exists on SR14 between I-5 and San Fernando Rd. The level of service on this segment is F0 during the AM peak period on the southbound side of the route and F0 during the PM peak period on the northbound side of the route (Caltrans District 7, SR 14 Transportation Concept Report, September 2003).

- SR 14 is designated as a Super Truck Route (STR). SR 14 is also part of the Surface Transportation Assistance Act (STAA) truck network, which provides freeway access for oversized trucks. Regional truck traffic is expected to increase by 40% by 2020, with virtually no capacity available to handle this additional volume (Caltrans District 7, SR 14 Transportation Concept Report, September 2003).

State Route 126

SR-126 functions as a terminal access route to the national network for the Surface Transportation Assistance Act (STAA) for trucks. Truck volume in 2001 ranged from 4% to 30% of ADT in Los Angeles County, and 4.5% to 10% of ADT in Ventura County (Caltrans District 7, SR 126 Transportation Concept Report, November 2004).

New development will increase use of local and regional roadways and the circulation element can identify strategies the County and the City will pursue to maintain good levels of service. We understand that mitigating cumulative traffic impacts may present some challenges. Given that the Los Angeles County's Congestion Management Program debit and credit system has been suspended, we recommend the County consider an alternate local funding plan towards regional transportation improvements. We request the County consider implementing a funding program to contribute to improvements on the State highway system, including impacted I-5, SR-14, SR-126, and on/off ramps. Local funding efforts may include a region or community wide traffic impact program. When local matching funds are offered, public funds may become available and improvements may be streamlined and/or expedited. County of Los Angeles and City of Santa Clarita may take this opportunity to include policies that allow it to procure funds towards regional transportation improvements such as additional mixed flow lanes, High Occupancy Lanes (HOV), and truck lanes on I-5; as well as modifications to I-5/SR-14 interchange.

Procuring funds toward freeway segments, freeway interchanges, freeway on/off-ramps, as well as for bus and rail transit facilities should also be in the goals of the local government agencies. A local funding strategy may provide a fair and predictable mechanism for individual developments to address their individual and cumulative transportation impacts to State facilities and satisfactory comply with the California Environmental Quality Act (CEQA).

Other traffic mitigation alternatives may include vehicular demand reducing strategies, such as incentives for commuters to use transit i.e. park-and-ride lots, discounts on monthly bus and rail passes, vanpools, etc.

To avoid delays and any misunderstandings in the traffic impact analysis, we request to be involved in its development. We may provide assistance in our areas of expertise such as transportation modeling, mainline freeway analysis, system and corridor planning, environmental and community impact assessment, as well as identifying critical operational deficiencies affecting freeway congestion, speed, and delay.

For State thresholds and guidance on the preparation of acceptable traffic studies, please refer to the Statewide Guide for the preparation of Traffic Impact Studies at:

http://www.dot.ca.gov/hq/traffops/developserv/operationalsystems/reports/tisguide.pdf

If significant impacts were anticipated on the State highway system, Caltrans would work with the local governments to identify appropriate traffic mitigation measures.

We remind you that traffic impact studies that are in compliance with Los Angeles County's Congestion Management Program (Metro's CMP), are not necessary satisfactory to Caltrans, the agency with jurisdiction over State highway facilities. The thresholds for significance on State highway facilities may be different than those applied in the CMP.

Land Use Element and Other Elements

As you are aware, there is a critical relationship between land use and transportation. The quality of the State transportation system operation can affect the quality of the local circulation system operation. The Circulation Element of the General Plan needs to be consistent with the Land-Use and Housing Elements of the General Plan. During the past couple decades, population and economic growth has been strong in Los Angeles County, and projections show that this growth will continue. In addition to planning for highway improvements, we recommend that vehicle-trip reducing strategies be implemented through land-use decisions.

We recommend that special attention be given to the jobs-and-housing balance concept. Communities with predominantly residential allocations should be encouraged to set aside areas for office, commercial/retail, and open space uses. Benefits of balanced communities include: reduction of long morning and evening commutes on State highways, shorter trips which in turn would reduce the consumption of fuel and air pollutants. It may also change direction of trips. Instead of most traffic traveling in one direction during peak periods, some trips may be diverted in the opposite direction. Other land use strategies may include Transit-Oriented Developments (TODs).

- We encouraged the application of the State Regional Blueprint Program, SCAG's Compass Blueprint Program, and transportation planning principles in their General Plan update:
  - **California Regional Blueprint Planning Program (http://calblueprint.dot.ca.gov)**

The Regional Blueprint Planning Program is intended to better inform regional and local decision-making, through pro-active engagement of all segments of the population as well as critical stakeholders in the community, business interests, academia, builders, environmental advocates, and to foster consensus on a vision and preferred land use pattern. It is anticipated that the regional blueprint planning grants will build capacity for regional collaboration and integrated planning that will in turn enable regions to plan to accommodate all their future growth, thereby reducing need for sprawl.

The grants for regional collaborative decision-making will lead to adoption of blueprint plans that will:

1. Foster a more efficient land use pattern that (a) supports improved mobility and reduced dependency on single-occupant vehicle trips, (b) accommodates an adequate supply of housing for all incomes, (c) reduces impacts on valuable habitat, productive farmland, and air quality, (d) increases resource use efficiency, and (e) results in safe and vibrant neighborhoods.

2. Provide consumers more housing and transportation choices.

3. Improve California's economic competitiveness and quality of life.

4. Reduce costs and time needed to deliver transportation projects through informed early public and resource agency involvement.

5. Secure local government and community support, including that of under-represented groups, to achieve the resulting comprehensive vision through including innovative computer models and public involvement activities.

6. Establish a process for public and stakeholder engagement that can be replicated to build awareness of and support for critical infrastructure and housing needs.

- **SCAG Compass Blueprint Program (http://www.compassblueprint.org/about)**
  Compass Blueprint is a new way to look at how the region grows. The Compass Blueprint Growth Vision is a response, supported by a regional consensus, to the land use and transportation challenges facing Southern California now and in the coming years.

The *Growth Vision encourages:*

- Focusing growth in existing and emerging centers and along major transportation corridors
- Creating significant areas of mixed-use development and walkable communities
- Targeting growth around existing and planned transit stations
- Preserving existing open space and stable residential areas

Housing Element
As we indicated previously, continued high growth is expected for Los Angeles County, which will have impacts to our State transportation facilities. We ask that efforts be made to provide affordable housing for all income levels to ensure that substantial numbers of employees can afford to purchase homes and live in proposed residential projects.

We look forward to reviewing the traffic study. Again, we would welcome an opportunity to participate in its development.

If you have any questions, please feel free to contact me at (213) 897-6696 or Alan Lin the project coordinator at (213) 897-8391 and refer to IGR/CEQA No. 080808AL.

Sincerely,

ELMER ALVAREZ
IGR/CEQA Program Manager

cc: Scott Morgan, State Clearinghouse

COUNTY OF LOS ANGELES
Public Health

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

JONATHAN E. FREEDMAN
Acting Chief Deputy

Environmental Health
ANGELO J. BELLOMO, REHS
Director of Environmental Health

ALFONSO MEDINA, REHS
Director of Environmental Protection Bureau

KEN MURRAY, CHIEF R.E.H.S.
Solid Waste Management Program/Local Enforcement Agency
5050 Commerce Drive
Baldwin Park, California 91706
TEL (626) 430-5540 · FAX (626) 813-4839

www.lapublichealth.org

BOARD OF SUPERVISORS

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Yvonne B. Burke
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Michael D. Antonovich
Fifth District

August 13, 2008

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PLANNING DIVISION
SEP 09 2008
CITY OF SANTA CLARITA

Jeff Hogan
AICP Senior Planner
City of Santa Clarita
23920 Valencia Blvd., suite 302
Santa Clarita, CA 91355

SUBJECT: Notice of Preparation of Draft Environmental Impact Report for the One Valley, One Vision General Plan EIR.

Dear Mr. Hogan:

The Los Angeles County Solid Waste Management Program is the Local Enforcement Agency (LEA) for the City of Santa Clarita (City). As the LEA, it is our responsibility to enforce the requirements of the California Code of Regulations (CCR) Title 14 and Title 27. The proposed EIR is intended to comply with the requirements of the California Environmental Quality Act (CEQA) by providing an analysis of the plans' potentially significant environmental impacts. Within the scope of our review, we will consider the impact(s) and the mitigation measures the plan will have on the management of solid waste within the City and the plan area. Upon reviewing the Notice of Preparation for the proposed EIR, we have the following comments:

Solid Waste

The development of this plan will increase the generation of solid waste in the Santa Clarita Valley area. This will create a negative impact on the solid waste management infrastructure within Los Angeles County. Mitigation measures must be identified so as to provide a solution for the increase in solid waste generation. The plan must consider that landfills and other solid waste facilities in the Los Angeles County have a limit on the tonnage received per day and hours of operation, and no new landfills are expected to be created in the Los Angeles County area.

At the present time there are no transfer stations or materials recovery facilities (MRF) in the Santa Clarita area to help process the solid waste stream. How will this issue be mitigated?

Consider the following:

a. How much solid waste per household or establishment will be generated as a result of the planned development, and how much solid waste will be diverted/recycled?

b. Where will the waste be taken for disposal, and is there a plan to convert or divert the residual waste into a useable resource such as energy, compost, or fuels?

c. How will hazardous wastes that are extracted from the solid waste stream be disposed?

Traffic

As a result of the planned development, a traffic analysis needs to describe how the roads and traffic patterns will accommodate the additional waste collection vehicles. The traffic analysis needs to describe the safe and adequate circulation of waste collection vehicles throughout the Valley and how it will impact the traffic flow in the area. The increased vehicle impacts on the roads should also be addressed in the noise and emissions sections as well.

Land use

Within the land use studies, information needs to include surveys in the proposed planning areas to determine if such areas have been used as a solid waste or hazardous waste disposal area in the past, and if any such area is within 1,000 feet of a planned development, a post-closure land use plan must be developed as required by CCR Title 27.

If the General Plan for the proposed Planning Area includes the construction of a solid waste processing facility such as a transfer station or a materials recovery facility (MRF), all environmental documents pertaining to the construction of these must be submitted to the LEA for review and approval. Failure to do so will result in the delay of permit issuance.

Thank you for giving our office the opportunity to provide comments on this project, if you have any questions please call me at 626-430-5540.

Sincerely,

Nelly Castellanos, REHS III
Solid Waste Management Program

Parks Designation Description

Calgrove Corridor Coalition

August 26, 2008

Mr. Hogan, AICP
Senior Planner
City of Santa Clarita
23920 Valencia Blvd.
Santa Clarita, CA 9135

Re: Calgrove Corridor Coalition Request for Clarification-Notice of Preparation of Land Use L-33

Dear Mr. Hogan;

The Calgrove Corridor Coalition is asking for clarification on the Land Use Element/Parks section, and requesting clarification response dates for such changes.

We previously printed the Land Use section dated DRAFT July, 2008 on L-33 and it stated:

"The City has adopted a standard of five acres per 1000 residents and the County has adopted a standard of three acres per 1000."

Today, August 26, 2008 we were looking up information and noticed that the PARKS section L-34 is dated July 28, 2008 and now states:

" In the past, the City the County have both, adopted a standard of three acres per 1000 residents."

We would appreciate your prompt response.

Annette Lucas

Annette Lucas, Co-chair
Calgrove Corridor Coalition

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CITY OF SANTA CLARITA

Background Section ends with a needs assessment which identifies current deficiencies in park area and facilities.

Table PR-6 shows that developed City and County parks within the City of Santa Clarita presently provide 172 acres (28 percent) of the park acreage needed to meet its goal of 605.82. City parks account for one quarter of the existing acreage; only 10 percent of the goal. Based upon the 5/1,000 standard, City and County parks which serve the entire planning area, including the City, are presently providing 249 acres (38 percent) of the improved parkland needed to meet the planning area's requirement of 654 acres. These park sites also often have unbuilt housing that adds population. When unimproved parkland is considered, the deficiency of parkland decreases to 538 acres and 310 acres for the City and planning area, respectively. Schools are not considered as public parkland since public use is restricted. However, for evaluation purposes only, when school sites are used for park purposes, the deficiency between improved recreational open space and the amount of park space required to meet the 5 acres/1,000 person standard, narrows to 221 acres for the entire planning area.

PARK FACILITIES NEEDS ASSESSMENT

School facilities and lands have become valuable financial assets for school districts. School sites have been closed and sold or leased for alternative uses to help generate additional financial resources. Long-term reliance on school grounds for open space and parkland purposes can lead to significant future parkland and facility deficiencies.

The National Recreation and Parks Association (NRPA) has developed park standards that can act as a guide for the development of park facilities. The Santa Clarita park facilities needs assessment is based on a standard of 5 acres of parkland per 1,000 persons.

Enrollment is estimated at 1,000 students. The Master's College is planning a facility expansion on the current campus.

The challenge to provide additional school facilities needed to support new development will be met through on-going cooperation between the City, County, and school districts. Master-planned communities, such as Newhall Ranch, provide for school sites and funding mechanisms in their specific plans. As infill occurs in other portions of the planning area, however, it will be necessary to explore all options to alleviate over-crowding. Policies have been included in the General Plan to address coordination of land use planning with school facility planning.

Parks

The provision of adequate park space and facilities to serve residents is not only required by State planning law, but is recognized as necessary to provide for public health and quality of life. Parkland provides recreational and aesthetic benefits as well as increased environmental quality, through maintenance of open space, permeable land area for surface water infiltration and percolation, trees and vegetation for habitat, and the economic benefits of increased property values. The Land Use Element is required to consider the number, size, and distribution of parklands and facilities to ensure that these public amenities will be adequate to serve the ultimate population level at build-out of uses permitted by the Land Use Map.

Based on a 2003 GIS inventory, the Valley contains over 14,000 acres of parkland, including both local and regional parks located within City and County areas; however, much of this parkland consists of natural open space and is not developed for active recreational uses. There are four State Parks located within the Planning Area, totaling about 12,950 acres: Castaic Lake Recreation Area, Placerita Canyon State Park, Vasquez Rocks State Park, and the Santa Clarita Woodlands. In addition, recreational facilities within the Angeles National Forest and Los Padres National Forest lands within and adjacent to the planning area are available for public use by Valley residents. A more detailed discussion of specific park locations and acreage is contained in the Conservation and Open Space Element.

In addition to parkland, the Valley contains an integrated trail system traversing both City and County areas and available for use by equestrians, hikers, joggers, and cyclists. Long-term plans call for a continuous trail along the Santa Clara River, to be completed as right-of-way is acquired. Schools also provide land and facilities for recreational use on a limited basis, through joint use agreements.

Developed parkland in the planning area accommodates a variety of organized sports, including soccer, baseball, tennis, volleyball, basketball, and a skateboard park. Facilities also include picnic areas and playgrounds. A 58-acre Sports Complex was constructed by the City within a former industrial complex in 2002, with an aquatic center added in 2003. Future expansion plans include multi-purpose fields, a second gymnasium, an expanded skate park, and other amenities. The County has constructed a 53-acre sports complex in Castaic. Both the City and County operate recreational programs at their park facilities. Passive recreational areas include conservancy land located in Towsley Canyon and the Water Conservatory Garden and Learning Center owned by Castaic Lake.

The City has adopted a standard of five acres per 1000 residents and the County has adopted a standard of three acres per 1000. Based on these standards and without considering improvements or distribution of facilities, the planning area has adequate overall parkland acreage to serve the existing population. However, more parks to handle specific recreational

amenities. The County has constructed a 53-acre sports complex in Castaic. Both the City and County operate recreational programs at their park facilities. Passive recreational areas include conservancy land located in Towsley Canyon and the Water Conservatory Garden and Learning Center owned by Castaic Lake.

In the past, the City and County have both , adopted a standard of three acres per 1000 residents. Based on these standards and without considering improvements or distribution of facilities, the planning area has adequate overall parkland acreage to serve the existing population. However, more parks to handle specific recreational needs, such as ball fields for youth, are needed to better serve the existing population and future growth. Within the City, there are only about 1.5–2 acres of developed parkland per 1000 population. Another issue for park development is distribution of park facilities, as many local parks are concentrated within master planned communities, and outlying areas have access to fewer local parks. There is a need for additional regional parks with ball fields throughout the Valley, as both City and County residents are active park users in this family-oriented community.

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It is anticipated that future dedications of parkland will be made from new developments in the planning area as development occurs. In addition, both the City and the County are planning for a variety of new parks to serve the growing population's recreational needs.

The City and County will continue to explore joint use opportunities with school districts, utility corridors, and other service providers and agencies to expand parkland and recreational facilities, including trails and playfields. It will be critical in the future to identify sources of funding and reserve lands for future parkland as the planning area continues to develop, in order to provide adequate parkland for all residents.

Libraries

The County of Los Angeles operates all public libraries in the planning area, including the Main Branch in Valencia, the Jo Anne Darcy Branch in Canyon Country, the Newhall Branch, and a bookmobile that serves the communities of Castaic, Acton, Agua Dulce, Val Verde, and the Friendly Valley senior community. The County's system contains over eight million items in its collections and provides inter-library loan programs with other local and national libraries. Santa Clarita library branches also maintain local and regional history collections.

In addition to the public libraries, schools provide library facilities to their students. Both Cal Arts and The Master's College provide libraries for students, and College of the Canyons opens their library to both students and the general public.

Based on the County Library's service guidelines, the area and number of items within the Santa Clarita branches are not meeting service level standards. As population increases based on growth anticipated by the General Plan, it will be necessary to increase funding to support library development. In order to meet the library needs of new development in the Valley, both the City and County assess a development impact fee for library construction. Other funding sources include property taxes, bond measures, and voter-approved special taxes.

In 2008 the City Council approved purchase of three parcels on San Fernando Road so that the City can move ahead with plans to build a new public library in Downtown Newhall. Along with the new community center, this new library facility is part of the plan to revitalize Downtown Newhall.

Local Government Offices

STATE OF CALIFORNIA

GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH

STATE CLEARINGHOUSE AND PLANNING UNIT

ARNOLD SCHWARZENEGGER
GOVERNOR

CYNTHIA BRYANT
DIRECTOR

Notice of Preparation

July 29, 2008

To: Reviewing Agencies

Re: One Valley, One Vision General Plan EIR
SCH# 2008071133

Attached for your review and comment is the Notice of Preparation (NOP) for the One Valley, One Vision General Plan EIR draft Environmental Impact Report (EIR).

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

Please direct your comments to:

Jeff Hogan
City of Santa Clarita
23920 Valencia Boulevard, Suite 302
Santa Clarita, CA 91355

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

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

Sincerely,

Scott Morgan
Project Analyst, State Clearinghouse

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PLANNING DIVISION
AUG 05 2008
CITY OF SANTA CLARITA

Attachments
cc: Lead Agency

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

State Clearinghouse Data Base

SCH# 2008071133
Project Title One Valley, One Vision General Plan EIR
Lead Agency Santa Clarita, City of

Type NOP Notice of Preparation

Description The City is preparing a comprehensive update to its General Plan and an associated EIR for the proposed Planning Area. Development within the City and County shall be consistent with the OVOV's Vision and Guiding Principles, which are intended to sustain and enhance environmental resources, economic vitality, and the social well being of its residents. The following seven General Plan elements are either available or will soon be available on the City's website wwww.santa-clarita.com/vgp:

- Draft Safety Element
- Draft Conservation and Open Space Element
- Draft Circulation and Noise Elements (available 9/16/08)
- Draft Housing Element (available 10/21/08)

Lead Agency Contact

Name Jeff Hogan
Agency City of Santa Clarita
Phone (661) 255-4330 **Fax**
email
Address 23920 Valencia Boulevard, Suite 302
City Santa Clarita **State** CA **Zip** 91355

Project Location

County Los Angeles
City Santa Clarita
Region
Cross Streets
Lat / Long
Parcel No.
Township **Range** **Section** **Base**

Proximity to:

Highways
Airports
Railways
Waterways
Schools
Land Use Residential, Commercial, Mixed Use, Industrial, Public and Institutional, Transportation, Communication, and Utilities, Open Space and Recreation, Non-Urban/Agriculture, Specific Plan

Project Issues Aesthetic/Visual; Agricultural Land; Air Quality; Biological Resources; Other Issues; Geologic/Seismic; Toxic/Hazardous; Water Quality; Archaeologic-Historic; Landuse; Minerals; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Traffic/Circulation

Reviewing Agencies Resources Agency; Department of Conservation; California Energy Commission; Cal Fire; Department of Parks and Recreation; Department of Water Resources; Department of Fish and Game, Region 5; Department of Health Services; Office of Emergency Services; Native American Heritage Commission; State Lands Commission; Caltrans, Division of Aeronautics; California Highway Patrol; Department of Housing and Community Development; Caltrans, District 7; Regional Water Quality Control Board, Region 4

Date Received 07/29/2008 **Start of Review** 07/29/2008 **End of Review** 08/27/2008

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

NOP Distribution List

County: Los Angeles

SCH# [illegible]

Resources Agency

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

Fish and Game

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

Other Departments

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

Independent Commissions,Boards

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

Business, Trans & Housing

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

Dept. of Transportation

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

Cal EPA

Air Resources Board

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

Regional Water Quality Control Board (RWQCB)

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

☐ **Other** _____

Last Updated on 07/24/2008

August 5, 2008

Jason Smisko, Senior Planner
City of Santa Clarita
23920 Valencia Boulevard
Santa Clarita, CA 91355

Dear Jason:

I am writing in followup to the July 14 Public Discussion of the One Valley One Vision Draft Land Use Element of the General Plan.

Although you mentioned to Leon Worden and myself following the meeting that Special Standards were to remain for Placerita Canyon east of the MWD right of way, I believe that more needs to be acknowledged. West of the MWD was also part of the Original Special Standards designation. As several Placerita Canyon residents commented, the existence of Special Standards for Placerita Canyon needs to be emphasized in the Planning Document. While Placerita Canyon is presented as a rural residential area...equestrian oriented on page L-11, nowhere is this to be found in the Land Use Goals, section. LU 1.2.6. Instead Placerita Canyon is described only as "eclectic..... providing an orderly connection to Newhall through the Downtown Newhall Specific Plan".

I would like to suggest that the wording in Section LU 1.2.6 for Placerita Canyon be amended to reflect the preservation of the rural equestrian character governed by Special Standards, keeping the unique community nature at the forefront when considering development of the North Newhall Specific Plan and connections thereof.

Simply put, if as the plan says, the Santa Clarita Valley is a Valley of Villages, then Placerita Canyon is a village onto itself, roots lying deep from years of history and reflective of passion for the lifestyle that it represents. It is my conviction that any future planning on currently vacant land here should reflect the characteristics of this canyon, including incorporation of Special Standards, as any development indeed becomes the Placerita Gateway, the gateway into Placerita Canyon.

Sincerely,

Linda

Linda Tarnoff
21618 Oak Orchard Road
Newhall 91321
HaveAHunchRanch@aol.com

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AUG 11 2008
CITY OF SANTA CLARITA

c. Planning Commissioners

WATER RECLAMATION
SOLID WASTE MANAGEMENT

COUNTY SANITATION DISTRICTS
OF LOS ANGELES COUNTY

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

STEPHEN R. MAGUIN
Chief Engineer and General Manager

July 30, 2008

File No: SCV-00.04-00

Mr. Mitch Glaser
Countywide Studies Section
Los Angeles County
Department of Regional Planning
320 West Temple Street
Los Angeles, CA 90012

RECEIVED
PLANNING DIVISION
AUG 05 2008
CITY OF SANTA CLARITA

Dear Mr. Glaser:

One Valley One Vision, County Project No. R2007-01226

The County Sanitation Districts of Los Angeles County (Districts) received a Notice of Preparation of a Draft Environmental Impact Report for the subject project on July 28, 2008. We offer the following comments regarding sewerage service:

1. Portions of the project area are outside the jurisdictional boundaries of the Districts and will require annexation into the Santa Clarita Valley Sanitation District before sewerage service can be provided to any proposed development. For a copy of the Districts' Annexation Information and Processing Fees sheets, go to www.lacsd.org, Will Serve Program, Obtain Will Serve Letter, and click on the appropriate link on page 2. For more specific information regarding the annexation procedure and fees, please contact Ms. Donna Kitt at extension 2708.

2. The Districts own, operate, and maintain only the large trunk sewers that form the backbone of the regional wastewater conveyance system. Local collector and/or lateral sewer lines are the responsibility of the jurisdiction in which they are located. As such, the Districts cannot comment on any deficiencies in the local sewerage system within the project area except to state that presently no deficiencies exist in Districts' facilities that serve the Santa Clarita Valley.

3. The District operates two water reclamation plants (WRPs), the Saugus WRP and the Valencia WRP, which provide wastewater treatment in the Santa Clarita Valley. These facilities are interconnected to form a regional treatment system known as the Santa Clarita Valley Joint Sewerage System (SCVJSS). The SCVJSS has a design capacity of 28.1 mgd and currently processes an average flow of 21 mgd.

4. For a copy of the Districts' average wastewater generation factors, go to www.lacsd.org, Information Center, Will Serve Program, Obtain Will Serve Letter, and click on the appropriate link on page 2.

Recycled Paper

5. The Districts are authorized by the California Health and Safety Code to charge a fee for the privilege of connecting (directly or indirectly) to the Districts' Sewerage System or increasing the strength or quantity of wastewater attributable to a particular parcel or operation already connected. This connection fee is a capital facilities fee that is imposed in an amount sufficient to construct an incremental expansion of the Sewerage System to accommodate any proposed development. Payment of a connection fee will be required before a permit to connect to the sewer is issued. For a copy of the Connection Fee Information Sheet, go to www.lacsd.org, Information Center, Will Serve Program, Obtain Will Serve Letter, and click on the appropriate link on page 2. For more specific information regarding the connection fee application procedure and fees, please contact the Connection Fee Counter at extension 2727.

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

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

Very truly yours,

Stephen R. Maguin

Ruth I. Frazen

Ruth I. Frazen
Customer Service Specialist
Facilities Planning Department

RIF:rf

c: V. Hogan, City of Santa Clarita
D. Kitt

STATE OF CALIFORNIA Arnold Schwarzenegger, Governor

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

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July 31, 2008

Mr. Jeff Hogan
CITY OF SANTA CLARITA
23920 Valencia Boulevard, Suite 302
Santa Clarita, CA 91355

Mr. Mitch Glaser
County of Los Angeles Department of Regional Planning
320 West Temple Street, Room 1354
Los Angeles, CA 90012

Re: SCH# 2008071133; and SCH#2008071119; CEQA Notice of Preparation (NOP) draft Environmental Impact Report (DEIR) for the One Valley, One Vision General Plan; City of Santa Clarita; County of Los Angeles Regional Planning #R2007-01226; Los Angeles County, California

Dear Mr.Hogan and Mr. Glaser:

Thank you for the opportunity to comment on the above-referenced document. The Native American Heritage Commission is the state agency designated for the protection of California's Native American cultural resources. The California Environmental Quality Act (CEQA) requires that any project that causes a substantial adverse change in the significance of an historical resource, that includes archeological resources, is a 'significant effect' requiring the preparation of an Environmental Impact Report (EIR per the California Code of Regulations § 15064.5(b)(c) (CEQA Guidelines). In order to comply with this provision, the lead agency is required to assess whether the project will have an adverse impact on these resources within the 'area of potential effect (APE),' and if so, to mitigate that effect. To adequately assess the project-related impacts on historical resources, the Commission recommends the following action:

√ Contact the appropriate California Historic Resources Information Center (CHRIS). Contact information for the 'Information Center' nearest you is available from the State Office of Historic Preservation in Sacramento (916/653-7278). The record search will determine:

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

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

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

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

* A Sacred Lands File (SLF) search of the project area and information on tribal contacts in the project vicinity who may have information on cultural resources in or near the APE. Please provide us site identification as follows: USGS 7.5-minute quadrangle citation with name, township, range and section. This will assist us with the SLF.

- Also, we recommend that you contact the Native American contacts on the attached list to get their input on the effect of potential project (e.g. APE) impact. In many cases a culturally-affiliated Native American tribe or person will be the only source of information about the existence of a cultural resource.

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

- Lead agencies should include in their mitigation plan provisions for the identification and evaluation of accidentally discovered archeological resources, per California Environmental Quality Act (CEQA)

§15064.5 (f) of the California Code of Regulations (e.g. CEQA Guidelines). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally-affiliated Native American Monitor, with knowledge of cultural resources, are recommended to monitor all ground-breaking construction activities.

Lead agencies should include in their mitigation plan provisions for the disposition of recovered artifact, in consultation with culturally-affiliated tribes.

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

- CEQA Guidelines §15064.5(d) requires the lead agency to work with the Native Americans identified by this Commission if the Initial Study identifies the presence or likely presence of Native American human remains within the APE. CEQA Guidelines provide for agreements with Native American groups, identified by the NAHE, to ensure the appropriate and dignified treatment of Native American human remains and any associated grave goods.
- Health and Safety Code §7050.5, Public Resources Code §5097.98 and CEQA Guidelines §15064.5(d) mandate procedures to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery.

√ Lead agencies should consider avoidance, as defined in CEQA Guidelines §15370 when significant cultural resources are discovered during the course of project planning or execution.

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

Sincerely,

Dave Singleton
Program Analyst

Attachment: Native American Contact List.

Cc: State Clearinghouse

Native American Contacts
Los Angeles County
July 31, 2008

Charles Cooke
32835 Santiago Road
Acton , CA 93510

(661) 733-1812 - cell
suscol@intox.net

Chumash
Fernandeno
Tataviam
Kitanemuk

Beverly Salazar Folkes
1931 Shadybrook Drive
Thousand Oaks , CA 91362

805 492-7255
(805) 558-1154 - cell

Chumash
Tataviam
Fe†rnandeño

Fernandeno Tataviam Band of Mission Indians
William Gonzalaes, Cultural/Environ Depart
601 South Brand Boulevard, Suite 102
San Fernando , CA 91340
ced@tataviam.org
(818) 837-0794 Office
(818) 581-9293 Cell
(818) 837-0796 Fax

Fernandeno
Tataviam

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

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

Gabrielino Tongva

San Fernando Band of Mission Indians
John Valenzuela, Chairperson
P.O. Box 221838
Newhall , CA 91322
tsen2u@msn.com
(661) 753-9833 Office
(760) 885-0955 Cell
(760) 949-1604 Fax

Fernandeño
Tataviam
Serrano
Vanyume
Kitanemuk

Randy Guzman - Folkes
1931 Shadybrook Drive
Thousand Oaks , CA 91362
ndnrandy@hotmail.com
(805) 905-1675 - cell

Chumash
Fernandeño
Tataviam
Shoshone Paiute
Yaqui

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

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

This list is only applicable for contacting local Native Americans with regard to cultural resources for the propose SCH#2008071133; and SCH#2008071119; CEQA Notice of Preparation (NOP); draft Environmental Impact Report (DEIR) for the One Valley, One Vision (Los Angeles County #R2007-01226)' City of Santa Clarita; County of Los Angeeles, California.

STATE OF CALIFORNIA ARNOLD SCHWARZENEGGER, Governor

GOVERNOR'S OFFICE OF EMERGENCY SERVICES
DISASTER ASSISTANCE PROGRAMS BRANCH
3650 SCHRIEVER AVENUE
MATHER, CALIFORNIA 95655
PHONE: (916) 845-8101 FAX: (916) 845-8381

August 1, 2008

Jeff Hogan
City of Santa Clarita
23920 Valencia Boulevard, Suite 302
Santa Clarita, CA 91355

RE: Notice of Preparation for a Draft Environmental Impact Report for the One Valley, One Vision General Plan Update, SCH# 2008071133

Dear Mr. Hogan:

Thank you for the opportunity to comment on your Notice of Preparation for a Draft Environmental Impact Report (DEIR) for the city's general plan update. In preparing the general plan and accompanying DEIR, the city should examine the sections of state planning law that involve potential hazards the city may face. For your information, I have underlined specific sections of state planning law where identification and analysis of hazards are discussed (see Attachment A).

Prior to the release of the draft general plan or within the DEIR, city staff or your consultants should examine each of the requirements in state planning law and determine if there are hazard issues within the community which the general plan should address. A table in the DEIR (or general plan) which identifies these specific issues and where they are addressed in the general plan would be helpful in demonstrating the city has complied with these requirements. If the DEIR determines that state planning law requirements have not been met, it should recommend that these issues be addressed in the general plan as a mitigation measure.

We note that state planning law includes a requirement for consultations with state agencies in regard to information related to hazards. OES would be happy to share all available information at our disposal to facilitate the city's ability to comply with state planning and environmental laws.

If you have any questions about these comments, please contact Andrew Rush at (916) 845-8269 or andrew.rush@OES.ca.gov.

Sincerely,

Dennis Castrillo
Environmental Officer

RECEIVED
PLANNING DIVISION
AUG 06 2008
CITY OF SANTA CLARITA

cc: State Clearinghouse

Attachment A

Hazards and State Planning Law Requirements

(All citations are from the Government Code)

65302. Seven mandated elements

The general plan shall consist of a statement of development policies and shall include a diagram or diagrams and text setting forth objectives, principles, standards, and plan proposals. The plan shall include the following elements:

(a) A land use element which designates the proposed general distribution and general location and extent of the uses of the land for housing, business, industry, open space, including agriculture, natural resources, recreation, and enjoyment of scenic beauty, education, public buildings and grounds, solid and liquid waste disposal facilities, and other categories of public and private uses of land. The land use element shall include a statement of the standards of population density and building intensity recommended for the various districts and other territory covered by the plan. The land use element shall identify areas covered by the plan that are subject to flooding and shall be reviewed annually with respect to those areas. The land use element shall designate, in a land use category that provides for timber production, those parcels of real property zoned for timberland production pursuant to the California Timberland Productivity Act of 1982, Chapter 6.7 (commencing with Section 51100) of Part 1 of Division 1 of Title 5.

(g) A safety element for the protection of the community from any unreasonable risks associated with the effects of seismically induced surface rupture, ground shaking, ground failure, tsunami, seiche, and dam failure; slope instability leading to mudslides and landslides; subsidence, liquefaction and other seismic hazards identified pursuant to Chapter 7.8 (commencing with Section 2690) of the Public Resources Code, and other geologic hazards known to the legislative body; flooding; and wildland and urban fires. The safety element shall include mapping of known seismic and other geologic hazards. It shall also address evacuation routes, peakload water supply requirements, and minimum road widths and clearances around structures, as those items relate to identified fire and geologic hazards. Prior to the periodic review of its general plan and prior to preparing or revising its safety element, each city and county shall consult the Division of Mines and Geology of the Department of Conservation and the Office of Emergency Services for the purpose of including information known by and available to the department and the office required by this subdivision.

(d) A conservation element for the conservation, development, and utilization of natural resources including water and its hydraulic force, forests, soils, rivers and other waters, harbors, fisheries, wildlife, minerals, and other natural resources. That portion of the conservation element including waters shall be developed in coordination with any countywide water agency and with all district and city agencies which have developed, served, controlled or conserved water for any purpose for the county or city for which the plan is prepared. Coordination shall include the discussion and evaluation of any water supply and demand information described in Section 65352.5, if that information has been submitted by the water agency to the city or county. The conservation element may also cover:

(1) The reclamation of land and waters.

(2) Prevention and control of the pollution of streams and other waters.

(3) Regulation of the use of land in stream channels and other areas required for the accomplishment of the conservation plan.

(4) Prevention, control, and correction of the erosion of soils, beaches, and shores.

(5) Protection of watersheds.

(6) The location, quantity and quality of the rock, sand and gravel resources.

(7) Flood control.

65302.3. Consistency with airport land use plans

(a) The general plan, and any applicable specific plan prepared pursuant to Article 8 (commencing with Section 65450), shall be consistent with the plan adopted or amended pursuant to Section 21675 of the Public Utilities Code.

65302.6. Development of a local hazard mitigation plan

(a) A city, county, or a city and county may adopt with its safety element pursuant to subdivision (g) of Section 65302 a local hazard mitigation plan (HMP) specified in the federal Disaster Mitigation Act of 2000 (P. L. 106-390). The hazard mitigation plan shall include all of the following elements called for in the federal act requirements:
(1) An initial earthquake performance evaluation of public facilities that provide essential services, shelter, and critical governmental functions.
(2) An inventory of private facilities that are potentially hazardous, including, but not limited to, multiunit, soft story, concrete tilt-up, and concrete frame buildings.
(3) A plan to reduce the potential risk from private and governmental facilities in the event of a disaster.

65560. Definitions (Open-Space Lands)

(a) "Local open-space plan" is the open-space element of a county or city general plan adopted by the board or council, either as the local open-space plan or as the interim local open-space plan adopted pursuant to Section 65563.

(b) "Open-space land" is any parcel or area of land or water which is essentially unimproved and devoted to an open-space use as defined in this section, and which is designated on a local, regional or state open-space plan as any of the following:

(1) Open space for the preservation of natural resources including, but not limited to, areas required for the preservation of plant and animal life, including habitat for fish and wildlife species; areas required for ecologic and other scientific study purposes; rivers, streams, bays and estuaries; and coastal beaches, lakeshores, banks of rivers and streams, and watershed lands.

(2) Open space used for the managed production of resources, including but not limited to, forest lands, rangeland, agricultural lands and areas of economic importance for the production of food or fiber; areas required for recharge of ground water basins; bays, estuaries, marshes, rivers and streams which are important for the management of commercial fisheries; and areas containing major mineral deposits, including those in short supply.

(3) Open space for outdoor recreation, including but not limited to, areas of outstanding scenic, historic and cultural value; areas particularly suited for park and recreation purposes, including access to lakeshores, beaches, and rivers and streams; and areas which serve as links between major recreation and open-space reservations, including utility easements, banks of rivers and streams, trails, and scenic highway corridors.

(4) Open space for public health and safety, including, but not limited to, areas which require special management or regulation because of hazardous or special conditions such as earthquake fault zones, unstable soil areas, flood plains, watersheds, areas presenting high fire risks, areas required for the protection of water quality and water reservoirs and areas required for the protection and enhancement of air quality.

Calgrove
Corridor
Coalition

August 16, 2008

Mr. Jeff Hogan, AICP
Senior Planner
City of Santa Clarita
23920 Valencia Boulevard
Santa Clarita, CA 91355

Re: *Calgrove Corridor Coalition* Request for Clarification – Notice of Preparation of Draft Environmental Impact Report for the One Valley, One Vision General Plan EIR

Dear Mr. Hogan,

This is a follow to your recent letter to the *Calgrove Corridor Coalition* requesting our response to the above One Valley, One Vision Notice of Preparation.

After preliminary review of the Land Use section of the July 2008 OVOV draft, we are requesting clarification and additional information in order to provide our reply.

Specifically, we are requesting that the City of Santa Clarita Planning Department provide us a side by side comparison of the existing and proposed land use development standards for all zoning designations. To the extent there are new zoning designations, please also provide this information. This comparison should include all general requirements for the zones, such as:

1. Floor area ratio
2. Setback from right-of-way
3. Building and structure height
4. Structure setback from residential zones or uses
5. Parking requirements
6. Setbacks for public and semi-public uses from residential property uses

We request that this information be provided to us by end of business on Wednesday, August 20, 2008, in order for us to respond by the NOP deadline of August 25, 2008.

Respectfully,

Annette Lucas and Glenda Bona, co-chairs
Calgrove Corridor Coalition

CC Bob Kellar, Mayor
Ken Pulskamp, City Manager
Paul Brotzman, Director of Planning

August 25, 2008
To: Jeff Hogan, Senior Planner
From: Valerie Thomas
661.755.3793
Bionic1@sbcglobal.net
Re: One Valley One Vision Scoping Meeting Comments

General Comments:

1. Santa Clarita's original General Plan was authored by many citizens who worked diligently for nearly two years listening to community groups before they finalized their vision for the City. There were then community meetings at which ordinary citizens could offer comments and changes. Only after this process was completed, was a formal EIR implemented. One Valley One Vision has been drawn up primarily by City and County staff with occasional meetings with developers and major civic groups. No neighborhood meetings have been held to solicit their vision for the City over the next decade. The process needs to involve ordinary citizens and established neighborhoods before any further formalizing of One Valley One Vision is done.
2. This whole process is flawed by the inconsistency of dates for cutting off comments: Senior City Planner Hogan gives August 25 as the cutoff date for comments; Impact Sciences, Inc. gives August 28, 2008 as the cutoff date.
3. Santa Clarita's original General Plan was designed for a lower population at buildout than that being considered under One Valley One Vision. What state law requires acceptance of the higher population level? Have citizens' concerns been addressed in this discrepancy? Has the process addressed how the additional population will affect resources such as water availability, air quality, etc.?
4. Any changes made in regard to any of the planning elements should be made with the least disruption possible to existing neighborhoods and then only with discussions and negotiations with the affected neighborhoods.
5. Santa Clarita should demand as Los Angeles (city) does, that when a developer proposes a project, he lays the entire proposal out. That way, a developer would not be able to get permits for small parts of a project thus spending money and "vesting" so he is more likely to be able to get permits for a larger project than would otherwise have been permitted.

Air Quality

1. The Santa Clarita Valley (both City and County areas) frequently has the worst air quality in the Los Angeles County basin. OVOV needs to address planning/development/traffic circulation standards to ameliorate these conditions.

Hydrology

1. FEMA has been actively surveying the Santa Clarita Valley and drawing up new maps. While these maps are still preliminary, in many cases, FEMA foresees the likelihood of more disastrous flooding possibilities. Neither the City of Santa Clarita nor Los Angeles County should be allowed to request changes in these proposed designations or have development approved in these areas until the maps have been through the full public hearing process and formally adopted.
2. Santa Clarita has an ordinance that prohibits any land use that affects the flow of water either upstream or downstream of the project. That law needs to be a provision of One

Valley One Vision and it needs to be implemented stringently with severe financial consequences for any developer whose project creates flooding.

3. In addition to concerns about flooding, recharge needs to be addressed. Since the Santa Clarita Valley gets 50% of its water supplies from local underground sources, areas designated by FEMA as Floodways and Floodplains need to be preserved to allow for recharge into the local aquifers.

Land Use/Planning

1. The proposed One Valley One Vision Land Use Planning Map shows several areas (such as The Avenues and the North Newhall area) in the Valley designated as SP (Specific Plan). None of those plans have been adopted. The neighborhoods have not been consulted about these proposed changes; full plans have not been presented either to the neighborhoods or to any of the planning entities.
2. Per Land Use Policy LU 1.2.6: "In Placerita Canyon, preserve the eclectic neighborhood character, encourage provision of needed infrastructure through implementation of the North Newhall Specific Plan." Under the Present UDC, Placerita Canyon is a Special Standards District designed to preserve the rural equestrian nature of the area. The North Newhall Specific Plan has **not** been approved, despite the presumptive language of the Land Use element. Nor has Santa Clarita City staff consulted Placerita Canyon residents regarding these proposed changes.
3. No existing neighborhood should have its established zoning and nature disrupted to accommodate new neighborhoods.
4. Traffic flow needs to be analyzed at buildout and at the heaviest possible times – peak traffic hours and when school is in session to determine a given neighborhood can accommodate the projected development.
5. Santa Clarita should demand as Los Angeles (city) does, that when a developer proposes a project, he lays out the entire proposal. That way, a developer would not be able to get permits for small parts of a project thus spending money and "vesting" so he is more likely to be able to get permits for a larger project than would otherwise have been permitted.

Transportation/Traffic

1. Analyze traffic flows at projected buildout.
2. Do traffic counts at the heaviest traffic times; in school zones, do the traffic count when schools are in session not during vacation times.
3. Use peak hour times to measure traffic flow, or at least run peak hour analyses and 24-hour averages so Staff and the community can make a fair evaluation.
4. Make sure no existing neighborhoods are unequally impacted with changes in the circulation element such as Benz Road.

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From: Valerie Thomas
661.755.3793
Bionic1@sbcglobal.net
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4. Make sure no existing neighborhoods are unequally impacted with changes in the circulation element such as Benz Road.

DEPARTMENT OF TRANSPORTATION
DIVISION OF AERONAUTICS – M.S.#40
1120 N STREET
P. O. BOX 942873
SACRAMENTO, CA 94273-0001
PHONE (916) 654-4959
FAX (916) 653-9531
TTY 711

Flex your power!
Be energy efficient!

August 13, 2008

RECEIVED
PLANNING DIVISION
AUG 28 2008
CITY OF SANTA CLARITA

Mr. Jeff Hogan
City of Santa Clarita
23920 Valencia Boulevard, Suite 302
Santa Clarita, CA 91355

Dear Mr. Hogan:

City of Santa Clarita's Notice of Preparation of a Draft Environmental Impact Report for One Valley, One Vision General Plan; SCH# 2008071133

The California Department of Transportation (Caltrans), Division of Aeronautics (Division), reviewed the above-referenced document with respect to airport-related noise and safety impacts and regional aviation land use planning issues pursuant to the California Environmental Quality Act (CEQA). The Division has technical expertise in the areas of airport operations safety and airport land use compatibility. We are a funding agency for airport projects and we have permit authority for public-use and special-use airports and heliports. The following comments are offered for your consideration.

The proposal is for the One Valley, One Vision General Plan, a joint effort between the City of Santa Clarita and the County of Los Angeles. The Santa Clarita Valley Planning Area includes the City of Santa Clarita and its four communities of Canyon Country, Newhall, Saugus, and Valencia. It also includes the County communities of Stevenson Ranch, Castaic, Val Verde, Agua Dulce, and the future Newhall Ranch. The Agua Dulce Airpark airport is located within the proposed planning area.

In accordance with State law, California Public Utilities Code (PUC) Section 21676 *et seq.*, prior to the amendment of a general plan or specific plan, or the adoption or approval of a zoning ordinance or building regulation within the planning boundary established by the airport land use commission (ALUC), the local agency shall first refer the proposed action to the Los Angeles County ALUC.

The proposal should also be coordinated with Agua Dulce Airpark staff to ensure its compatibility with future as well as existing airport operations.

General plans and elements must clearly demonstrate intent to adhere to ALUC policies to ensure compliance with compatibility criteria. Direct conflicts between mapped land use designations in a general plan and the ALUC criteria must be eliminated. A general plan needs to include (at the very least) policies committing the county to adopt compatibility criteria essential to ensuring that such conflicts will be avoided. The criteria do not necessarily need to be spelled out in the general plan. There are a number of ways for a city or county to address the airport consistency issue, including:

- Incorporating airport compatibility policies into the update.
- Adopting an airport-combining zoning ordinance.
- Adopting an "Airport Element" into the general plan.
- Adopting the airport compatibility plan as a "stand alone" document or as a specific plan.

CEQA, Public Resources Code 21096, requires the California Airport Land Use Planning Handbook (Handbook) be utilized as a resource in the preparation of environmental documents for projects within airport land use compatibility plan boundaries or if such a plan has not been adopted, within two nautical miles of an airport. The Handbook provides a "General Plan Consistency Checklist" in Table 5A and a "Possible Airport Combining Zone Components" in Table 5B. The Handbook is a resource that should be applied to all public use airports and is available on-line at http://www.dot.ca.gov/hq/planning/aeronaut/documents/ALUPHComplete-7-02rev.pdf.

Since communities vary greatly in size and character from urban to rural, the level of noise deemed acceptable in one community is not necessarily the same for another community. Federal and State regulations regarding aircraft noise do not establish mandatory criteria for evaluating the compatibility of proposed land use development around airports (with the exception of the 65 dB CNEL "worst case" threshold established in the State Noise Standards for the designated "noise problem" airports). For most airports in California, 65 dB CNEL is considered too high a noise level to be appropriate as a standard for land use compatibility planning. This is particularly the case for evaluating new development in the vicinity of the airport. The 60 dB CNEL, or even 55 dB CNEL, may be more suitable for new development around most airports. For a further discussion of how to establish an appropriate noise level for a particular community, please refer to Chapter 7 of the Caltrans Handbook, available at http://www.dot.ca.gov/hq/planning/aeronaut/documents/ALUPHComplete-7-02rev.pdf.

Sound insulation, buyer notification and avigation easements are typical noise mitigation measures. These measures, however, do not change exterior aircraft noise levels. Noise mitigation measures are not a substitute for good land use compatibility planning for new development.

The planned height of buildings, antennas, and other objects should be checked with respect to Federal Aviation Regulation (FAR) Part 77 criteria if development is close to the airport, particularly if situated within the runway approach corridors. General plans must include policies restricting the heights of structures to protect airport airspace. To ensure compliance with FAR Part 77 "Objects Affecting Navigable Airspace," submission of a Notice of Proposed Construction or Alteration (Form 7460-1) to the Federal Aviation Administration (FAA) may be required. Form 7460-1 is available on-line at https://oeaaa.faa.gov/oeaaa/external/portal.jsp and should be submitted electronically.

Education Code Section 17215 requires a school site investigation by the Division prior to acquisition of land for a proposed school site located within two miles of an airport runway. Our recommendations are submitted to the State Department of Education for use in determining acceptability of the site. This should be a consideration prior to designating residential uses in the vicinity of an airport. The Division's school site evaluation criteria is available on-line at http://www.dot.ca.gov/hq/planning/aeronaut/regulations.html.

Business and Professions Code Section 11010 and Civil Code Sections 1102.6, 1103.4, and 1353 address buyer notification requirements for lands around airports and are available on-line at http://www.leginfo.ca.gov/calaw.html. Any person who intends to offer subdivided lands, common interest developments and residential properties for sale or lease within an airport influence area is required to disclose that fact to the person buying the property.

Land use practices that attract or sustain hazardous wildlife populations on or near airports can significantly increase the potential for wildlife-aircraft collisions. The FAA recommends that landfills, wastewater treatment facilities, surface mining, wetlands and other uses that have the potential to attract wildlife, be restricted in the vicinity of an airport. FAA Advisory Circular (AC150/5200-33B) entitled "Hazardous Wildlife Attractants on or Near Airports" addresses these issues. For further information, please refer to the FAA website http://wildlife-mitigation.tc.faa.gov/public_html/index.html.

The protection of airports from incompatible land use encroachment is vital to California's economic future. Agua Dulce Airpark is an economic asset that should be protected through effective airport land use compatibility planning and awareness. Although the need for compatible and safe land uses near airports in California is both a local and a state issue, airport land use commissions and airport land use compatibility plans are key to protecting an airport and the people residing and working in the vicinity of an airport. Consideration given to the issue of compatible land uses in the vicinity of an airport should help to relieve future conflicts between airports and their neighbors.

These comments reflect the areas of concern to the Division with respect to airport-related noise and safety impacts and regional airport land use planning issues. We advise you to contact our Caltrans District 7 office concerning surface transportation issues.

Thank you for the opportunity to review and comment on this proposal. If you have any questions, please call me at (916) 654-5314.

Sincerely,

Sandy Hesnard

SANDY HESNARD
Aviation Environmental Specialist

c: State Clearinghouse, Los Angeles County ALUC, Agua Dulce Airpark

STATE OF CALIFORNIA ARNOLD SCHWARZENEGGER, *Governor*

PUBLIC UTILITIES COMMISSION
320 WEST 4TH STREET, SUITE 500
LOS ANGELES, CA 90013

August 21, 2008

Mitch Glaser
Los Angeles County
320 West Temple Street, Room 1354
Los Angeles, CA 90012

Jeff Hogan
City of Santa Clarita
23920 Valencia Blvd. Suite 302
Santa Clarita, CA 91355

Dear Sirs:

Re: SCH# 2008071119; One Valley One Vision

The California Public Utilities Commission (Commission) has jurisdiction over the safety of highway-rail crossings (crossings) in California. The California Public Utilities Code requires Commission approval for the construction or alteration of crossings and grants the Commission exclusive power on the design, alteration, and closure of crossings.

The Commission is in receipt of the *Notice of Completion & Environmental Document Transmittal-NOP* from the State Clearinghouse. As the state agency responsible for rail safety within California, we recommend that the County/City add language to the general plan update so that any future planned development adjacent to or near Metrolink's Antelope Valley Line tracks is planned with the safety of the rail corridor in mind. New developments may increase traffic volumes not only on streets and at intersections, but also at at-grade highway-rail crossings. This includes considering pedestrian circulation patterns/destinations with respect to railroad right-of-way

Mitigation measures to consider include, but are not limited to, the planning for grade separations for major thoroughfares, improvements to existing at-grade highway-rail crossings due to increase in traffic volumes and continuous vandal resistant fencing or other appropriate barriers to limit the access of trespassers onto the railroad right-of-way.

If you have any questions, please contact Varouj Jinbachian, Senior Utilities Engineer at 213-576-7081, vsj@cpuc.ca.gov, or me at rxm@cpuc.ca.gov, 213-576-7078.

Sincerely,

Rosa Muñoz, PE
Utilities Engineer
Rail Crossings Engineering Section
Consumer Protection & Safety Division

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PLANNING DIVISION
AUG 28 2008
CITY OF SANTA CLARITA

C: Elizabeth Mahoney, SCRRA

Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952
213.922.2000 Tel
metro.net

Metro

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PLANNING DIVISION
AUG 01 2008
CITY OF SANTA CLARITA

July 28, 2008

Mr. Jeff Hogan, AICP, Senior Planner
City of Santa Clarita
23920 Valencia Blvd, Suite 302
Santa Clarita, CA 91355

Dear Mr. Hogan:

Thank you for the opportunity to comment on the Notice of Preparation (NOP) for the One Valley, One Vision project. This letter conveys recommendations from the Los Angeles County Metropolitan Transportation Authority (Metro) concerning issues that are germane to our agency's statutory responsibilities in relation to the proposed project.

A Traffic Impact Analysis (TIA), with highway, freeway, and transit components, is required under the State of California Congestion Management Program (CMP) statute. The CMP TIA Guidelines are published in the "2004 Congestion Management Program for Los Angeles County", Appendix D. The geographic area examined in the TIA must include the following, at a minimum:

1. All CMP arterial monitoring intersections, including monitored freeway on/off-ramp intersections, where the proposed project will add 50 or more trips during either the a.m. or p.m. weekday peak hour (of adjacent street traffic); and
2. Mainline freeway-monitoring locations where the project will add 150 or more trips, in either direction, during either the a.m. or p.m. weekday peak hour.

Among the required steps for the analysis of development-related impacts to transit are:

3. Evidence that in addition to Metro, all affected Municipal transit operators received the NOP for the Draft EIR;
4. A summary of the existing transit services in the area;
5. Estimated project trip generation and mode assignment for both morning and evening peak periods;
6. Documentation on the assumptions/analyses used to determine the number and percentage of trips assigned to transit;
7. Information on facilities and/or programs that will be incorporated into the development plan that will encourage public transit usage and transportation demand management (TDM) policies and programs; and
8. An analysis of the expected project impacts on current and future transit services along with proposed project mitigation.

Metro looks forward to reviewing the Draft EIR. If you have any questions regarding this response, please call me at 213-922-6908 or by email at chapmans@metro.net. Please send the Draft EIR to the following address:

Metro CEQA Review Coordination
One Gateway Plaza MS 99-23-2
Los Angeles, CA 90012-2952
Attn: Susan Chapman

Sincerely,

Susan Chapman
Program Manager, Long Range Planning

Michael A. Naoum
27301 Eaglehelm Drive
Santa Clarita, CA 91387
661-252-9275
310-267-4821

August 4, 2008

Mr. Jason Smisko
Sr. Planner
City of Santa Clarita
23920 Valencia Boulevard
Santa Clarita, California 91355

Dear Mr. Smisko:

Since adequate community input time was not offered at the One Valley One Vision meeting on July 15, 2008, attached are my comments regarding the draft Land Use Element plan as well as comments on the Housing Element meeting. Kindly forward a copy of this letter to the Planning Commission.

One Valley One Vision – Land Use Element. Overall, I feel the Land Use Element fails to adequately take into account the existing suburban quality of the City, geographic distances between jobs and housing, the lack of existing density and a constrained road network including I5 and SR14 when trying to become an "urban center" with public transit oriented transportation. It offers developers plenty of flexibility but does not provide to the community the best, most rigorous, highest value planning tool. I'd suggest that the City develop more of a best practices approach rather than just using State minimums as our standards. We should be looking at communities like Westlake Village for standards – not the San Fernando Valley.

- While you indicated the General Plan should be general in nature, there are sometimes specific unapproved items mentioned in the plan that are troubling and should be removed. For example:
    - Part 1D indicates that the existing Canyon Country Metrolink station is planned to be relocated. This should be deleted since it is showing specificity in what should be a general plan.

- Part 1E identifies areas such as Val Verde and Halsey Canyon developed as low-density rural areas based on their residents' desire for retreat from high-intensity urban centers. Special use areas Sand and Placerita Canyon should be added to that list.

- The land use element shows a desire to preserve open space but would appear to allow dense "villages" in areas deemed to be floodplains, Significant Ecological Areas, desirable open areas and wildlife corridors.

  This is inconsistent with Guiding Principal 6b in the One Valley One Vision document dated 11/9/01 which states "a. Uses and improvements (within the Santa Clara River corridor and its major tributaries" shall be limited to those that benefit the community's use of the river in its natural state." And "b. Development on properties adjacent to, but outside the defined primary river corridor shall be: - located and designed to protect the river's water quality, plants, and animal habitats, controlling the density of uses, drainage runoff (water treatment) and other relevant elements".

  Furthermore, objective LU 1.2 states that the City will "maintain the distinctive community character of villages and neighborhoods throughout the planning area by establishing densities and design guidelines appropriate to the particular needs and goals of each area...." policy LU 1.2.5 states that "In Sand Canyon, ensure compatibility of development with existing rural, equestrian lots and the adjacent National Forest land; provide additional recreational trail links; and protect the Santa Clara River from incompatible development." This is contrary to the City's statement in the Land use element that the Canyon Country Metrolink station will be relocated to a high density village proposed in the Santa Clara riverbed just below Sand Canyon.

- While village concepts are promoted, the concept is new and there is no evidence that villages, especially large scale ones, far away from the bulk of the jobs in the City and tied principally to Metrolink for transportation will work to relieve congestion. If I am looking to live in a high density community served by public transit, why would I want to sit on a train for an hour just to live in Santa Clarita? If I want high density, I'll live in a truly urban area and minimize my commute time and dollars. Additionally, unless one works in downtown Los Angeles, or near the train stations in Glendale or Burbank, Metrolink is not a very efficient form of transportation.

- Having high density, low and moderate income housing, far from the major job centers employing these residents (Valencia Industrial Center and Magic Mountain) doesn't seem rational – especially when considering that a bus trip from Canyon Country to the Valencia Industrial Center takes between 60 and 90 minutes (when leaving from the closest Soledad stop that would be near the proposed new Canyon Country Metrolink location envisioned for a high density urban village development).

- Village concepts are supported by the City because of reduced land use and potentially traffic impacts if adjacent to functional public transit. Why is it that the County is allowing villages without being linked to public transit?

- The City is allowing greater density without a corresponding requirement for an increase in open or public spaces or any offsetting benefit for the public at large. Infill and villages with higher densities are promoted as a way to reduce land use (in theory to allow for more open space). Under the proposed plan, there is no offset required by the developers receiving these density bonuses to provide a funding mechanism to set aside those opens spaces the City is selling as so important to preserve and touting as a carrot arising from promoting higher density villages and infill projects. Creating these offsets and funding mechanisms is much like allowing the transfer of air rights among parcels in downtown areas where a higher building is allowed on one parcel based on the development rights purchased from another parcel – thus creating an open or public space.

- My vision of an urban center is an area with high quality, close (meaning walkable-within 1/4th mile) public transportation, with high density residential areas, incorporating jobs, amenities, retail and entertainment so that the use of cars is unattractive. I'm pessimistic that can be accomplished here.

- The transportation infrastructure needed for true urban centers in Santa Clarita will never be economic because of the lack of density and sprawling geography. We don't have the necessary density and can't get it without essentially starting the City over with density throughout the Santa Clarita valley. Santa Clarita is not Downtown Los Angeles or the Wilshire Corridor and we shouldn't be viewing developments in the same way they can. While the City has made great strides with providing Public Transportation to work and a few entertainment destinations, Public Transportation does not work for most folks in our lower density car oriented community.

- There appears to be an unwillingness to <u>require</u> project improvements that could add costs for development interests. The City should be looking at a number of avenues to improve the quality of life for all residents and stakeholders, not just be concerned with keeping costs at a minimum for developers and businesses. Some examples contained in the Land Use Element include:

    - Policy LU 6.1.2 designates the Santa Clara River corridor along with its major tributaries as Open Space and restricts development within 50 feet of the stream banks. <u>THIS IS THE STATE MINIMUM!</u> Between allowing bank stabilization and this minimal setback, the City is being disingenuous when it says it will "maintain the natural beauty of the City's rivers and streams. All too often the bike and walking trails are closed for long periods of time because CLWA is installing a new water line in the same, limited space. We should increase this setback to 250 feet to reduce the amount of bank stabilization and fill required and to allow for uses other than a walking and biking path along river

and stream areas. Open space doesn't need to be limited to just what the City buys.

- The City could be requiring employers of a certain size (say 100 employees) to provide showers for employees using bicycles. Instead, policy LU 5.1.3 has little to no teeth. It says the City will "require safe secure, clearly illuminated walkways and bicycle facilities in all commercial and business centers." A bicycle facility could be viewed as a post a bike could be locked to. Other cities require these facilities. Why can't we?

- The City could be requiring buildings to meet LEED requirements under LU 7.1.3 rather than just "encourage development of energy-efficient buildings". The State just revised energy efficiency codes. There is no reason why the City can't be more of a leader on this than a follower!

To summarize my input on the Land Use Element, I'd like to see the Element better blend with the currently developed areas of the City (since it is mostly built out), require more than minimums for code and setback requirements, and better preserve and be clearer over what the real plan is when there are conflicts between land use, open space, environmental, transportation, safety and infrastructure goals. This will avoid some of the double talk that exists in the current document.

In terms of the **Housing Element**, I'd like to see inclusionary requirements for low and moderate income housing – especially if the area's these developments may go must be designated in the land use plan as having 30 units per acre zoning. While the City has provided this density allowance in the past, developers have not done their part to include this element, instead choosing the market rate pricing approach.

It is clear we can't depend on developers' benevolence to accomplish this State mandated requirement. We must require developers to set aside units to meet this low income requirement especially since the density has been increased providing them an opportunity to build more units with lower per unit land costs. Additionally, since the lower income housing is needed primarily to support workers in the Valencia Industrial Center, the higher density housing should be in close proximity to those jobs. This will reduce the demand on our transportation infrastructure. Other areas of the community could be considered for Senior Housing since Seniors burden on the transportation infrastructure occurs during non-peak hours.

If you have questions or want clarification, please feel free to call.

Respectfully,

Michael Naoum

cc: Commissioner Burkhart
Commissioner Berger
Commissioner Ostrom
Commissioner Trautman
Commissioner Kennedy
Planning Manager Webber

Jeff Hogan

From: Jason Smisko
Sent: Monday, August 11, 2008 11:22 AM
To: Jeff Hogan; 'Judith Charles'; 'stebo@impactsciences.com'; 'Glaser, Mitch'
Subject: FW: OVOV EIR Scoping Meeting

Comment for the records.

From: CHARLES O'CONNELL [mailto:chuckoconnell@prodigy.net]
Sent: Friday, August 08, 2008 9:27 PM
To: Jason Smisko
Subject: OVOV EIR Scoping Meeting

Hi Jason- Good scoping meeting on Monday night. My input is as follows: The One Valley One Vision EIR should address the following- 1) adequacy of highway-freeway facilities to handle future demand as the population almost doubles; alternate routes should be available should the 5/14 freeway be devastated by another quake and just to handle future demand . At the very least , we need an extension of Reseda Blvd [or similar highway] over the hills to the SFV and possibly the tunnel extending San Fernando Road through to Roxford in Sylmar. 2) The adequacy of hospital facilities to meet the needs of increased population is a MUST. The expansion of HMNMH as presently proposed is INADEQUATE to meet future needs. CJO'Connell, PE, 25018 Smokewood Way, Stevenson Ranch, CA 91381 .

U.S. Department of Homeland Security
FEMA Region IX
1111 Broadway, Suite 1200
Oakland, CA. 94607-4052

FEMA

August 18, 2008

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PLANNING DIVISION
AUG 22 2008
CITY OF SANTA CLARITA

Jeff Hogan, AICP, Senior Planner
City of Santa Clarita
23920 Valencia Boulevard, Suite 302
Santa Clarita, California 91335

Dear Mr. Hogan:

This is in response to your request for comments on the Notice of Preparation of Draft Environmental Impact Report for One Valley, One Vision General Plan Environmental Impact Report.

Please review the current effective Flood Insurance Rate Maps (FIRMs) for the City of Santa Clarita (Community 060729), Map revised September 29, 1989. Please note that the City of Santa Clarita, Los Angeles County, California is a participant in the National Flood Insurance Program (NFIP). The minimum, basic NFIP floodplain management building requirements are described in Vol. 44 Code of Federal Regulations (44 CFR), Sections 59 through 65.

A summary of these NFIP floodplain management building requirements are as follows:

- All buildings constructed within a riverine floodplain, (i.e., Flood Zones A, AO, AH, AE, and A1 through A30 as delineated on the FIRM), must be elevated so that the lowest floor is at or above the Base Flood Elevation level in accordance with the effective Flood Insurance Rate Map.

- If the area of construction is located within a Regulatory Floodway as delineated on the FIRM, any ***development*** must not increase base flood elevation levels. **The term *development* means any man-made change to improved or unimproved real estate, including but not limited to buildings, other structures, mining, dredging, filling, grading, paving, excavation or drilling operations, and storage of equipment or materials.** A hydrologic and hydraulic analysis must be performed *prior* to the start of development, and must demonstrate that the development would not cause any rise in base flood levels. No rise is permitted within regulatory floodways.

- All buildings constructed within a coastal high hazard area, (any of the "V" Flood Zones as delineated on the FIRM), must be elevated on pilings and columns, so that the lowest horizontal structural member, (excluding the pilings and columns), is elevated to or above the base flood elevation level. In addition, the posts and pilings foundation and the structure attached thereto, is anchored to resist flotation, collapse and lateral movement due to the effects of wind and water loads acting simultaneously on all building components.

- Upon completion of any development that changes existing Special Flood Hazard Areas, the NFIP directs all participating communities to submit the appropriate hydrologic and hydraulic data to FEMA for a FIRM revision. In accordance with 44 CFR, Section 65.3, as soon as practicable, but not later than six months after such data becomes available, a community shall notify FEMA of the changes by submitting technical data for a flood map revision. To obtain copies of FEMA's Flood Map Revision Application Packages, please refer to the FEMA website at http://www.fema.gov/business/nfip/forms.shtm.

Please Note:

Many NFIP participating communities have adopted floodplain management building requirements which are more restrictive than the minimum federal standards described in 44 CFR. Please contact the local community's floodplain manager for more information on local floodplain management building requirements. The City of Santa Clarita floodplain manager can be reached by calling Christina Monde, Floodplain Coordinator, at (661) 255-4959.

If you have any questions or concerns, please do not hesitate to call Cynthia McKenzie of the Mitigation staff at (510) 627-7190.

Sincerely,

Gregor Blackburn, CFM, Branch Chief
Floodplain Management and Insurance Branch

cc:
Christina Monde, Floodplain Coordinator, Department of Public Works, City of Santa Clarita
Rick Sun, P. E., Los Angeles County, Department of Public Works, Watershed Management Division
Garret Tam Sing/Salomon Miranda, State of California, Department of Water Resources, Southern District
Cynthia McKenzie, Floodplanner, CFM, DHS/FEMA Region IX
Alessandro Amaglio, Environmental Officer, DHS/FEMA Region IX

LAND RESOURCE PROTECTION

DEPARTMENT OF CONSERVATION

DIVISION OF LAND RESOURCE PROTECTION

801 K STREET • MS 18-01 • SACRAMENTO, CALIFORNIA 95814

PHONE 916 / 324-0850 • FAX 916 / 327-3430 • TDD 916 / 324-2555 • WEBSITE conservation.ca.gov

August 28, 2008

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PLANNING DIVISION
SEP 04 2008
CITY OF SANTA CLARITA

Mr. Jeff Hogan, Senior Planner
City of Santa Clarita
23920 Valencia Boulevard, Suite 302
Santa Clarita, CA 91355

Dear Mr. Hogan:

Subject: Notice of Preparation Environmental Impact Report - One Valley, One Vision General Plan SCH #2008071133

The Department of Conservation's (Department) Division of Land Resource Protection (Division) has reviewed the Notice for the referenced project. The Division monitors farmland conversion on a statewide basis and administers the California Land Conservation (Williamson) Act and other agricultural land conservation programs. We offer the following comments and recommendations with respect to the project's impacts on agricultural land and resources.

The project involves the Santa Clarita Valley Planning Area, which encompasses the City of Santa Clarita and the communities of Canyon Country, Newhall, Saugus, Valencia, Stevenson Ranch, Castaic, Val Verde, Agua Dulce and the future Newhall Ranch in Los Angeles County. The joint effort between the City, County and residents is to guide future growth in the Valley and preserve natural resources.

Agricultural Setting of the Project

The Draft Environmental Impact Report (DEIR) should describe the project setting in terms of the actual and potential agricultural productivity of the land. The Division's Important Farmland Map for the County should be utilized to identify land within the project site and surrounding land that may be impacted. In addition, we recommend including the following items of information to characterize the agricultural land resource setting of the project.

- Describe current and past agricultural use of the project area. Include data on the types of crops grown, crop yields and farm gate sales values.
- Describe the full agricultural resource value of the soils of the site. We recommend the use of economic multipliers to assess the total contribution of the site's potential or actual agricultural production to the local, regional and state economies. University of California Cooperative Extension Service, Natural Resources Conservation Service and the United States Department of Agriculture (USDA) are good sources of economic multipliers.

Other forms of mitigation may be appropriate, including directing a mitigation fee to invest in supporting the commercial viability of the remaining agricultural land in the project area, County or region through a mitigation bank that invests in agricultural infrastructure, water supplies, marketing, etc.

Information about agricultural conservation easements is available on the Department's website or by contacting the Division at the address and phone number listed below. The Department's website address is:

http://www.conservation.ca.gov/dlrp/index.htm

Thank you for the opportunity to comment on the DEIR. If you have questions on our comments, or require technical assistance or information on agricultural land conservation, please contact the Division at 801 K Street, MS 18-01, Sacramento, California 95814; or, phone (916) 324-0850.

Sincerely,

Brian Leahy
Assistant Director

State of California – The Resources Agency ARNOLD SCHWARZENEGGER, Governor

DEPARTMENT OF FISH AND GAME
http://www.dfg.ca.gov
South Coast Region
4949 Viewridge Avenue
San Diego, CA 92123
(858) 467-4201

RECEIVED
PLANNING DIVISION
SEP 04 2008
CITY OF SANTA CLARITA

August 28, 2008

Mr. Jeff Hogan
City of Santa Clarita
23920 Valencia Blvd, Suite 302
Santa Clarita, California 91355

Subject: **Notice of Preparation of Draft Environmental Impact Report for the One Valley, One Vision General Plan EIR, Los Angeles County**

Dear Mr. Hogan:

The Department of Fish and Game (Department) has reviewed the above-referenced Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR) for the One Valley, One Vision General Plan relative to impacts to biological resources. The Department understands the result of the project will be a comprehensive update of its Area Plan document and EIR for the buildout of the entire Santa Clarita Valley Planning Area. The Planning Area includes the City of Santa Clarita and its four communities Canyon Country, Newhall, Saugus, and Valencia and the County communities of Stevenson Ranch, Castaic, Val Verde, Agua Dulce, and the future Newhall Ranch. The Department supports the goal of the County and City working together to develop one seamless plan in order to address current and future needs for the public and for the conservation of the valuable natural resources within the planning area. The Department also understands that the work effort will require the adoption of two separate documents. The City will adopt a new General Plan and EIR, while the County will adopt a new Area Wide Plan to replace the Santa Clarita Valley Area Wide Plan and prepare its own EIR.

The California Wildlife Action Plan, a recent Department guidance document, identified the following stressors affecting wildlife and habitats within the project area: 1) growth and development; 2) water management conflicts and degradation of aquatic ecosystems; 3) invasive species; 4) altered fire regimes; and 5) recreational pressures. The Department looks forward to working with the City of Santa Clarita to minimize impacts to fish and wildlife resources with a focus on these stressors.

The following statements and comments have been prepared pursuant to the Department's authority as Trustee Agency with jurisdiction over natural resources affected by the project (CEQA Section 15386) and pursuant to our authority as a Responsible Agency under the California Environmental Quality Act (CEQA), Section 15381 over those aspects of the proposed project that come under the purview of Fish and Game Code Section 1600 et seq. regarding impacts to streams and lakes.

The Department's general concerns regarding potential impacts to biological resources from project implementation are direct and indirect impacts to the Santa Clara River watershed and the associated vegetation communities and wildlife. Special attention should be given to the South Coast Missing Linkages Project, specifically the San Gabriel Mountains to Castaic Range is critical for preserving ecosystem processes in the South Coast Ecoregion. This and other

linkages are absolutely critical in establishing a protected area network for the South Coast Ecoregion.

The linkage is extremely diverse, supporting 20 distinct natural communities. Habitat types in the linkage include Coastal sage scrub, chaparral, coast live oak woodlands in canyons, and high quality riparian scrub and woodlands at lower elevations. In the eastern portion of the linkage there is a shift to a xeric landscape characterized by desert scrub, with scattered juniper and Joshua tree woodlands. Among the sensitive natural communities that occur are alluvial fan sage scrub, southern cottonwood willow riparian forest, southern riparian scrub, southern sycamore alder riparian, freshwater marsh, coast live oak riparian forest, vernal pool, mainland holly-leaved cherry woodland, valley needlegrass grassland, and coastal sage scrub. These habitats are among the rarest and most sensitive ecosystem types in the United States. Conservation of parcels within the linkage will contribute to the preservation of these communities. The Department recommends that the areas within the linkage be considered as high priority open space within this planning document for the City and County.

While each of the vegetation communities is important in their own right, it is also important that the natural hydrology of the linkage remain intact. The Santa Clara River is a prominent feature, draining 3,108 km^2 (1,200 mi^2) of the San Gabriel, Castaic, Santa Susana, and Sierra Madre mountains and cutting transversely through the linkage along Soledad Canyon. As one of the last free flowing natural riparian systems left in southern California, the Santa Clara River supports a diversity of aquatic, semi-aquatic, and terrestrial organisms. The essential habitats in the upper watershed and headwater streams in the planning area are largely intact, providing breeding sites, traveling routes, and other resources for wildlife; natural flood control; recharge of groundwater basins; nutrient cycling; and helping to sustain the river to its estuary in Ventura County. Many species that depend on low-elevation habitats are now federally and or state-listed as endangered, threatened, or sensitive.

Riparian zones and associated buffers rank highly and many of the tributary drainages are in an undisturbed state. However, some parcels within the flood plain of the Santa Clara River have been impacted by development and would therefore benefit from conservation and restoration. This restoration would have an added benefit of expanding habitat for several special status species, including the unarmored threespined stickleback (*Gasterosteus aculeatus williamsoni*), a federal and state endangered species and state Fully Protected species. Two other native fish are also present in the planning area, the federally threatened and state species of special concern Santa Ana sucker (*Catostomus santaanae*) and the state species of special concern arroyo chub (*Gila orcutti*) also occur here.

The Department recognizes the opportunities for better communication and planning between the City, the County, and your constituents as a result of this project. However, the Department wants to ensure that resource conservation remains a high priority and the redrafting of the General Plan and the Area Specific Plan doesn't reduce priority open space opportunity within the planning area while trying to accommodate the proposed development needs and meet the needs of the many special interest groups.

To enable Department staff to adequately review and comment on the proposed project we recommend the following information, where applicable, be included in the Draft Environmental Impact Report:

1. A complete, recent assessment of flora and fauna within and adjacent to the project area, with particular emphasis upon identifying endangered, threatened, and locally unique species and sensitive habitats (Attachment 1).

a. A thorough recent assessment of rare plants and rare natural communities, following the Department's Guidelines for Assessing Impacts to Rare Plants and Rare Natural Communities.

b. A complete, recent assessment of sensitive fish, wildlife, reptile, and amphibian species. Seasonal variations in use of the project area should also be addressed. Recent, focused, species-specific surveys, conducted at the appropriate time of year and time of day when the sensitive species are active or otherwise identifiable, are required. Acceptable species-specific survey procedures should be developed in consultation with the Department and U.S. Fish and Wildlife Service.

c. Rare, threatened, and endangered species to be addressed should include all those which meet the California Environmental Quality Act (CEQA) definition (see CEQA Guidelines, Section 15380).

d. The Department's Biogeographic Data Branch in Sacramento should be contacted at (916) 322-2493 (www.dfg.ca.gov/biogeodata) to obtain current information on any previously reported sensitive species and habitats, including Significant Natural Areas identified under Chapter 12 of the Fish and Game Code. Also, any Significant Ecological Areas SEAs) or Environmentally Sensitive Habitats (ESHs) or any areas that are considered sensitive by the local jurisdiction that are located in or adjacent to the project area must be addressed.

2. A thorough discussion of direct, indirect, and cumulative impacts expected to adversely affect biological resources, with specific measures to offset such impacts. This discussion should focus on maximizing avoidance, and minimizing impacts.

a. CEQA Guidelines, Section 15125(a), direct that knowledge of the regional setting is critical to an assessment of environmental impacts and that special emphasis should be placed on resources that are rare or unique to the region.

b. Project impacts should also be analyzed relative to their effects on off-site habitats and populations. Specifically, this should include nearby public lands, open space, adjacent natural habitats, and riparian ecosystems. Impacts to and maintenance of wildlife corridor/movement areas, including access to undisturbed habitat in adjacent areas are of concern to the Department and should be fully evaluated and provided. The analysis should also include a discussion of the potential for impacts resulting from such effects as increased vehicle traffic, outdoor artificial lighting, noise and vibration.

c. A cumulative effects analysis should be developed as described under CEQA Guidelines, Section 15130. General and specific plans, as well as past, present, and anticipated future projects, should be analyzed relative to their impacts on similar plant communities and wildlife habitats.

d. Impacts to migratory wildlife affected by the project should be fully evaluated including proposals to remove/disturb native and ornamental landscaping and other nesting habitat for native birds. Impact evaluation may also include such elements as migratory butterfly roost sites and neo-tropical bird and waterfowl stop-over and staging sites. All migratory nongame native bird species are protected by international treaty under the Federal Migratory Bird Treaty Act (MBTA) of 1918 (50 C.F.R. Section 10.13). Sections 3503, 3503.5 and 3513 of the California Fish and Game Code prohibit take of birds and

their active nests, including raptors and other migratory nongame birds as listed under the MBTA.

e. Impacts to all habitats from City or County required Fuel Modification Zones (FMZ). Areas slated as mitigation for loss of habitat shall not occur within the FMZ.

f. Proposed project activities (including disturbances to vegetation) should take place outside of the breeding bird season (February 1- September 1) to avoid take (including disturbances which would cause abandonment of active nests containing eggs and/or young). If project activities cannot avoid the breeding bird season, nest surveys should be conducted and active nests should be avoided and provided with a minimum buffer as determined by a biological monitor (the Department recommends a minimum 500-foot buffer for all active raptor nests).

3. A range of alternatives should be analyzed to ensure that alternatives to the proposed project are fully considered and evaluated. A range of alternatives which avoid or otherwise minimize impacts to sensitive biological resources including wetlands/riparian habitats, alluvial scrub, coastal sage scrub, should be included. Specific alternative locations should also be evaluated in areas with lower resource sensitivity where appropriate.

a. Mitigation measures for project impacts to sensitive plants, animals, and habitats should emphasize evaluation and selection of alternatives which avoid or otherwise minimize project impacts. Compensation for unavoidable impacts through acquisition and protection of high quality habitat elsewhere should be addressed with off-site mitigation locations clearly identified.

b. The Department considers Rare Natural Communities as threatened habitats having both regional and local significance. Thus, these communities should be fully avoided and otherwise protected from project-related impacts (Attachment 2).

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

4. A California Endangered Species Act (CESA) Permit must be obtained if the project has the potential to result in "take" of species of plants or animals listed under CESA, either during construction or over the life of the project. CESA Permits are issued to conserve, protect, enhance, and restore State-listed threatened or endangered species and their habitats. Early consultation is encouraged, as significant modification to the proposed project and mitigation measures may be required in order to obtain a CESA Permit. Revisions to the Fish and Game Code, effective January 1998, require that the Department issue a separate CEQA document for the issuance of a CESA permit unless the project CEQA document addresses all project impacts to listed species and specifies a mitigation monitoring and reporting program that will meet the requirements of a CESA permit. For these reasons, the following information is requested:

a. Biological mitigation monitoring and reporting proposals should be of sufficient detail and resolution to satisfy the requirements for a CESA Permit.

b. A Department-approved Mitigation Agreement and Mitigation Plan are required for plants listed as rare under the Native Plant Protection Act.

5. The Department opposes the elimination of watercourses (including concrete channels) and/or the canalization of natural and manmade drainages or conversion to subsurface drains. All wetlands and watercourses, whether intermittent, ephemeral, or perennial, must be retained and provided with substantial setbacks which preserve the riparian and aquatic habitat values and maintain their value to on-site and off-site wildlife populations. The Department recommends a minimum natural buffer of 100 feet from the outside edge of the riparian zone on each side of drainage.

a. The Department requires a Streambed Alteration Agreement (SAA), pursuant to Section 1600 et seq. of the Fish and Game Code, with the applicant prior to any direct or indirect impact to a lake or stream bed, bank or channel or associated riparian resources. The Department's issuance of a SAA may be a project that is subject to CEQA. To facilitate our issuance of the Agreement when CEQA applies, the Department as a responsible agency under CEQA may consider the local jurisdiction's (Lead Agency) document for the project. To minimize additional requirements by the Department under CEQA the document should fully identify the potential impacts to the lake, stream or riparian resources and provide adequate avoidance, mitigation, monitoring and reporting commitments for issuance of the Agreement. Early consultation is recommended, since modification of the proposed project may be required to avoid or reduce impacts to fish and wildlife resources.

Thank you for this opportunity to provide comment. Please contact Mr. Dan Blankenship, Staff Environmental Scientist, at (661) 259-3750 if you should have any questions and for further coordination on the proposed project.

Sincerely,

Edmund J. Pert
Regional Manager
South Coast Region

cc: Helen Birss
Dan Blankenship
Betty Courtney
Scott Harris
Chron file
State Clearinghouse

Guidelines for Assessing the Effects of Proposed Projects on Rare, Threatened, and Endangered Plants and Natural Communities

State of California
THE RESOURCES AGENCY
Department of Fish and Game
December 9, 1983
Revised May 8, 2000

The following recommendations are intended to help those who prepare and review environmental documents determine **when** a botanical survey is needed, **who** should be considered qualified to conduct such surveys, **how** field surveys should be conducted, and **what** information should be contained in the survey report. The Department may recommend that lead agencies not accept the results of surveys that are not conducted according to these guidelines.

1. Botanical surveys are conducted in order to determine the environmental effects of proposed projects on all rare, threatened, and endangered plants and plant communities. Rare, threatened, and endangered plants are not necessarily limited to those species which have been "listed" by state and federal agencies but should include any species that, based on all available data, can be shown to be rare, threatened, and/or endangered under the following definitions:

A species, subspecies, or variety of plant is "endangered" when the prospects of its survival and reproduction are in immediate jeopardy from one or more causes, including loss of habitat, change in habitat, over-exploitation, predation, competition, or disease. A plant is "threatened" when it is likely to become endangered in the foreseeable future in the absence of protection measures. A plant is "rare" when, although not presently threatened with extinction, the species, subspecies, or variety is found in such small numbers throughout its range that it may be endangered if its environment worsens.

Rare natural communities are those communities that are of highly limited distribution. These communities may or may not contain rare, threatened, or endangered species. The most current version of the California Natural Diversity Database's List of California Terrestrial Natural Communities may be used as a guide to the names and status of communities.

2. It is appropriate to conduct a botanical field survey to determine if, or to the extent that, rare, threatened, or endangered plants will be affected by a proposed project when:

a. Natural vegetation occurs on the site, it is unknown if rare, threatened, or endangered plants or habitats occur on the site, and the project has the potential for direct or indirect effects on vegetation; or
b. Rare plants have historically been identified on the project site, but adequate information for impact assessment is lacking.

3. Botanical consultants should possess the following qualifications:

a. Experience conducting floristic field surveys;
b. Knowledge of plant taxonomy and plant community ecology;
c. Familiarity with the plants of the area, including rare, threatened, and endangered species;
d. Familiarity with the appropriate state and federal statutes related to plants and plant collecting; and,
e. Experience with analyzing impacts of development on native plant species and communities.

4. Field surveys should be conducted in a manner that will locate any rare, threatened, or endangered species that may be present. Specifically, rare, threatened, or endangered plant surveys should be:

a. Conducted in the field at the proper time of year when rare, threatened, or endangered species are both evident and identifiable. Usually, this is when the plants are flowering.

When rare, threatened, or endangered plants are known to occur in the type(s) of habitat present in the project

area, nearby accessible occurrences of the plants (reference sites) should be observed to determine that the species are identifiable at the time of the survey.

b. Floristic in nature. A floristic survey requires that every plant observed be identified to the extent necessary to determine its rarity and listing status. In addition, a sufficient number of visits spaced throughout the growing season are necessary to accurately determine what plants exist on the site. In order to properly characterize the site and document the completeness of the survey, a complete list of plants observed on the site should be included in every botanical survey report.

c. Conducted in a manner that is consistent with conservation ethics. Collections (voucher specimens) of rare, threatened, or endangered species, or suspected rare, threatened, or endangered species should be made only when such actions would not jeopardize the continued existence of the population and in accordance with applicable state and federal permit requirements. A collecting permit from the Habitat Conservation Planning Branch of DFG is required for collection of state-listed plant species. Voucher specimens should be deposited at recognized public herbaria for future reference. Photography should be used to document plant identification and habitat whenever possible, but especially when the population cannot withstand collection of voucher specimens.

d. Conducted using systematic field techniques in all habitats of the site to ensure a thorough coverage of potential impact areas.

e. Well documented. When a rare, threatened, or endangered plant (or rare plant community) is located, a California Native Species (or Community) Field Survey Form or equivalent written form, accompanied by a copy of the appropriate portion of a 7.5 minute topographic map with the occurrence mapped, should be completed and submitted to the Natural Diversity Database. Locations may be best documented using global positioning systems (GPS) and presented in map and digital forms as these tools become more accessible.

5. Reports of botanical field surveys should be included in or with environmental assessments, negative declarations and mitigated negative declarations, Timber Harvesting Plans (THPs), EIR's, and EIS's, and should contain the following information:

a. Project description, including a detailed map of the project location and study area.
b. A written description of biological setting referencing the community nomenclature used and a vegetation map.
c. Detailed description of survey methodology.
d. Dates of field surveys and total person-hours spent on field surveys.
e. Results of field survey including detailed maps and specific location data for each plant population found. Investigators are encouraged to provide GPS data and maps documenting population boundaries.
f. An assessment of potential impacts. This should include a map showing the distribution of plants in relation to proposed activities.
g. Discussion of the significance of rare, threatened, or endangered plant populations in the project area considering nearby populations and total species distribution.
h. Recommended measures to avoid impacts.
i. A list of all plants observed on the project area. Plants should be identified to the taxonomic level necessary to determine whether or not they are rare, threatened or endangered.
j. Description of reference site(s) visited and phenological development of rare, threatened, or endangered plant(s).
k. Copies of all California Native Species Field Survey Forms or Natural Community Field Survey Forms.
l. Name of field investigator(s).
m. References cited, persons contacted, herbaria visited, and the location of voucher specimens.

Sensitivity of Top Priority Rare Natural Communities in Southern California

Sensitivity rankings are determined by the Department of Fish and Game, California Natural Diversity Data Base and based on either number of known occurrences (locations) and/or amount of habitat remaining (acreage). The three rankings used for these top priority rare natural communities are as follows:

S1.# Fewer than 6 known locations and/or on fewer than 2,000 acres of habitat remaining.

S2.# Occurs in 6-20 known locations and/or 2,000-10,000 acres of habitat remaining.

S3.# Occurs in 21-100-known locations and/or 10,000-50,000 acres of habitat remaining.

The number to the right of the decimal point after the ranking refers to the degree of threat posed to that natural community regardless of the ranking. For example:

S1.1 = very threatened
S2.2 = threatened
S3.3 = no current threats known

Sensitivity Rankings (February 1992)

Rank	Community Name
S1.1	Mojave Riparian Forest
	Sonoran Cottonwood Willow Riparian
	Mesquite Bosque
	Elephant Tree Woodland
	Crucifixion Thorn Woodland
	Allthorn Woodland
	Arizonan Woodland
	Southern California Walnut Forest
	Mainland Cherry Forest
	Southern Bishop Pine Forest
	Torrey Pine Forest
	Desert Mountain White Fir Forest
	Southern Dune Scrub
	Southern Coastal Bluff Scrub
	Maritime Succulent Scrub
	Riversidean Alluvial Fan Sage Scrub
	Southern Maritime Chaparral
	Valley Needlegrass Grassland
	Great Basin Grassland
	Mojave Desert Grassland
	Pebble Plains
	Southern Sedge Bog
	Cismontane Alkali Marsh

S1.2	Southern Foredunes Mono Pumice Flat Southern Interior Basalt Flow Vernal Pool
S2.1	Venturan Coastal Sage Scrub Diegan Coastal Sage Scrub Riversidean Upland Coastal Sage Scrub Riversidean Desert Sage Scrub Sagebrush Steppe Desert Sink Scrub Mafic Southern Mixed Chaparral San Diego Mesa Hardpan Vernal Pool San Diego Mesa Claypan Vernal Pool Alkali Meadow Southern Coastal Salt Marsh Coastal Brackish Marsh Transmontane Alkali Marsh Coastal and Valley Freshwater Marsh Southern Arroyo Willow Riparian Forest Southern Willow Scrub Modoc-Great Basin Cottonwood Willow Riparian Modoc-Great Basin Riparian Scrub Mojave Desert Wash Scrub Engelmann Oak Woodland Open Engelmann Oak Woodland Closed Engelmann Oak Woodland Island Oak Woodland California Walnut Woodland Island Ironwood Forest Island Cherry Forest Southern Interior Cypress Forest Bigcone Spruce-Canyon Oak Forest
S2.2	Active Coastal Dunes Active Desert Dunes Stabilized and Partially Stabilized Desert Dunes Stabilized and Partially Stabilized Desert Sandfield Mojave Mixed Steppe Transmontane Freshwater Marsh Coulter Pine Forest Southern California Fellfield White Mountains Fellfield
S2.3	Bristlecone Pine Forest Limber Pine Forest

SCOPE
Santa Clarita Organization for Planning and the Environment
TO PROMOTE, PROTECT AND PRESERVE THE ENVIRONMENT, ECOLOGY AND QUALITY OF LIFE IN THE SANTA CLARITA VALLEY
POST OFFICE BOX 1182, SANTA CLARITA, CA 91386

8-29-08

Jeff Hogan
City of Santa Clarita
23920 Valencia Blvd.
Santa Clarita, CA 91355

Mitch Glaser
County of LA, Dept. of Regional Planning
320 W. Temple St.
Los Angeles, CA 90012

Re: Notice of Preparation for the DEIR to Update the Couty and City of Santa Clarita General Plan
Delivered via email. Hard copy to follow by regular mail.

Dear Mr. Hogan and Mr. Glaser:

Thank you for the opportunity to provide input into the future contents of this environmental report. We request in advance that the public be granted at least a 120-day review period for this important planning document so that everyone has adequate time to evaluate and discuss its contents.

General Plan Comments

One issue that many of our members have brought to our attention is a concern that the melding of the City and County Plans will produce weaker protections for the planning process and the environment. Currently the County of Los Angeles must adhere to a Development Monitoring System (General Plan Amendment SP 86-173). Since this System was put in place as a result of a Court ordered settlement agreement, we do not believe that the County may just arbitrarily ignore this amendment. Nor may they exclude it from any update.

In the past, SCOPE has requested many times that the City adopt a similar plan amendment in order to more effectively analyze the capacity of existing infrastructure to support new growth. The City has refused. That refusal has resulted in such absurdities as the G& L Office Expansion EIR not discussing the sufficiency of the sewer capacity to handle the proposed office expansion. After the Sanitation District brought this problem to the Council's attention in a comment letter, G&L responded with a requirement to merely do a "study" after the office expansion is approved. A Development Monitoring System would ensure that expensive infrastructure needs such as sewer systems are paid for by the developers or at least all provisions to provide such required infrastructure are properly funded so that the existing residents may continue to depend on their current level of service.

We therefore request that the City include the County of Los Angeles' Development Monitoring System into any combined plan as a mitigation requirement for the additional growth for which the plan will provide.

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The City also does not have adequate protection for Significant Ecological Areas. This LA County General Plan designation has strict planning regulations to which developers must adhere whenever development is proposed in a SEA, including the requirement of producing an EIR. The City merely has an overlay designation that has not provided any real protection for these areas and the open space habitat they were meant to conserve. Evidence of this is clearly visible in the City's approval of all the development in the floodplain of the Santa Clara River and the loss of the endangered species that currently existed in those areas. Any melding of the two general plans must include the County's SEA regulations.

It also appears that the County has a much stronger Oak Tree Protection Ordinance. We request that this stronger ordinance be adhered to in any melding of the two planning jurisdictions.

To summarize, where one planning jurisdiction's regulations include stronger protections for the resources and the existing community, those regulations should be the controlling ordinance for any melded plan.

NOP Comments

Climate Change
The DEIR must include a section on the effects to global warming from any increase in the number of housing units. Information for calculating these impacts is available from the Attorney General's Office, the California Air Resources Board and the Association of Pollution Control Officers. Feasible mitigation measures may also be obtained from these agencies and other groups.

A "Green" Building ordinance should be developed and required as mitigation for greenhouse gas production caused by additional proposed growth. This ordinance should include standards that will increase energy and water efficiency and encourage the use of alternative energy sources such as wind and solar energy.

Floodplains
The DEIR must address the cumulative impacts of the loss of floodplain on downstream land uses and habitat, including increased velocity and erosion produced by concrete banks and the impacts of such banking on water quality (increases to pH levels as identified by the Regional Water Quality Board). The Plan must update its floodplain designation maps to comply with current state and federal laws. The Maps that are most protective of our local streams and the Santa Clara River should be used for this update. Good flood plain protection will improve water quality and water supply as well as provide habitat for native wildlife.

Water Supply
The DEIR should contain a Water Element that discusses how water will be provided for any future proposed growth. This discussion should disclose impacts to the Sacramento Delta and any other proposed areas of origin for new water sources. It should also fully and accurately disclose all impediments to obtaining additional water from those sources including supply reductions from climate change, impacts to endangered species and water quality degradation both in the area of origin and locally. This section should disclose water supply during a dry, normal and wet year

so that planners and the public may easily be apprised of the worst case scenario for which they must plan.

This section should include information on the water quality of our existing water sources. Information on the alluvial aquifer should include a discussion of the Chloride problem and how additional growth will impact the sanitation districts' ability to comply with the new Chloride Total Maximum Daily Load (TMDL) regulation that will go into effect soon. It should include full disclosure of the industrial contamination currently affecting many of the high producing wells in the Saugus aquifer. This disclosure should not only address ammonium perchlorate pollution and its health risk to children, but also the many additional cancer causing Volatile Organic Compounds in this water source.

Additional state water to supply new growth will increase chloride levels in the effluent produced by the Sanitation Plants. This section should fully disclose the impacts on the Chloride TMDL of increased growth.

This section should indicate from where the water supply for increased growth will come.

A drought tolerant landscape ordinance should be developed and required as mitigation. Recycled water systems should be required for open space and landscaped areas in all new development. Water retention systems such as roof to underground cistern storage systems, downspout disconnection to storm drain and lot contouring to retain rainfall on site and encourage recharge of the local aquifers should also be required for any new development.

Air Quality
The DEIR should clearly disclose the poor air quality that already exists in this valley due to high ozone and particulate matter pollution, and its impacts on increased asthma rates, especially in children. Further reductions in air quality due to additional proposed growth must be disclosed and mitigated.

Health Hazards
Contaminated sites must be fully disclosed and designated as such in the General Plan for the health, safety and welfare of the public. Estimated clean up time for such areas must be included in the DEIR.

Education
Planning for school sites should not include locations next to or on contaminated sites and freeways. It is a well-established fact that air pollutants are extremely high in areas adjacent to freeways.

Piece-mealing the General Plan Updates
State law requires an update to a City or County General Plan every ten years. The update to the Santa Clarita Plan is five years overdue, yet the City and the County continue to approve projects based on this plan and where needed to ensure project approval, merely amends the offending section for the developer.

Also, over the past several years the City of Santa Clarita has updated individual elements of the General Plan. These updates included changes to the Air Quality, Noise, Housing, and Parks and Open Space Elements.

We believe both these practices should not be allowed, as they constitute piece-mealing that is not allowed under CEQA, and seem to be a means of intentionally avoiding the requirement to provide an EIR for a General Plan Update.

Thank you in advance for your attention to these comments. We request that you provide our group with a hard copy as well as a disc of the DEIR when it becomes available so that we can circulate it to our members that may or may not have computer capabilities.

Sincerely,

Lynne Plambeck
President

Calgrove
Corridor
Coalition

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AUG 28 2008
CITY OF SANTA CLARITA

August 28, 2008

Mr. Jeff Hogan, AICP
Senior Planner
City of Santa Clarita
23920 Valencia Boulevard
Santa Clarita, CA 91355

Re: *Calgrove Corridor Coalition* Response - Notice of Preparation of Draft Environmental Impact Report for the Land Use Element of One Valley, One Vision (OVOV)

Dear Mr. Hogan,

At the request of the City of Santa Clarita, the Calgrove Corridor Coalition (CCC) is providing comment on the Notice of Preparation (NOP) for the Land Use Element of the OVOV. However, we are doing so without having received information we requested from the City which would have precisely defined the differences between the current and proposed Land Use designations.

Because the changes in Land Use designations have not been disclosed, we believe that the process of review for this draft EIR is flawed, and that the information contained in this draft is incomplete and misleading.

Without full and complete disclosure of the definitional changes, the residents of our Valley are not equipped to comprehend the impacts of the new Land Use definitions when contemplating issues and preparing comments. ***The burden is upon the drafters of this plan to provide the necessary information so the public can make an informed decision about this very important issue.*** This has not been done, and the importance of this concern cannot be understated.

In consideration of the above, the following outlines the CCC's preliminary response to specific aspects of the Land Use Element. Please note that we believe our response is consistent with the vision for gateway projects as outlined in the City's current General Plan - that higher density developments are not consistent with gateway locations such as the Smiser Ranch property.

Aesthetics
The Smiser Ranch property is located at the I-5 entrance to the City Santa Clarita, and is the first view of our Valley traveling northward through the Newhall Pass. Concerns about aesthetics regarding this property are therefore highly important and due special consideration.

We wish to point out the language in the existing General Plan, that states we "*continue the established pattern of attractive greenbelts, golf courses, open space, including the protection of adjacent significant ecological areas and entertainment/recreational amenities along I-5 ... and to strengthen and enhance the image of the city as a pleasant and fun place to live, work, visit and play.*"

These elements of the existing General Plan must be preserved. The Specific Plan (SP) designation for the Smiser Ranch property does not come close to doing this - in fact, it eliminates all existing zoning limitations. The height and density concerns of the many residential neighborhoods which comprise the CCC membership is a critical consideration that has not been properly addressed by the SP designation.

Air Quality
In the past the South Coast Air Quality Management District (SCAQMD) has found that the Santa Clarita Valley is already out of compliance with their standards. With increased density, traffic, and circulation, there will be additional negative impacts on air quality. Construction activities will also create a negative impact.

1. Has the SCAQMD addressed their concerns about the air quality in our Valley?
2. Has this been addressed in the draft NOP?

The public has a right to review the SCAQMD comments to the draft EIR prior to commenting on this section.

Hydrology
The uncertainty about future availability of water within the Southern California area should also be viewed as a potential constraint to development. The SCV also relies on local ground water supplies for domestic, commercial and agricultural uses - preservation and conservation of these resources must be paramount in the minds of land use planners. Existing and proposed land uses and operations must consider the consequences of degradation to ground water or surface water that is used to replenish the ground water supplies.

Land Use and Planning
As stated in our earlier comments regarding aesthetics, the SP designation is inappropriate for the Smiser Ranch property because it is extremely vague and not in compliance with the guiding principles of OVOV. The guiding principles state that "multi-family housing development's building massing shall complement the characteristics of surrounding single-family residential neighborhoods" such as those that surround the Smiser property. The SP designation does not preserve such requirements.

Also, the guiding principles state "the Santa Clara River corridor and its major tributaries shall be preserved as open space to accommodate storm water flows and protect critical plant and animal species." We note that the South Fork of the Santa Clara River flows through the Smiser property. In fact, the applicability of SP to the Smiser property may be in question; once CalTrans completes its plans to expand I-5 and in the process require land within the Smiser property boundaries, the remaining parcel may be too small to meet the 30-acre SP minimum.

Population and Housing

We disagree with the OVOV vision for population growth in the Santa Clarita Valley. The stated numbers are simply too large and do not support the quality of life requirements of most who live here - note that high-density housing in our Valley currently represents highest areas of crime.

The City's original General Plan was created in collaboration with many citizens and neighborhood groups throughout the Valley. This process took nearly two years of hard work prior to finalizing the current vision of the City. In contrast, the current draft EIR was developed primarily by the City and County staff with only occasional meetings with developers and major civic groups. The City and County need to go back to the residents of our community to seek input about ***their*** vision of the future of the Santa Clarita Valley, including population and housing goals, which we believe are significantly different than proposed in the City's OVOV view.

Recreation

The City has an alarming and growing deficit with its General Plan objectives for the development of parks. Even with the currently planned increase of 210 acres of parks, the city will still fall significantly short of its current park objectives. We are now aware of a significant, last minute change to the objectives which results in a decrease in the city's park objectives by 40%, from 5 acres per 1000 residents to 3 acres per 1000 residents. This is unacceptable. Also, the City's Guiding Principles state that parkland will be developed "with priority on locations that are not now adequately served." This designation fits the areas adjacent to and surrounding the Smiser property. The City must address the existing parkland deficit, but not by reducing the current parkland objectives. The CCC requests that this issue be considered as plans for the Smiser Ranch property progress.

Transportation and Traffic

Traffic in the Newhall Pass, especially at Calgrove Boulevard, is already problematic and poses many challenges for the residents of the surrounding communities. An SP designation for the Smiser Ranch property would only increase congestion. We believe larger roads and freeways are not the answer. Also, the draft EIR does not address what happens when there are major incidents on the I-5, which occur with discouraging regularity. When an accident takes place on I-5 in the vicinity of the Newhall Pass, it seriously impacts all the communities in the Calgrove Corridor. For example, during the most recent truck tunnel accident, traffic was at a standstill on both The Old Road and Wiley Canyon. In a major disaster such as an earthquake or fire, we have significant concerns about the ability of the existing road infrastructure to handle traffic and/or evacuation.

Conclusion

The Calgrove Corridor Coalition does not support launching any section of the EIR until all sections of the Draft EIR have been completed, including zoning definitional changes, and presented to the residents of Santa Clarita. Not only have circulation and housing elements not been presented to the public, we strongly feel that our community's ability to provide comment should be left open at least sixty (60) days after the final the staff presentations.

Respectfully,

Annette Lucas Glenda Bona

Annette Lucas and Glenda Bona
Co-chairs
Calgrove Corridor Coalition

cc: Bob Kellar, Mayor
Ken Pulskamp, City Manager
Paul Brotzman, Director of Planning

COUNTY OF LOS ANGELES

FIRE DEPARTMENT

1320 NORTH EASTERN AVENUE
LOS ANGELES, CALIFORNIA 90063-3294

(323) 890-4330

P. MICHAEL FREEMAN
FIRE CHIEF
FORESTER & FIRE WARDEN

August 19, 2008

Jason Smisko, Senior Planner
City of Santa Clarita
23920 Valencia Boulevard, Suite 300
Santa Clarita, CA 91355

Dear Mr. Smisko:

NOTICE OF PREPARATION, NORTH NEWHALL SPECIFIC PLAN STAGE I: LYONS AVENUE AT-GRADE CROSSING, SANTA CLARITA (FFER #200800131)

The Notice of Preparation has been reviewed by the Planning Division, Land Development Unit, Forestry Division, and Health Hazardous Materials Division of the County of Los Angeles Fire Department. The following are their comments:

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PLANNING DIVISION:

1. We do not have comments at this time.

LAND DEVELOPMENT UNIT:

1. We do not have comments at this time.

FORESTRY DIVISION – OTHER ENVIRONMENTAL CONCERNS:

1. The statutory responsibilities of the County of Los Angeles Fire Department, Forestry Division include erosion control, watershed management, rare and endangered species, vegetation, fuel modification for Very High Fire Hazard Severity Zones or Fire Zone 4, archeological and cultural resources, and the County Oak Tree Ordinance. Potential impacts in these areas should be addressed in the Draft Environmental Impact Report.

HEALTH HAZARDOUS MATERIALS DIVISION:

1. There are no comments at this time.

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

Very truly yours,

FRANK VIDALES, ACTING CHIEF, FORESTRY DIVISION
PREVENTION SERVICES BUREAU

FV:lj

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

Library

MARGARET DONNELLAN TODD
COUNTY LIBRARIAN

August 25, 2008

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AUG 29 2008
CITY OF SANTA CLARITA

Jeff Hogan, AICP
Senior Planner
City of Santa Clarita
23920 Valencia Blvd, Suite 302
Santa Clarita, CA 91355

Dear Mr. Hogan:

NOTICE OF PREPARATION OF DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE ONE VALLEY, ONE VISION GENERAL PLAN

This is to provide you with written comments on the Notice of Preparation of Draft Environmental Impact Report (EIR) for the One Valley, One Vision (OVOV) General Plan for the entire Santa Clarita Valley Planning Area. As indicated in the document you provided, the Santa Clarita Valley Planning Area includes the four communities in the City of Santa Clarita – Canyon Country, Newhall, Saugus, and Valencia – and the County communities of Stevenson Ranch, Castaic, Val Verde, Agua Dulce, and the future Newhall Ranch.

Service Level Guidelines

The County Library's current service level guidelines are a minimum of 0.50 gross square foot of library facility space per capita, 2.75 items (books and other libraries materials) per capita, and 1.0 public access computer per 1,000 people served. Additional facility planning guidelines include 4 parking spaces per 1,000 gross square feet of building size, and a land-to-facility size ratio of 4:1.

Existing Facilities and Resources (books and other library materials)

The County Library operates all public libraries within the Santa Clarita Valley. There are four community libraries in the Santa Clarita Valley Planning Area: three permanent facilities, plus one mobile library, the Santa Clarita Valley Bookmobile.

Library	Facility Size (sq. ft)	Collection Size (items)
Canyon Country Jo Anne Darcy	12,864	100,082
Newhall	4,842	50,278
Valencia	23,966	215,024
Santa Clarita Valley Bookmobile		10,512
Total – Santa Clarita Valley	**41,672**	**375,896**

Based on a valley-wide population of 213,857 (2000 U.S. Census), the combined facility space and collection of books and library materials for these libraries do not currently meet the County Library's service level guidelines in providing library services to the existing residents of the Santa Clarita Valley. These libraries have a combined shortage of a minimum of 65,257 sq. ft. of facility space and 212,211 items (books and other library materials).

Population growth would create additional demand for library services and would adversely affect the service capacity of the County libraries within the Santa Clarita Valley to adequately serve the existing residents in these service areas. In addition, the non-residential component of the OVOV General Plan could also have a potential, though indeterminable, impact on library services. People who work, but do not live, in the Santa Clarita Valley are likely to use local libraries during their time at work or while commuting to and from work.

Planned Service Improvements in the Santa Clarita Valley Area – New or Expanded Library Facilities

Castaic Library: This new library is located at 27971 Sloan Canyon Road, Castaic, CA 91384. The size of this library is 6,985 sq. ft. and is scheduled to open in the fall of 2008.

Acton/Agua Dulce Library: This new library is located at 33792 Crown Valley Road, Acton, CA 93510. The size of this library is 11,343 sq. ft. and is scheduled to open in late 2009. The Acton/Agua Dulce Library will serve the communities of Agua Dulce and Acton.

Canyon Country Jo Anne Darcy Library Expansion: The County Library is developing a plan to occupy an additional 4,500 sq. ft. of space in the existing building under the current lease with the City of Santa Clarita. No formal agreement between the City and County has been reached regarding occupancy of the additional space and a schedule for the required renovation work has not yet been established.

Newhall Library Replacement: As your City is aware, the City is planning to replace the existing Newhall Library with a larger facility as part of the Downtown Newhall Specific Plan project. Completion of that project by the City will expand the available library service capacity.

County Library Facilities Mitigation Fee

The County of Los Angeles applies a library facilities mitigation fee on new residential projects in all unincorporated areas served by the County of Los Angeles Public Library (*Los Angeles County Code,* Chapter 22.72). In order to mitigate the impact of residential projects on library services, the developer, or its successor in interest, will be required to pay the library facilities mitigation fee that is in effect at the time building permits for projects are issued. The OVOV Santa Clarita Valley Planning Area is located in the Library's Planning Area 1 (Santa Clarita Valley). The current mitigation fee for this area, which is adjusted annually based on changes in the Consumer Price Index, is $790 per residential unit. The fees are not levied on non-residential development projects.

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

Sincerely,

Terri Maguire

Terri Maguire
Chief Deputy County Librarian

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

Michael A. Naoum
27301 Eaglehelm Drive
Santa Clarita, CA 91387
661-252-9275
310-267-4821

November 9, 2008

Mr. Jason Smisko
Sr. Planner
City of Santa Clarita
23920 Valencia Boulevard
Santa Clarita, California 91355

Dear Mr. Smisko:

Since adequate community input time was not offered at the One Valley One Vision meeting on July 15, 2008, attached are my comments regarding the draft Land Use Element plan as well as comments on the Housing Element meeting. Kindly forward a copy of this letter to the Planning Commission.

One Valley One Vision – Land Use Element. Overall, I feel the Land Use Element fails to adequately take into account the existing suburban quality of the City, geographic distances between jobs and housing, the lack of existing density and a constrained road network including I5 and SR14 when trying to become an "urban center" with public transit oriented transportation. It offers developers plenty of flexibility but does not provide to the community the best, most rigorous, highest value planning tool. I'd suggest that the City develop more of a best practices approach rather than just using State minimums as our standards. We should be looking at communities like Westlake Village for standards – not the San Fernando Valley.

- While you indicated the General Plan should be general in nature, there are sometimes specific unapproved items mentioned in the plan that are troubling and should be removed. For example:
    - Part 1D indicates that the existing Canyon Country Metrolink station is planned to be relocated. This should be deleted since it is showing specificity in what should be a general plan.

- Part 1E identifies areas such as Val Verde and Halsey Canyon developed as low-density rural areas based on their residents' desire for retreat from high-intensity urban centers. Special use areas Sand and Placerita Canyon should be added to that list.

- The land use element shows a desire to preserve open space but would appear to allow dense "villages" in areas deemed to be floodplains, Significant Ecological Areas, desirable open areas and wildlife corridors.

  This is inconsistent with Guiding Principal 6b in the One Valley One Vision document dated 11/9/01 which states "a. Uses and improvements (within the Santa Clara River corridor and its major tributaries" shall be limited to those that benefit the community's use of the river in its natural state." And "b. Development on properties adjacent to, but outside the defined primary river corridor shall be: - located and designed to protect the river's water quality, plants, and animal habitats, controlling the density of uses, drainage runoff (water treatment) and other relevant elements".

  Furthermore, objective LU 1.2 states that the City will "maintain the distinctive community character of villages and neighborhoods throughout the planning area by establishing densities and design guidelines appropriate to the particular needs and goals of each area...." policy LU 1.2.5 states that "In Sand Canyon, ensure compatibility of development with existing rural, equestrian lots and the adjacent National Forest land; provide additional recreational trail links; and protect the Santa Clara River from incompatible development." This is contrary to the City's statement in the Land use element that the Canyon Country Metrolink station will be relocated to a high density village proposed in the Santa Clara riverbed just below Sand Canyon.

- While village concepts are promoted, the concept is new and there is no evidence that villages, especially large scale ones, far away from the bulk of the jobs in the City and tied principally to Metrolink for transportation will work to relieve congestion. If I am looking to live in a high density community served by public transit, why would I want to sit on a train for an hour just to live in Santa Clarita? If I want high density, I'll live in a truly urban area and minimize my commute time and dollars. Additionally, unless one works in downtown Los Angeles, or near the train stations in Glendale or Burbank, Metrolink is not a very efficient form of transportation.

- Having high density, low and moderate income housing, far from the major job centers employing these residents (Valencia Industrial Center and Magic Mountain) doesn't seem rational – especially when considering that a bus trip from Canyon Country to the Valencia Industrial Center takes between 60 and 90 minutes (when leaving from the closest Soledad stop that would be near the proposed new Canyon Country Metrolink location envisioned for a high density urban village development).

- Village concepts are supported by the City because of reduced land use and potentially traffic impacts if adjacent to functional public transit. Why is it that the County is allowing villages without being linked to public transit?

- The City is allowing greater density without a corresponding requirement for an increase in open or public spaces or any offsetting benefit for the public at large. Infill and villages with higher densities are promoted as a way to reduce land use (in theory to allow for more open space). Under the proposed plan, there is no offset required by the developers receiving these density bonuses to provide a funding mechanism to set aside those opens spaces the City is selling as so important to preserve and touting as a carrot arising from promoting higher density villages and infill projects. Creating these offsets and funding mechanisms is much like allowing the transfer of air rights among parcels in downtown areas where a higher building is allowed on one parcel based on the development rights purchased from another parcel – thus creating an open or public space.

- My vision of an urban center is an area with high quality, close (meaning walkable-within 1/4th mile) public transportation, with high density residential areas, incorporating jobs, amenities, retail and entertainment so that the use of cars is unattractive. I'm pessimistic that can be accomplished here.

- The transportation infrastructure needed for true urban centers in Santa Clarita will never be economic because of the lack of density and sprawling geography. We don't have the necessary density and can't get it without essentially starting the City over with density throughout the Santa Clarita valley. Santa Clarita is not Downtown Los Angeles or the Wilshire Corridor and we shouldn't be viewing developments in the same way they can. While the City has made great strides with providing Public Transportation to work and a few entertainment destinations, Public Transportation does not work for most folks in our lower density car oriented community.

- There appears to be an unwillingness to <u>require</u> project improvements that could add costs for development interests. The City should be looking at a number of avenues to improve the quality of life for all residents and stakeholders, not just be concerned with keeping costs at a minimum for developers and businesses. Some examples contained in the Land Use Element include:

    - Policy LU 6.1.2 designates the Santa Clara River corridor along with its major tributaries as Open Space and restricts development within 50 feet of the stream banks. <u>THIS IS THE STATE MINIMUM!</u> Between allowing bank stabilization and this minimal setback, the City is being disingenuous when it says it will "maintain the natural beauty of the City's rivers and streams. All too often the bike and walking trails are closed for long periods of time because CLWA is installing a new water line in the same, limited space. We should increase this setback to 250 feet to reduce the amount of bank stabilization and fill required and to allow for uses other than a walking and biking path along river

and stream areas. Open space doesn't need to be limited to just what the City buys.

- The City could be requiring employers of a certain size (say 100 employees) to provide showers for employees using bicycles. Instead, policy LU 5.1.3 has little to no teeth. It says the City will "require safe secure, clearly illuminated walkways and bicycle facilities in all commercial and business centers." A bicycle facility could be viewed as a post a bike could be locked to. Other cities require these facilities. Why can't we?

- The City could be requiring buildings to meet LEED requirements under LU 7.1.3 rather than just "encourage development of energy-efficient buildings". The State just revised energy efficiency codes. There is no reason why the City can't be more of a leader on this than a follower!

To summarize my input on the Land Use Element, I'd like to see the Element better blend with the currently developed areas of the City (since it is mostly built out), require more than minimums for code and setback requirements, and better preserve and be clearer over what the real plan is when there are conflicts between land use, open space, environmental, transportation, safety and infrastructure goals. This will avoid some of the double talk that exists in the current document.

In terms of the **Housing Element**, I'd like to see inclusionary requirements for low and moderate income housing – especially if the area's these developments may go must be designated in the land use plan as having 30 units per acre zoning. While the City has provided this density allowance in the past, developers have not done their part to include this element, instead choosing the market rate pricing approach.

It is clear we can't depend on developers' benevolence to accomplish this State mandated requirement. We must require developers to set aside units to meet this low income requirement especially since the density has been increased providing them an opportunity to build more units with lower per unit land costs. Additionally, since the lower income housing is needed primarily to support workers in the Valencia Industrial Center, the higher density housing should be in close proximity to those jobs. This will reduce the demand on our transportation infrastructure. Other areas of the community could be considered for Senior Housing since Seniors burden on the transportation infrastructure occurs during non-peak hours.

If you have questions or want clarification, please feel free to call.

Respectfully,

Michael Naoum

cc: Commissioner Burkhart
Commissioner Berger
Commissioner Ostrom
Commissioner Trautman
Commissioner Kennedy
Planning Manager Webber

Michael Naoum
27301 Eaglehelm Drive
Santa Clarita, CA 91387
661-252-9275

October 25, 2008

Santa Clarita Planning Commissioners
C\O Jason Smisko

Dear Commissioners:

Since traffic in Santa Clarita is usually cited as the most important issue by City residents, it behooves us to be diligent in our understanding, analysis and evaluation of the Circulation Element. One should ask if the traffic impacts shown in the plan are acceptable to you as a resident and user and if the approaches to have more walking, biking, taking local buses and commuting on trains will really work given our geographic dispersion, job locations for residents and road network.

Below are my comments on the October 2008 Circulation Element Draft.

- Only the 14 is an E Level of Service for the CMP roadways today. Under the new General Plan, all of the CMP roadways will be an E level of service including the I5, State Route 14, Sierra Highway, Magic Mountain Parkway, San Fernando Road (Newhall\Railroad) and SR 126 (page C-7 of the element). LOS E means significant delays and **average travel speeds of 33% or less of the free flow speed**. This doesn't align with Commissioner Ostroms' desire to have roads be at an A or B LOS. How would we evacuate the City if there were ever a need to do so?

- The Element had no statement on the Newhall Pass Level of Service either today or under build-out. Like it or not, 80% of our working residents must pass through it daily.

- There is a disconnect between the planned village locations and job centers. If we are looking to reduce traffic within the City, the village locations should be at or very close to the job centers identified in the Circulation element. Having folks commute from a village in Canyon Country to west Valencia doesn't make much sense.

- There is no "what if" included that identifies what happens to traffic if all planned roads are not built. As Mr. Smisko indicated, all of the planned roads have been on the map for some time (and many unbuilt for some time i.e. Via Princessa to

Wiley Canyon). 5 new bridges over the Santa Clara River are required while only 1 in the past 15 years had been built with one under construction.

- The Element indicates "the City minimizes cut-through traffic through circles, chokers and diverters". I'd like to see City Staff identify one location where we have each of these elements. They don't exist today and should not be mentioned in the Element as if we have them.

- The traffic model identified many needed improvements. Will new development be enough to fund these improvements? If not, how will they be funded? Assuming we have 5 new major roads with bridges over the River and they cost half of the cross valley connector ($125,000,000 each, along with 15 intersection improvements at $4,000,000 each (eminent domain) we have $685 million in today's costs. This doesn't include the cost of the other improvements mentioned (more parking at train stations, re-striping and widening projects, bus turnouts, bike paths, more buses, etc). We could well be looking at a $1 Billion plus price tag by the time this is said and done.

- There is no carbon footprint or greenhouse gas analysis. This needs to be present in this Plan. Analysis tools are available. The Element comment that standards and regulations concerning compliance with AB 32 are still being developed is no excuse to not use evaluation tools already in place to see if the City's plan will achieve the reductions required under AB 32. Standards and regulations like seismic codes constantly change – because they change is not a reason to ignore them. A tool developed by the California Air Resources Board, the Lawrence Berkley Lab and the California Energy Commission can be found at coolcalifornia.org. It's not like these are fly by night organizations.

- What are the assumptions used to drive the traffic study in the plan? Are we assuming that all new residents will work here? What are the assumed levels of bus and train ridership versus now? Why will the ratios change?

- Re-striping of 5 roads will eliminate bike lanes. Why aren't there plans to reinstate these if bicycling is identified as an important element of the plan?

- Are we ready to use eminent domain to improve our major intersections?

- Two of our major arterials will require at grade crossings which Metrolink has been reluctant to approve.

- How will bus turnouts be built on right of ways already completely full of concrete and asphalt (think Soledad)?

- While we are identifying that we want a pedestrian friendly community, with many of the road widening projects, the sidewalk will be immediately adjacent to the road. Furthermore, as a frequent pedestrian, crossing six and eight lane roads

is not very much fun. It will be difficult to put pedestrian safe islands in roads that will need to be wall to wall traffic lanes.

- The Element indicates that more turn signals will be put in place. While this may make turns safer, it also causes excess emissions because cars that could turn if the intersection is clear are not allowed to resulting in more idling.

- Page C-31 refers to truck parking regulations. What are they? I continue to see trucks parked long term on our roads.

- Figure C-4 shows an existing helipad at Henry Mayo. I keep reading this is not operational any longer and is contingent on the new master plan being approved. If not operational, it should be removed.

- Page C-41 identifies that bike racks have been installed on all buses. This is not true. Bike racks have not been installed on Express buses going to Lancaster\Palmdale, Van Nuys, Warner Center, Century City and Los Angeles.

- Policy C.3.1.6 says to "Promote the provision of showers and lockers" for bicyclists while Policy C.6.2.3 says "showers and changing rooms should be required". Which is it? If important, they should be required.

Please keep these items in mind when it comes time for your approval or disapproval of OVOV.

Sincerely,

Michael Naoum

Jeff Hogan

From: Jason Smisko
Sent: Monday, November 10, 2008 10:00 AM
To: Jeff Hogan; 'Judith Charles'; 'Susan Tebo'
Subject: FW: ONE VALLEY ONE VIEW

NOP Comment

From: Sandi Franco [mailto:sfranco@firstam.com]
Sent: Monday, November 10, 2008 9:58 AM
To: Bob Kellar; Ken Pulskamp; Jason Smisko
Subject: ONE VALLEY ONE VIEW

The future of Santa Clarita lays in your hands. Please do the right thing. We do not need to develop every piece of property (what little is left) to the point where it is over developed. Keeping density down in future projects will help protect the way of life we have now and for the future. We are already over burdened in our schools and on our roads.
If we continue on the path we seem to be heading down, Santa Clarita will no longer be a desirable place to live and raise a family.

Sandi Franco
Marketing Assistant
First American Home Warranty

First American

7833 Haskell Ave., Van Nuys, CA 91406
Direct: 818 781 5050 Ext 7842
Mobile: 661 916 4564
Fax: 888 955 3557
Tollfree: 800 698 0422
Email: sfranco@firstam.com
Web: www.firstam.com/warranty

Jeff Hogan

From: Jason Smisko
Sent: Wednesday, November 19, 2008 10:31 AM
To: Jeff Hogan; 'Judith Charles'; 'Susan Tebo'
Subject: FW: OVOV

Since this came in electronically during the OVOV workshops, perhaps we should include it as a comment received during the NOP.

From: gmarndt@aol.com [mailto:gmarndt@aol.com]
Sent: Monday, November 10, 2008 7:53 PM
To: Jason Smisko
Subject: OVOV

I would like to express my concerns along with my neighbors over the General Plan changes for our valley. Density is not a solution to tax problems and budget shortfalls. Our roads, schools, freeways, fill in the blank are all overcrowded with the plan the way it is now. The Smiser Ranch property along with Hamburger Hill and the shopping centers of Stevensen Ranch will be the final straw that sends me and my tax dollars moving out of this beautiful city. The whole reason I moved here, OPEN SPACE!!!! You saw where greed got our country andthe banking system. This will have a similar ending. NO,NO,NO on higher density in SCV. We will be watching your vote and then we will vote.

Gary and Sherrie Arndt and the neighbors on DeWolfe Road in Newhall

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Instant access to the latest & most popular FREE games while you browse with the Games Toolbar - Download Now!

Thomas M. Surak

23712 Adamsboro Drive
Newhall, CA 91321

January 7, 2009

Mr. Jason Smisko, Senior Planner

City of Santa Clarita

Email: jsmisko@santa-clarita.com

Mr. Paul Novak, Planning Deputy

County of Los Angeles

Email: sosuna@lacbos.org

Re: Notice of Preparation - One Valley, One Vision

Dear Mr. Smisko and Mr. Novak:

I am pleased to be able to provide the following comments regarding the draft OVOV documents. In general, the documents appear to be deficient in many areas. They do not offer Santa Clarita residents the same protections and promises which currently exist in the General Plan. Also, as having participated in many aspects of the OVOV process, I can testify to the fact that it was overly cumbersome, often confusing and not at all conducive to inviting full participation by all interested parties. Several of my specific issues and concerns are discussed below. I expect similar comments will be submitted by other residents, which will require additional public participation before the OVOV process can move forward. I can only hope that this will lead to timely and successful resolution of all issues.

The City has not made a proper showing for why it is proposing significant revisions the existing General Plan. The City's flyer, "OVOV Facts and Benefits" which was widely circulated to the public, clearly states that the build-out population estimates adopted for the 1991 General Plan maxed at 521,977 people, and that the OVOV estimates a build-out population range of 444,000 to 485,000. The obvious yet unanswered question is then, "Why are increases in zoning densities, in many cases significant ones, being proposed for the OVOV?" The City cannot legitimately argue that the increased density is to accommodate non-residential development because most OVOV commercial zoning definitions allow for extremely high density (e.g., a minimum of 11 units per acre) residential use. These "commercial zone" residential densities overwhelm those of the surrounding neighborhoods, and such development can only be perceived as detrimental to nearby residents. As further discussed below, the City's concept of a "Valley of Villages" as laid out in the OVOV is not consistent with the principle of enhancing established neighborhoods, nor with development consistent with neighborhood community character, which are both key objectives stated in the OVOV.

Page L-39 of the current General Plan makes it clear that the land use designations adopted in 1991 "should not be construed as temporary holding categories awaiting higher density designations in the

future." It further states, "The Plan has looked at development suitability within the entire Santa Clarita Valley and applies designations for anticipated, long-term future development." The draft OVOV clearly makes a mockery of this promise. OVOV zoning densities are drastically increased throughout the valley.

Also, many new zoning categories are overly broad with respect to allowable types of applicable development. For example, the Regional Commercial, Community Commercial and Neighborhood Commercial zoning designations all allow for mixed use (i.e., residential) development, even though the OVOV also has separate "Mixed Use" zoning designations which more clearly convey the ability to allow such proposed developments. The General Plan is clear when it states "surrounding characteristics, preservation of neighborhood integrity and compatibility with existing uses shall also be taken into consideration in connection with new development proposals." The guiding theme of the OVOV, "A Valley of Villages", casts these neighborhood protections aside by requiring increasing density projects which are entirely inconsistent with the characteristics of surrounding neighborhoods.

The City's concept of a "Valley of Villages" conveniently avoids discussion on the subject of different housing types having different public service requirements. For example, persistent crime hotspots in the Santa Clarita Valley are highly correlated with housing density, e.g., the largest crime problems are associated with higher density housing near downtown Newhall and in Canyon Country. The OVOV does not consider or address additional financial and emotional costs which will be imposed upon existing residents as a consequence of increased crime associated with the OVOV's high density housing proposals.

The OVOV undermines existing neighborhood protections from such high density projects. These protections are inherent in the 1991 General Plan, which many who have since settled into Santa Clarita relied on when making their decision to move here. Without a showing of benefits to existing neighborhoods, one can readily conclude that the OVOV is primarily designed to provide developers an opportunity to further increase their profit opportunities through increased zoning densities. Such opportunities are properly restricted under the existing General Plan through its embedded protections provided to residents of Santa Clarita, and these protections must be maintained.

Some basic elements of the OVOV which must be understood to ensure full participation in the OVOV process were not (and may still not be) clearly communicated to the public. For example, the proposed zoning designation of the Smiser property located in my neighborhood near Calgrove & Wiley Canyon was recently (and unknowingly) revised. At the November public workshops which showcased the draft OVOV, the Smiser property zoning designation was clearly identified as Community Commercial. A completely new zoning designation for this property, Mixed Use – Neighborhood (MXN), has just recently been brought to my attention. However, one cannot readily determine that there has been a new zoning designation by reviewing the revised December 19 Preliminary Land Use map posted for public review, which is the key document for purposes of OVOV review and understanding. The blue and white striped color designation assigned to this MXN zoning designation on the map completely blends in with the blue and white stripe used to assumedly delineate the city boundary which is adjacent to the Smiser property. No reasonable person could have been expected to learn of this zoning change through periodic review of this map, yet that is what was expected from those attempting to participate in the OVOV process. I can only assume that this color scheme selection was just a coincidence and unintentional. However, it does illustrate one of the many unnecessary difficulties OVOV participants have had to overcome in order to properly become engaged in the OVOV process.

Another example of confusion derives directly from the exclusion of a critical clarification in the General Plan from the OVOV zoning definitions. The General Plan clarifies that appropriate project intensity "is generally expected to be between the low and mid-point of the allowable floor area ratio (FAR) range". Comparisons made by City Staff in documents and at public meetings which suggested that allowable city development under the General Plan and the OVOV were equivalent did not incorporate the lower FAR range clarification embedded in the General Plan, and thus overstated allowable development

under the General Plan. Stated another way, the OVOV will allow for much denser development even at similar FAR since it no longer requires project intensity to be at the lower end of the allowable FAR range. Unless the above clarification regarding a lower appropriate project intensity is incorporated into the OVOV, representations made regarding comparable allowable development under the General Plan and the OVOV were incorrect because they minimized impacts under the OVOV, and were likely to have diminished public participation in the OVOV process.

Also, there is language throughout the OVOV which lessens the certainty of limiting future development to the designated zoning. For example, page I-3 states "all subsequent planning and development decisions within the Santa Clarita Valley planning area shall be determined to be consistent with these documents, except as provided herein for any land use applications pending during the plan preparation and adoption process." This caveat completely undermines the ability of citizens to fully appreciate what is capable of being developed in their neighborhoods and other areas where they may have special concerns and interests, and effectively disengages many from actively participating in the OVOV process. In addition, this caveat is not consistent with public representations which have made. Please refer to an October 5, 2008 article in "The Signal" titled, "SCV ponders 'one vision' for growth" which quotes both of you as well as Paul Brotzman. This article includes the following statement: "Though general plans by definition are general, the state mandated documents must include a map that describes exactly what type of development can occur on every inch of land." I do not recall any clarification or rebuttal to this statement having been made by City or County staff. I also believe many more residents have read "the Signal" for information on the OVOV than have read through the several hundred pages of draft OVOV documents. The development flexibility being sought in the OVOV which I cited above does not comply with this statement. Therefore information provided to the majority of residents regarding the development flexibility sought within the OVOV is misleading at best. The City and County cannot assume that residents fully comprehend this development flexibility. Therefore the OVOV cannot be allowed move forward with this intended flexibility without further public disclosure and discussion.

The OVOV inadequately addresses how existing deficiencies in City parks and recreation facilities will be met. The OVOV states, "The Land Use Element is the City's and County's long-term blueprint for development of property to meet Santa Clarita Valley's future needs for ... parks, open space...including location for future uses within the planning area." It furthermore states, "The provision of adequate park space and facilities to serve residents is not only required by State planning law, but is recognized as necessary to provide for public health and quality of life." The OVOV further recognizes that "another issue for park development is distribution of park facilities, as many local parks are concentrated within master planned communities, and outlying areas have access to fewer local parks." The OVOV confirms that the City has a "standard" (the term "requirement" is used in the 1991 General Plan, which I interpret as the true intent) of five acres of park facilities per 1000 residents, and yet the City currently has "only about 1.5-2 acres of developed parkland per 1000 population", which is essentially unchanged from when the General Plan was adopted in 1991. (In fact, as of October 2008 the true ratio is 1.4 acres of parkland per 1000 population as stated by the City of Santa Clarita Parks, Recreation, and Community Services Commission, which increases the magnitude of the existing parkland deficiency.) In essence, notwithstanding the claims that significant parkland has been added since 1991, due to corresponding population growth there has been no significant progress made towards meeting the parkland "target" in almost two decades. This is especially true in areas which were identified as being underserved throughout that timeframe, which will have to be met through land acquisition using "additional funding sources." This is because the State's Quimby Act which has been used to acquire the majority of parkland added since 1991 only provides parkland (and only at an below "target" three acres per 1000 population) for residents of new developments.

The OVOV ignores the critical additional parkland requirement (per Policy LU 3.4.1) by stating that the Conservation and Open Space element "will not serve as a park master plan but will instead focus on broad policy issues relating to park planning." The OVOV just defers on this issue by identifying as City Task 8.1, "Complete and adopt a revised Park and Recreation Master Plan for the City by 2009." This is unacceptable. The OVOV must fully coordinate with the park master plan on a detailed level; by not

doing so, the OVOV invites development of remaining open areas which must be preserved for future parkland to meet the adopted parkland "target." This need for coordination holds especially true in areas which have an identified parkland deficiency and minimal remaining acreage which can help meet that deficiency. In fact, the Final Draft of the Parks, Recreation and Open Space Master Plan Update states, "Priority should be given to meeting the current (park) acreage deficit of 612 acres." However, the OVOV not only lacks any priority with respect to additional parkland in the OVOV, there are inherent barriers to the creation of additional parkland created by the OVOV.

For example, the Calgrove/Wiley Canyon neighborhood was identified in the existing General Plan as being "severely underserved" with respect to parks (this neighborhood is similarly identified as having a "service area gap" in the Final Draft of the Parks, Recreation and Open Space Master Plan Update, which I take as a euphemism). The only remaining undeveloped land which can be used for a neighborhood park in the Calgrove/Wiley Canyon area is the Smiser property. However, not only does the latest OVOV zoning of the Smiser property not include any reference to parkland, it instead proposes to increase the density allowed for development of that property! By increasing the allowable build densities on remaining undeveloped property such as Smiser, the OVOV increases the residual value of properties which are most suitable for helping close the significant gap between target and actual park acreage. Thus the OVOV will create further barriers to meeting the park master plan objectives by unnecessarily increasing the future cost of acquiring acreage for parkland. This will undermine the ability of and likely preclude the City from meet existing, let alone future, parkland needs under the prescribed "target".

The environmental aspect of the OVOV addresses climate issues only from a macro perspective; the issue of microclimate changes which are common with increased "urbanized" development such as that contemplated by the OVOV is ignored. Microclimate issues must be incorporated into the EIR study process to provide a complete and proper assessment of potential impacts from the build out proposed by the OVOV. Also, there is a lack of focus on increased noise associated with increased urban development, both during and after construction, as proposed in the OVOV. The importance of this issue cannot be ignored since increased noise pollution has the ability to undermine the tranquility that residents of Santa Clarita currently appreciate and will continue to expect in the future.

Please feel free to contact me for further clarification on the above.

Sincerely,

Thomas M. Surak

Calgrove
Corridor
Coalition

RECEIVED
PLANNING DIVISION
DEC 29 2008
CITY OF SANTA CLARITA

December 29, 2008

Jason Smisko, Senior Planner
City of Santa Clarita
23920 Valencia Boulevard
Santa Clarita, CA 91355

Re: ***Calgrove Corridor Coalition* Response - Notice of Preparation of One Valley, One Vision**

Dear Mr. Smisko,

This is the second NOP response from Calgrove Corridor Coalition (CCC). After receiving inaccurate and conflicting deadline dates, we now understand that the final date for NOP comments is December 31, 2008. We believe the OVOV process remains flawed and has not been transparent for the residents of Santa Clarita, and that public notification of revisions is almost non-existent when changes are made to the draft document.

CCC has repeatedly asked to be notified when changes are made to the draft OVOV document, particularly when the changes involve the Land Use Element or the Smiser property. We cannot support the OVOV draft when City staff leaves the research of revisions up to the public.

Early in the process, members of our leadership team met with Planning Director Paul Brotzman and we were assured that it was not the intent of the City to increase the density for the Smiser property. We are very concerned that the current document does not reflect prior commitments made by staff to maintain the current density.

Our coalition has repeatedly seen changes in the OVOV document that could potentially more than triple the density for the Smiser property. In the December 8, 2008 OVOV revision, the designation of Mixed Use Neighborhood (MXN) integrates characteristics of 2 other Land Use Elements -

- Neighborhood Commercial (NC) - allows a 35' height limit and not to exceed 75 % development coverage
- Community Commercial (CC) - allows a 50' height limit and development coverage of 80%

NC and CC have vastly different use requirements. Each of the 3 designations (NC, CC and MXN) includes the language, "except as otherwise permitted by the reviewing authority pursuant to discretionary review as prescribed by the unified development code." We are concerned that these vagaries will allow developers to see the land use elements as a negotiable moving target.

Not only are we disappointed that the changes are not being communicated, as promised, we are gravely concerned that the designations do not reflect our input about density. CCC does not support OVOV in its current state and our organization is looking for a land use description that enhances the existing neighborhood and provides an inviting entrance to our city. We support the commitment made by Paul Brotzman that the zoning designation would limit development to floor area ratio of no more than .375 and we look forward to a positive outcome.

Respectfully,

Annette Lucas Glenda Bona

Annette Lucas and Glenda Bona, co-chairs
Calgrove Corridor Coalition

cc:

Mitch Glaser, Principal Planner
Ken Pulskamp, City Manager

Jeff Hogan, Associate Senior Planner
Paul Brotzman, Director of Community Development

Susan Tebo, Impact Sciences
Frank Ferry, Mayor

Bob Kellar, City Council Member

Marsha McLean, City Council Member

Laurie Ender, City Council Member
Laurene Weste, City Council Member

Friends of the Santa Clara River Comment on NOP;
dated August 25, 2008

Friends of the Santa Clara River

660 Randy Drive, Newbury Park, California 91320-3036 • (805) 498-4323

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Ventura County Environmental Coalition

August 25, 2008

Mr. Mitch Glaser, Supervising Regional Planner
Los Angeles County Dept. of Regional Planing
320 West Temple Street Room 1354
Los Angeles, CA 90012

Re: One Valley One Vision Notice of Preparation

Dear Mr. Glaser,

Friends of the Santa Clara River submit the following comments on the subject project.

The Santa Clarita area has seen vast development over the last two decades and continues to develop at a very rapid pace. Much of this development has encroached on the floodplain of the Santa Clara River and its tributaries. Yet, no agency - state, federal or other - has adequately analyzed the cumulative impacts of this massive floodplain development that continues unabated and is a part of many projects now on the drawing board or in some phase of approval.

The One Valley One Vision EIR must remedy this situation and finally provide a substantive analysis of these impacts to the river ecosystem.

Moreover, all of this floodplain development has placed thousands of homes within the path of potential flooding. The flooding problems associated with surging rivers and creeks, brought on by the 2005 rains in southern California, are well described in the Ventura County Star article of February 6, 2005 – "Rain-swollen rivers not easy to repair". Flood damage occurred in Santa Clarita during these floods.

Southern California rivers are among the "flashiest" in the world. Flows during the worst flood events tend to be very high compared to average flows. The Ventura River and Santa Clara Rivers, for example, show peak discharges over 30 times the mean annual flow for floods having a recurrence interval of 25 years. A major lesson to be learned from these facts is that these rivers, as well as many of their tributaries, are dangerous by nature and very difficult to tame.

Efforts to control flooding through extensive channelization do not have a promising history. A prime example of the failure of such projects is that of the San Lorenzo River, which runs through downtown Santa Cruz. The

channel was straightened, deepened and widened in response to public demand for extensive flood control measures after 1955 flood damage. All vegetation was removed from the banks to reduce roughness and channel walls were lined with rock and concrete. In less than 10 years the channel had filled with 12 million cubic feet of sediment, and could only handle a 25-year flood (4% chance of occurring in a given year). Millions of dollars had not only destroyed the river but failed to do much for flood protection.

There is a new floodplain management philosophy that is being increasingly adopted by communities across the country that works with nature, not against it. Wetlands are being protected and allowed to serve as natural flood basins. Such measures are of particular importance in southern California, which has lost over 90% of its wetlands. **OVOV, since it is a "vision" of what the valley should become, should include such measures.**

Thank you for your consideration of these comments.

Sincerely,

Ron Bottorff

Ron Bottorff, Chair

Ventura County Air Pollution Control District Comment on NOP;
dated August 26, 2008

VENTURA COUNTY
AIR POLLUTION CONTROL DISTRICT
Memorandum

TO: Kari Finley/Dawnyelle Addison, Planning DATE: August 26, 2008

FROM: Alicia Stratton

SUBJECT: Request for Review of Notice of Preparation for a Draft Environmental Impact Report (DEIR) for the One Valley One Vision Project, Los Angeles County Department of Regional Planning (Reference No. 08-032)

Air Pollution Control District staff has reviewed the subject project, which is a comprehensive update to the Santa Clarita Valleywide Area Plan to establish common guidelines for new development that will lead to greater cooperation and an enhanced quality of life for residents of the Santa Clarita Valley. The result of the project will be an Area Plan document and EIR for the buildout of the entire Santa Clarita Valley Planning Area. The Planning Area combines two geographic areas, the City corporate limits and the unincorporated area of the County within Santa Clarita Valley. It is situated at the convergence of Los Angeles and Ventura Counties.

The South Coast Air Quality Management District has jurisdiction over air quality in Los Angeles County, however, future development the Planning Area and its proximity to Ventura County could adversely impact Ventura County residents. District staff recommends the air quality section of the DEIR evaluate all potential air quality impacts to Ventura County that may result from the project. Specifically, the air quality assessment should consider reactive organic compound, nitrogen oxide emissions and particulate matter from all project-related motor vehicles and construction equipment.

If you have any questions, please call me at (805) 645-1426.

Caltrans Comment on NOP; dated August 28, 2008

DEPARTMENT OF TRANSPORTATION
DISTRICT 7, REGIONAL PLANNING
IGR/CEQA BRANCH
100 MAIN STREET, MS # 16
LOS ANGELES, CA 90012-3606
PHONE: (213) 897-6696
FAX: (213) 897-1337

Flex your power!
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IGR/CEQA No. 080733AL, NOP
One Valley One Vision
County Project No. R2007-01226
Vic. LA-05/126/14
SCH # 2008071119

August 28, 2008

RECEIVED
SEP - 2 2008

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

Dear Mr. Glaser:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The One Valley One Vision, OVOV, project is a comprehensive update to the Santa Clarita Valley wide Area Plan to establish common guidelines for new development that will lead to greater cooperation and an enhanced quality of life for residents of Santa Clarita Valley.

The OVOV is a joint effort between the County of Los Angeles, City of Santa Clarita, and Santa Clarita Valley residents and businesses to create a single vision and guidelines for the future growth of the Valley and the preservation of natural resources. The result of the work effort will require the County to adopt a new Area Plan to replace the Santa Clarita Valley Area Plan and prepare its own Environmental Impact Report, EIR, while the County will adopt a new General Plan and EIR.

The California Department of Transportation (Caltrans) as the State agency responsible for planning, operations, and maintenance of State highways, shares similar transportation goals with the both County of Los Angeles and City of Santa Clarita. We are pleased with the comprehensive planning approach both local government agencies are pursuing and present the following comments:

"Caltrans is particularly interested in the transportation planning roles of local general plans and suggests that the following areas be emphasized.

- Coordination of planning efforts between local agencies and Caltrans.
- Preservation of transportation corridors for future system improvements; and
- Development of coordinated transportation system management plans that achieve the maximum use of present and proposed infrastructure."

Circulation Element

It is widely known that Southern California highways are heavily congested especially during morning and evening peak periods. We realize that to improve mobility there is the need for capacity enhancing improvements as well as other innovative alternatives. The State highway facilities that provide regional access to the subject Santa Clarita Valley Area and are therefore likely to be impacted by future development activity are Interstate 5 (I-5), State Route 14 (SR-14), and State Route 126 (SR-126).

Interstate 5

- The *Golden State Gateway Coalition website (http://www.goldenstategateway.org/?p=7#q6) provides the following information:*

"....In the northern Los Angeles County, the I-5 currently carries more than 200,000 vehicles every day. This includes more than 19,000 trucks. These daily numbers add up to a staggering 73 Million vehicles – including 7 Million trucks – every year. As commerce and population growth occur in Southern California, these numbers will increase...."

" ...The I-5 freeway is already nearly at capacity, with Los Angeles County's population expected to grow by 3 million in the next 2 decades, it would soon be beyond its capacity without major improvements. Traffic is projected to increase by 65% in the next 10 years and 114% in the next 20 years. Airport passenger and cargo traffic in the Los Angeles-southern Kern County region is expected to double in the next 2 decades, while seaport traffic is expected to triple...."

State Route 14

- Existing daily traffic volumes along the SR 14 corridor range from 137,000 ADT (between I-5 to San Fernando Rd.) to 30,900 ADT (between Avenue I and Kern County Line) (Caltrans District 7, SR 14 Transportation Concept Report, September 2003).

- Currently, an operating deficiency exists on SR14 between I-5 and SR 126. The level of service on this segment is F0 during the AM peak period on the southbound side of the route and F0 during the PM peak period on the northbound side of the route (Caltrans District 7, SR 14 Transportation Concept Report, September 2003).

- SR 14 is designated as a Super Truck Route (STR). SR 14 is also part of the Surface Transportation Assistance Act (STAA) truck network, which provides freeway access for oversized trucks. Regional truck traffic is expected to increase by 40% by 2020, with virtually no capacity available to handle this additional volume (Caltrans District 7, SR 14 Transportation Concept Report, September 2003).

State Route 126

SR-126 functions as a terminal access route to the national network for the Surface Transportation Assistance Act (STAA) for trucks. Truck volume in 2001 ranged from 4% to 30% of ADT in Los Angeles County, and 4.5% to 10% of ADT in Ventura County (Caltrans District 7, SR 126 Transportation Concept Report, November 2004).

New development will increase use of local and regional roadways and the circulation element can identify strategies the County and the City will pursue to maintain good levels of service. We understand that mitigating cumulative traffic impacts may present some challenges. Given that the Los Angeles County's Congestion Management Program debit and credit system has been suspended, we recommend the County consider an alternate local funding plan towards regional transportation improvements. Local funding efforts may include a region or community wide traffic impact program. We request the County consider implementing a funding program to contribute to improvements on the State highway system, including impacted I-5, SR-14, SR-126, and on/off ramps. When local matching funds are offered, public funds may become available and improvements may be streamlined and/or expedited. County of Los Angeles and City of Santa Clarita may take this opportunity to include policies that allow it to procure funds towards regional transportation improvements such as additional mixed flow lanes, High Occupancy Lanes (HOV), and truck lanes on I-5; as well as modifications to I-5/SR-14 interchange.

Procuring funds toward freeway segments, freeway interchanges, freeway on/off-ramps, as well as for bus and rail transit facilities should also be in the goals of the local government agencies. A local funding strategy may provide a fair and predictable mechanism for individual developments to address their individual and cumulative transportation impacts to State facilities and satisfactory comply with the California Environmental Quality Act (CEQA).

Other traffic mitigation alternatives may include vehicular demand reducing strategies, such as incentives for commuters to use transit i.e. park-and-ride lots, discounts on monthly bus and rail passes, vanpools, etc.

Caltrans requests inclusion in the environmental review process of land use projects within County and City General Plan areas and in all projects that have the potential to significantly impact traffic conditions on State highways. To avoid delays and any misunderstandings in the traffic impact analysis, we request to be involved in its development. We may provide assistance in our areas of expertise such as transportation modeling, mainline freeway analysis, system and corridor planning, environmental and community impact assessment, as well as identifying critical operational deficiencies affecting freeway congestion, speed, and delay.

For State thresholds and guidance on the preparation of acceptable traffic studies, please refer to the Statewide Guide for the preparation of Traffic Impact Studies at:

http://www.dot.ca.gov/hq/traffops/developserv/operationalsystems/reports/tisguide.pdf

If significant impacts were anticipated on the State highway system, Caltrans would work with the local governments to identify appropriate traffic mitigation measures.

We remind you that traffic impact studies that are in compliance with Los Angeles County's Congestion Management Program (Metro's CMP), are not necessary satisfactory to Caltrans, the agency with jurisdiction over State highway facilities. The thresholds for significance on State highway facilities may be different than those applied in the CMP.

Land Use Element and Other Elements
As you are aware, there is a critical relationship between land use and transportation. The quality of the State transportation system operation can affect the quality of the local circulation system operation. The Circulation Element of the General Plan needs to be consistent with the Land-Use and Housing Elements of the General Plan. During the past couple decades, population and economic growth has been strong in Los Angeles County. Projections show that this growth will continue.

We recommend that special attention be given to the jobs-and-housing balance concept. Communities with predominantly residential allocations should be encouraged to set aside areas for office, commercial/retail, and open space uses. Benefits of balanced communities include: reduction of long morning and evening commutes on State highways, shorter trips which in turn would reduce the consumption of fuel and air pollutants. It may also change direction of trips. Instead of most traffic traveling in one direction during peak periods, some trips may be diverted in the opposite direction. Other land use strategies may include Transit-Oriented Developments (TODs).

- We encouraged the application of the State Regional Blueprint Program's and SCAG's Compass Blueprint Program's land use and transportation planning principles in their General Plan update:

  - **California Regional Blueprint Planning Program (http://calblueprint.dot.ca.gov)**

    The Regional Blueprint Planning Program is intended to better inform regional and local decision-making, through pro-active engagement of all segments of the population as well as critical stakeholders in the community, business interests, academia, builders, environmental advocates, and to foster consensus on a vision and preferred land use pattern. It is anticipated that the regional blueprint planning grants will build capacity for regional collaboration and integrated planning that will in turn enable regions to plan to accommodate all their future growth, thereby reducing need for sprawl.

    1. The grants for regional collaborative decision-making will lead to adoption of blueprint plans that will:

    2. Foster a more efficient land use pattern that (a) supports improved mobility and reduced dependency on single-occupant vehicle trips, (b) accommodates an adequate supply of housing for all incomes, (c) reduces impacts on valuable habitat, productive farmland, and air quality, (d) increases resource use efficiency, and (e) results in safe and vibrant neighborhoods.

    3. Provide consumers more housing and transportation choices.

    4. Improve California's economic competitiveness and quality of life.

    5. Reduce costs and time needed to deliver transportation projects through informed early public and resource agency involvement.

6. Secure local government and community support, including that of under-represented groups, to achieve the resulting comprehensive vision through including innovative computer models and public involvement activities.

7. Establish a process for public and stakeholder engagement that can be replicated to build awareness of and support for critical infrastructure and housing needs.

- **SCAG Compass Blueprint Program (http://www.compassblueprint.org/about)**
  Compass Blueprint is a new way to look at how the region grows. The Compass Blueprint Growth Vision is a response, supported by a regional consensus, to the land use and transportation challenges facing Southern California now and in the coming years.

The *Growth Vision encourages:*

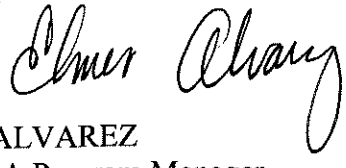
- Focusing growth in existing and emerging centers and along major transportation corridors
- Creating significant areas of mixed-use development and walkable communities
- Targeting growth around existing and planned transit stations
- Preserving existing open space and stable residential areas

Housing Element
As we indicated previously, continued high growth is expected for Los Angeles County, which will have impacts to our State transportation facilities. We ask that efforts be made to provide affordable housing for all income levels to ensure that substantial numbers of employees can afford to purchase homes and live in proposed residential projects.

We look forward to reviewing the traffic study. Again, we would welcome an opportunity to participate in its development.

If you have any questions, please feel free to contact me at (213) 897-6696 or Alan Lin the project coordinator at (213) 897-8391 and refer to IGR/CEQA No. 080733AL.

Sincerely,



ELMER ALVAREZ
IGR/CEQA Program Manager

cc: Scott Morgan, State Clearinghouse

South Coast Air Quality Management District Comment on NOP;
dated July 31, 2008

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

AUG 19 2008

July 31, 2008

Mr. Mitch Glaser
Countywide Studies Section
Los Angeles County
320 West Temple Street
Los Angeles, CA 90012

Dear Mr. Glaser:

Notice of Preparation of a Draft Environmental Impact Report (Draft EIR) for the One Valley One Vision Plan

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

Air Quality Analysis

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

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

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

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

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

Mitigation Measures

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

Data Sources

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

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

Sincerely,

Steve Smith

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

SS:GM:AK
LAC080729-02AK
Control Number

Ventura County Watershed Protection District Comment on NOP;
dated August 26, 2008

VENTURA COUNTY
WATERSHED PROTECTION DISTRICT
PLANNING AND REGULATORY DIVISION
800 South Victoria Avenue, Ventura, California 93009
Sergio Vargas. Deputy Director - 805 650-4077

DATE: August 26, 2008

TO: Kari Finley, Resource Management

FROM: Sergio Vargas, P.E.
Deputy Director – Planning and Regulatory Division

SUBJECT: RMA 08-032.One Valley One Vision –
Santa Clarita Valleywide Area Plan Update

The Watershed Protection District has reviewed the above Notice of Preparation and our comments are as follows:

Thank you for the opportunity to allow us to comment on the Notice of Preparation for One Valley One Vision – Santa Clarita Valleywide Area Plan Update.

The areas within our purview that we would like to see special studies done will be in the Land Use Element and Safety Element in the EIR Section:

Potential Environmental Effects

- **Hydrology**
- **Hydraulic Hazards – Erosion and Siltation**
- **Water Quality**
- **Groundwater Quantity/Quality/Water Supply**

The Hydrologic, Hydraulic and Drainage Studies

This element would necessitate a comprehensive Drainage Study that will provide a clear understanding of the cumulative impact of the buildout of the entire Santa Clarita Valley Planning Area (Planning Area) to County of Los Angeles, city of Santa Clarita, Santa Clarita Valley and the effect it will have to the common waterway between our counties. The EIR should also incorporate mitigation measure that would eliminate increase in runoff and increase in erosion.

Water Quality

The document should consider both the temporary and permanent impacts to water quality resulting from both construction impacts and runoff from newly developed area. Some examples of impacts are erosion, siltation, and release runoff from paved and landscaped areas.

End of Text

Ventura County Watershed Protection District Comment on NOP;
dated September 2, 2008

Ventura County

Watershed Protection District

Groundwater Section

MEMORANDUM

DATE: **September 2, 2008**

TO: **Kari Finley, RMA - Planning Division**

FROM: **Rick Viergutz, WPD – Groundwater Section**

SUBJECT: **RMA 08-032, Notice of Preparation - One Valley One Vision – Santa Clarita Valleywide Area Plan Update**

The Watershed Protection District – Groundwater Section has reviewed the above Notice of Preparation and has provided the following comments:

The Draft Environmental Impact Report (DEIR) discussion needs to address the following:

1) How will surface water and groundwater quantity and quality entering Ventura County from the area covered by the OVOV area plan change over time? The time interval discussed should include now, through build out of the project. Elements included in the time interval should include changes in surface water and groundwater quantity and quality.

RV:gl

F:\wris\archive4\rma 08-032.doc

Agua Dulce Town Council Comment on NOP; dated September 11, 2008

AGUA DULCE TOWN COUNCIL

33201 Agua Dulce Canyon Road * Box Number 8 * Agua Dulce, CA 91390
Website: www.AguaDulce-ca.com

- **Donal MacAdam, President**
  (661) 268-7402
  janicepeterson@aguadulcevineyards.com
- **Marilyn Garner, Corresponding Secretary**
  (661) 904-1323
  marilynmerlot@sbcglobal.net
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  (661) 268-1162
  heb@thevine.net
- **Jim Jennings**
  (661) 268-1464
  jjennings3570@sbcglobal.net

September 11, 2008

Mr. Mitch Glaser mglaser@planning.lacounty.gov
Los Angeles County Department of Regional Planning
320 West Temple Street, Room 1352
Los Angeles, CA 90012

RE: One Valley, One Vision Project (OVOV)
Environmental Review Comment

Dear Mr. Glaser:

The Agua Dulce Town Council requests Los Angeles County Regional Planning reference the Agua Dulce Community Standards District and its authority in One Valley, One Vision (OVOV) General Plan Environmental Impact Report (EIR). We appreciate the opportunity to comment on issues to be included in the EIR.

Respectfully,

Donal MacAdam

Donal MacAdam, President
Agua Dulce Town Council - 2008

Cc: Rosalind Wayman, 5th District Senior Deputy rwayman@lacbos.org

Los Angeles County Department of Public Works Comment on NOP;
dated September 22, 2008

COUNTY OF LOS ANGELES

DEPARTMENT OF PUBLIC WORKS

"To Enrich Lives Through Effective and Caring Service"

DEAN D. EFSTATHIOU, Acting Director

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

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

IN REPLY PLEASE REFER TO FILE: LD-1

September 22, 2008

TO: Mitch Glasser
County Wide Studies Section
Department of Regional Planning

FROM: Steve Burger
Land Development Division
Department of Public Works

NOTICE OF PREPARATION (NOP)
FOR AN ENVIRONMENTAL IMPACT REPORT (EIR)
ONE VALLEY ONE VISION
PROJECT NO. R2007-01226

We reviewed the NOP for the proposed subject project and concur that an EIR is required. The following comments are for your consideration and relate to the environmental document only:

Hazards–Geotechnical/Soils/Geology

All or portions of the City of Santa Clarita (including communities of Canyon Country, Newhall, Saugus, and Valencia), unincorporated communities of Stevenson Ranch, Castaic, Val Verde, Agua Dulce, and the future Newhall Ranch are located within potentially liquefiable areas per the State of California Seismic Hazard Zones Map-Whitaker Peak, Sleepy Valley, Val Verde, Newhall, Mint Canyon, Agua Dulce, Simi Valley East, Oat Mountain, and San Fernando Quadrangles. All geotechnical issues discussed in the NOP should be addressed in the EIR. Geotechnical reports should be included in the EIR as necessary.

If you have any question regarding soils and geology, please contact Jeremy Wan at (626) 458-4972.

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Services–Traffic/Access

The proposed Circulation Element plans for the continued development of efficient, cost-effective, and comprehensive transportation systems, which are consistent with regional plans, local needs, and the Valley's community character. It also identifies and promotes techniques for improving mobility beyond planning for construction of new streets and highways. Below are comments on the Circulation Element pertaining to traffic studies, neighborhood traffic calming, geometric design, and traffic signal operation. We recommend that you set up a meeting with the consultant and the City of Santa Clarita in order to reconcile these comments.

- The header on the document reads as "City of Santa Clarita General Plan," which is not representative of the One Valley One Vision Valleywide General Plan concept.

- Page C-3, second bullet–Per the Los Angeles County Highway Plan, State Route 126 west of the I-5 Freeway is classified as an expressway not a freeway.

- Page C-6, Intersection Capacity–Instead of expressing level of service exclusively in terms of delay, the County expresses level of service in terms of delay for unsignalized intersections and in terms of delay or volume-to-capacity ratios for signalized intersections.

- Page C-8, second paragraph–While the Congestion Management Plan states that local jurisdictions may define acceptable levels of service up to E, the County General Plan does not specify an acceptable level of service.

- Page C-11, Arterials and Collectors in the Santa Clarita Valley–The County General Plan does not specify an acceptable level of service; thus, the list of roadways not operating at level of service E or better should be revised to a list of roadways that are operating at or exceeding capacity. A capacity of 2,800 vehicles per through lane, assuming a 50-50 directional split and excluding turn lanes, should be used when determining the roadway capacity.

- Page C-11, Major Roadway Improvements Underway as of 2007–Hasley Canyon Road at I-5 Freeway Interchange improvement project should be included in this list.

- Page C-12, Transportation Management System–Public Works recently completed a traffic signal timing analysis of the traffic signals in the unincorporated area of the Santa Clarita Valley. Traffic signals at 22 intersections along The Old Road, Stevenson Ranch Parkway, Pico Canyon Road, and Copper Hill Drive were retimed to improve the overall progression of traffic. Synchronizing the signals and improving the operation and safety of the roadway significantly reduces delay and the potential for collisions, thereby alleviating motorist frustration, reducing air pollution, and decreasing vehicle operational costs.

  In addition to the above synchronized routes, Public Works is currently working on a communications analysis to install the appropriate communications device enabling the traffic signals in the unincorporated area of Santa Clarita to be monitored and controlled from our traffic signal control system located in the Traffic Management Center in Alhambra. This traffic signal control system provides for continuous monitoring of traffic conditions and will provide once-per-second monitoring of traffic signals. Traffic signal monitoring provides our engineering staff with immediate notification of signal malfunctions, thereby enabling faster and more efficient maintenance responses. The system also enables traffic signal timing to be controlled and coordinated from remote workstations to adjust to actual traffic conditions.

  Since the ultimate goal of a transportation management system is to enable monitoring via a traffic control system, it would be the County's desire to have all future signals connected to our system. Therefore, we would recommend that all future signal installations include the provision of communications to the County's central system. This communications could be via hardwire methods such as fiber optics or wireless radios, which are currently being deployed Countywide in other areas.

  To enable both Public Works and the City to work together to coordinate the operation of their traffic signals, we have begun discussions with City staff about connecting the City's traffic control system to the County's Information Exchange Network (IEN). The IEN is an advanced traffic management system and network capable of sharing information and control of various traffic control systems and field devices between agencies. The IEN is currently being deployed Countywide and will improve regional traffic flow with the exchange of traffic signal data among multiple agencies and will provide a coordinated response to traffic congestion and incidents. This will enable the City of Santa Clarita's traffic signal data to be incorporated into the IEN and to enable the City to receive data

from other agencies currently connected to the IEN. Additionally, the City of Santa Clarita will receive data from traffic signals in the unincorporated area and the neighboring City of Los Angeles area.

- Page C-16, Level of Service Standard–While the CMP states that local jurisdictions may define acceptable levels of service up to E, the County General Plan does not specify an acceptable level of service. Instead, the County determines whether the traffic generated by a project alone or cumulatively with other related projects, when added to existing traffic volumes, exceeds certain capacity thresholds of an intersection.

- Page C-16, Standard Cross Sections–The cross sections for the City of Santa Clarita and the County do not match and a standard should be agreed upon.

- Page C-42, Street and Highway System–We recommend that the design of circulation plans for proposed schools take into account any conflicts during drop-off/pick-up hours with morning and afternoon peak-hour traffic congestion in the surrounding area. This includes a careful review of a school's location to ensure that bicycle and pedestrian access are encouraged and if vehicles are anticipated to be used for drop-off/pick-up that the queuing created does not conflict with overall circulation.

- Page C-43, Objective C 2.2–We recommend that consistent standards are adopted in the implementation of Americans with Disabilities Act requirements such as curb ramp design, accessible pedestrian signal, etc.

- Page C-44, Objective C 2.2–We recommend the design plans for traffic signal modifications or new installations include the upgrade of poles for future left-turn phasing when warranted and the installation of a time base unit for future coordination.

- Page C-44, Objective C 2.3–Policy C2.3.4 is mislabeled as Policy C2.4.3.

- Page C-46, Objective C 3.2–Policy C3.2.3 is mislabeled as Policy C3.3.3.

- Page C-50, Objective C 6.1–We recommend the use of commuter bikeway signage.

- Page C-51, Objective C 7.1–We do not recommend the use of refuge islands for medians 4 feet wide or less.

- The County also has a program to reduce cut-through traffic through neighborhood streets. The information is available on Public Works' website at http://dpw.lacounty.gov/TNL/NTMP/Page_01.cfm.

- We also agree that a priority should be given to provide a healthy and safe circulation system to address safe pedestrian walkways and bikeways. Given this priority, typical roadway cross sections recommended by the City of Santa Clarita with wider pedestrian paths (Figures 4.4-3 and 4.4-4) are preferred. Other traffic-calming measures such as bulb outs, raised medians, narrower streets, pedestrian islands for wide roadways, and road diet-type of improvements should be considered for implementation to reduce pedestrian crash risk.

If you have any further questions regarding traffic/access, please contact Ron Matsuoka of our Traffic Studies Section at (626) 300-4709.

Services-Sewage Disposal

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

- The City of Santa Clarita owns and Public Works' Consolidated Sewer Maintenance District is responsible for the operation and maintenance of the local sewer collection system within the City and the unincorporated Los Angeles County. All sewer construction within the project area shall comply with Public Works' Sewer Design standards.

If you have any question regarding sewer, please contact May Hong at (626) 300-3382.

Other-Environmental Safety

1. Solid Waste

   - Solid waste generated in the County of Los Angeles currently exceeds the available permitted daily landfill capacity. The proposed project will increase the generation of solid waste and negatively impact the Solid Waste Management infrastructure. Therefore, the proposed environmental document should identify what measures will be implemented to mitigate the impact. Mitigation measures may include waste reduction and recycling programs and development of infrastructure in the project to facilitate recycling.

   - School Districts are encouraged to take advantage of special County programs to encourage waste diversion by calling 1(888) CLEAN LA or visiting www.888CleanLA.com.

2. Hazardous Waste

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

   - If any excavated soil is contaminated, or classified as hazardous waste by an appropriate agency, the soil must be managed and disposed of in accordance with applicable Federal, State, and local laws and regulations.

3. Storage Space for Recyclables

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

4. Construction and Demolition Recycling Comment

   Construction projects with a total value of over $100,000 and demolition and grading projects in the County's unincorporated areas are required to recycle or reuse 50 percent of the construction and demolition debris generated per the County's Construction and Demolition Debris Recycling and Reuse Ordinance. A Recycling and Reuse Plan must be submitted to and approved by Public Works' Environmental Programs Division before a construction, demolition, or grading permit may be issued.

5. Building and Safety Issues

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

   - The Los Angeles County Building Code, Section 110.3, requires that a building or structure located on or within 1,000 feet (304.8 m) of a landfill containing decomposable material must be protected against landfill gas intrusion. The project site contains landfills, so this issue should be addressed and mitigation measures provided. The discussion should include subsurface lateral migration of landfill gas, migration detection, and control and protection systems for affected enclosed buildings and structures. Public Works' Environmental Programs Division must be contacted for issuance of necessary permits.

6. Underground Storage Tanks/Industrial Waste/Stormwater Comments

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

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

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

7. Supplemental Comments

   A number of landfill closures have been experienced within the last few years and more closures are expected to occur in the near future. As regional disposal facilities close, there is an increasing need for regional transfer facilities to efficiently transport solid waste generated to more distant processing or disposal facilities. These transfer facilities are essential for the cities in the County of Los Angeles and the unincorporated areas to be able to properly manage solid waste in accordance with the requirements of the California Integrated Waste Management Act of 1989, also known as AB 939, provided they are found to be environmentally and technically feasible.

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

If you have any questions or require additional information, please contact Toan Duong at (626) 458-4945.

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OVOV November 2008 Workshop Comment Cards

OVOV November 2008 Workshop Comment Cards

Element	Comment	Action	Timeline	Responsible Party	Resident Contact Info
OS	• Blue Streams should be noted. There are developments over the location of these streams. This should also be noted.				Katharine Squires 661-296-4305 kat_268@att.net
	• Glad to see that SEA's (Sig.Eco.Areas) have been included on maps. Strong language should be in place to protect these areas from development				
	• All fossils/specimens found during grading etc. should really be donated to the Los Angeles County Museum to be recorded.				
	• It is critical that development not be permitted in areas of extreme fire/earthquake danger, i.e. Lyons Cyn Ranch				
	• It is imperative that the best paleontologist etc., be consulted. The rate of uplift in the Towsley Cyn. Area is parallel to that of the Himalayas! A very good reason to limit development				
	• Limiting sprawl development is essential - continuing concern				
	• Having wildlife corridors on maps would be great to see				
ALL	• Conditions or New Zone Commercial Suburban for Smiser Property - 35 feet height limit - .375 x 1,611,720 sq. ft. = 604,375 sq. ft. - .50 x 1,511,720 sq. ft. = 805,860 sq. ft. - .75 x 1,611,720 sq. ft. = 1,208,790 sq. ft.				Calgrove Corridor Coalition Annette Lucas, Co Chair Glenda Bona, Co Chair
	• A beautiful entrance into the Santa Clarita Valley that feathers into the existing neighborhoods				
	• Wiley Canyon – No more than 4 lanes				
	• Green Belts throughout the development				
	• Calculation does not include CalTrans property taken away for freeway development				

Element	Comment	Action	Timeline	Responsible Party	Resident Contact Info
Land Use Housing Circulation Open Space EIR	• Connecting Dockweiler with Lyons will create a terrible unsafe condition for the Dockweiler residents. The Lyons crossing will create another unsafe train crossing at a time when more trains are being used for commuter transportation and movement of freight.				Sandra Cattell sumcatt@yahoo.com
	• All Blue Line Streams should be shown in transportation, housing, land use, safety, and circulation elements (not just floodway).				
	• Las Lomas area land purchase options by Palmer either have or are about to expire.				
	• Placerita creek, near South Fork, should be investigated as a SEA, definitely is an underground stream.				
	• Would like to see most of the property owned by Casden in Placerita become open space.				
	• Lyons Ranch project is unsafe. It is in an extreme high fire hazard area. It is also in an SEA.				
	• DO NOT ALLOW building in high fire hazard, flood hazard, and high earthquake hazard areas. We cannot afford this gambling with lives nor does the next of the community want to bear the expense.				
Land Use	• What is NET result of Down-Zone/Up-Zone density?				Tony Natoli 20842 Benz Rd. 661-296-7277 natolial@pacbell.net
Land Use	• 21563 Cleardale St. Newhall, CA 91321				Phil Rawlins 21565 Cleardale 661-259-3533 p_frawlins@sbcglobal.net
	• Lot 133. No Road, No Water				
	• Flood Plain goes through middle of property				
	• High risk fire zone				
	• New zoning not compatible with surrounding properties.				
	• Please find picture of property				
	• SEE ATTACHED PICTURE TO COMMENT CARD				
ALL	• Interactive mapping – City to create program similar to county re. current land use density and future land use density				Timben Boydston
OS	• Check final rule federal register shows boundary for Arroyo to				

Element	Comment	Action	Timeline	Responsible Party	Resident Contact Info
OS	• Property designation in Placerita Canyon				Phil Rawlins
	• Reconsider higher density residential designation along Los Canyon Road on east side of Sand Cyn Rd.				

PCPOA OVOV Concerns; dated December 23, 2008

PCPOA OVOV Concerns

Flood Concerns:

1. Maps must list all blue line streams.
2. Plan must protect both blue line streams and the recharge areas along them. The normal and usual flow of a blue line stream should never be channelized, built on or altered in any way.
3. Homes behind the blue line streams cannot be further isolated and threatened.
4. The newest FEMA studies and maps must be followed; building in Floodways must be assiduously avoided.
5. Water flow must be considered. In Placerita Canyon, the City did an engineering study in conjunction with the backbone sewer system that showed the system did not need lifts or pump stations; it could be gravity fed to what is now considered the "Cowboy Festival" parking lot. That clearly means that water drains to that field. If it is covered with buildings and concrete, water will back up in Placerita Canyon threatening residents and property.

Circulation Element:

1. A recent article in the Los Angeles Times indicated most commuter rail fatalities occur at at-grade crossings. The proposed Lyons to Dockweiler at-grade crossing will be very heavily traveled and the only viable way from Placerita Canyon into the City. Projected increased rail traffic over the next years and decades will only exacerbate circulation and safety problems.
2. Circulation studies on the Lyons to Dockweiler at-grade crossing must be done on "peak volume" basis.

Neighborhood Identity:

1. Poor planning can destroy a neighborhood. Placerita Canyon, from the railroad tracks to Sierra Highway, is designated a Special Standards District to protect our rural equestrian neighborhood. Any development within, or adjacent to, the Special Standards District should reflect the unique heritage of Placerita Canyon. There need to be adequate circulation and buffer zones to protect and preserve the rural equestrian nature.
2. The new MXN (Mixed Use Neighborhood) is not appropriate in a Special Standards District where up to four times the square footage of that in the Regional Mall would be allowed on the "Cowboy Festival" parking lot. The Mall is served by three major regional roads; Placerita Canyon is served by a single two-lane road. (Dockweiler, at build-out, is planned to be only a four-lane road.) Further, the area in Placerita Canyon is currently designated a Floodplain and is due to be upgraded to Floodway; it is totally unsuitable to the level of development discussed in the Land Use Portion of One Valley One Vision.

General Comments:

1. Placerita Canyon Property Owners' Association Board of Directors looks forward to presenting additional suggestions to strengthen the Special Standards District.
2. The Preliminary Land Use map (October 6, 2008) inexplicably shows a high density project (19 DU's per acre) in the middle of Placerita Canyon. We were told this was an error and would be corrected. Please do so.

Thomas M. Surak Comment on NOP; dated May 27, 2009

Thomas M. Surak

23712 Adamsboro Drive
Newhall, CA 91321

May 27, 2009

Mr. Jason Smisko, Senior Planner

City of Santa Clarita

Email: jsmisko@santa-clarita.com

Mr. Paul Novak, Planning Deputy

County of Los Angeles

Email: sosuna@lacbos.org

Re: Notice of Preparation - One Valley, One Vision

Dear Mr. Smisko and Mr. Novak:

I am pleased to be able to provide the following comments regarding the draft OVOV documents. In general, the documents appear to be deficient in many areas. They do not offer Santa Clarita residents the same protections and promises which currently exist in the General Plan. Also, as having participated in many aspects of the OVOV process, I can testify to the fact that it was overly cumbersome, often confusing and not at all conducive to inviting full participation by all interested parties. Several of my specific issues and concerns are discussed below. I expect similar comments will be submitted by other residents, which will require additional public participation before the OVOV process can move forward. I can only hope that this will lead to timely and successful resolution of all issues.

The City has not made a proper showing for why it is proposing significant revisions the existing General Plan. The City's flyer, "OVOV Facts and Benefits" which was widely circulated to the public, clearly states that the build-out population estimates adopted for the 1991 General Plan maxed at 521,977 people, and that the OVOV estimates a build-out population range of 444,000 to 485,000. The obvious yet unanswered question is then, "Why are increases in zoning densities, in many cases significant ones, being proposed for the OVOV?" The City cannot legitimately argue that the increased density is to accommodate non-residential development because most OVOV commercial zoning definitions allow for extremely high density (e.g., a minimum of 11 units per acre) residential use. These "commercial zone" residential densities overwhelm those of the surrounding neighborhoods, and such development can only be perceived as detrimental to nearby residents. As further discussed below, the City's concept of a "Valley of Villages" as laid out in the OVOV is not consistent with the principle of enhancing established neighborhoods, nor with development consistent with neighborhood community character, which are both key objectives stated in the OVOV.

Page L-39 of the current General Plan makes it clear that the land use designations adopted in 1991 "should not be construed as temporary holding categories awaiting higher density designations in the

future." It further states, "The Plan has looked at development suitability within the entire Santa Clarita Valley and applies designations for anticipated, long-term future development." The draft OVOV clearly makes a mockery of this promise. OVOV zoning densities are drastically increased throughout the valley.

Also, many new zoning categories are overly broad with respect to allowable types of applicable development. For example, the Regional Commercial, Community Commercial and Neighborhood Commercial zoning designations all allow for mixed use (i.e., residential) development, even though the OVOV also has separate "Mixed Use" zoning designations which more clearly convey the ability to allow such proposed developments. The General Plan is clear when it states "surrounding characteristics, preservation of neighborhood integrity and compatibility with existing uses shall also be taken into consideration in connection with new development proposals." The guiding theme of the OVOV, "A Valley of Villages", casts these neighborhood protections aside by requiring increasing density projects which are entirely inconsistent with the characteristics of surrounding neighborhoods.

The City's concept of a "Valley of Villages" conveniently avoids discussion on the subject of different housing types having different public service requirements. For example, persistent crime hotspots in the Santa Clarita Valley are highly correlated with housing density, e.g., the largest crime problems are associated with higher density housing near downtown Newhall and in Canyon Country. The OVOV does not consider or address additional financial and emotional costs which will be imposed upon existing residents as a consequence of increased crime associated with the OVOV's high density housing proposals.

The OVOV undermines existing neighborhood protections from such high density projects. These protections are inherent in the 1991 General Plan, which many who have since settled into Santa Clarita relied on when making their decision to move here. Without a showing of benefits to existing neighborhoods, one can readily conclude that the OVOV is primarily designed to provide developers an opportunity to further increase their profit opportunities through increased zoning densities. Such opportunities are properly restricted under the existing General Plan through its embedded protections provided to residents of Santa Clarita, and these protections must be maintained.

Some basic elements of the OVOV which must be understood to ensure full participation in the OVOV process were not (and may still not be) clearly communicated to the public. For example, the proposed zoning designation of the Smiser property located in my neighborhood near Calgrove & Wiley Canyon was recently (and unknowingly) revised. At the November public workshops which showcased the draft OVOV, the Smiser property zoning designation was clearly identified as Community Commercial. A completely new zoning designation for this property, Mixed Use – Neighborhood (MXN), has just recently been brought to my attention. However, one cannot readily determine that there has been a new zoning designation by reviewing the revised December 19 Preliminary Land Use map posted for public review, which is the key document for purposes of OVOV review and understanding. The blue and white striped color designation assigned to this MXN zoning designation on the map completely blends in with the blue and white stripe used to assumedly delineate the city boundary which is adjacent to the Smiser property. No reasonable person could have been expected to learn of this zoning change through periodic review of this map, yet that is what was expected from those attempting to participate in the OVOV process. I can only assume that this color scheme selection was just a coincidence and unintentional. However, it does illustrate one of the many unnecessary difficulties OVOV participants have had to overcome in order to properly become engaged in the OVOV process.

Another example of confusion derives directly from the exclusion of a critical clarification in the General Plan from the OVOV zoning definitions. The General Plan clarifies that appropriate project intensity "is generally expected to be between the low and mid-point of the allowable floor area ratio (FAR) range". Comparisons made by City Staff in documents and at public meetings which suggested that allowable city development under the General Plan and the OVOV were equivalent did not incorporate the lower FAR range clarification embedded in the General Plan, and thus overstated allowable development

under the General Plan. Stated another way, the OVOV will allow for much denser development even at similar FAR since it no longer requires project intensity to be at the lower end of the allowable FAR range. Unless the above clarification regarding a lower appropriate project intensity is incorporated into the OVOV, representations made regarding comparable allowable development under the General Plan and the OVOV were incorrect because they minimized impacts under the OVOV, and were likely to have diminished public participation in the OVOV process.

Also, there is language throughout the OVOV which lessens the certainty of limiting future development to the designated zoning. For example, page I-3 states "all subsequent planning and development decisions within the Santa Clarita Valley planning area shall be determined to be consistent with these documents, except as provided herein for any land use applications pending during the plan preparation and adoption process." This caveat completely undermines the ability of citizens to fully appreciate what is capable of being developed in their neighborhoods and other areas where they may have special concerns and interests, and effectively disengages many from actively participating in the OVOV process. In addition, this caveat is not consistent with public representations which have made. Please refer to an October 5, 2008 article in "The Signal" titled, "SCV ponders 'one vision' for growth" which quotes both of you as well as Paul Brotzman. This article includes the following statement: "Though general plans by definition are general, the state mandated documents must include a map that describes exactly what type of development can occur on every inch of land." I do not recall any clarification or rebuttal to this statement having been made by City or County staff. I also believe many more residents have read "the Signal" for information on the OVOV than have read through the several hundred pages of draft OVOV documents. The development flexibility being sought in the OVOV which I cited above does not comply with this statement. Therefore information provided to the majority of residents regarding the development flexibility sought within the OVOV is misleading at best. The City and County cannot assume that residents fully comprehend this development flexibility. Therefore the OVOV cannot be allowed move forward with this intended flexibility without further public disclosure and discussion.

The OVOV inadequately addresses how existing deficiencies in City parks and recreation facilities will be met. The OVOV states, "The Land Use Element is the City's and County's long-term blueprint for development of property to meet Santa Clarita Valley's future needs for … parks, open space…including location for future uses within the planning area." It furthermore states, "The provision of adequate park space and facilities to serve residents is not only required by State planning law, but is recognized as necessary to provide for public health and quality of life." The OVOV further recognizes that "another issue for park development is distribution of park facilities, as many local parks are concentrated within master planned communities, and outlying areas have access to fewer local parks." The OVOV confirms that the City has a "standard" (the term "requirement" is used in the 1991 General Plan, which I interpret as the true intent) of five acres of park facilities per 1000 residents, and yet the City currently has "only about 1.5-2 acres of developed parkland per 1000 population", which is essentially unchanged from when the General Plan was adopted in 1991. (In fact, as of October 2008 the true ratio is 1.4 acres of parkland per 1000 population as stated by the City of Santa Clarita Parks, Recreation, and Community Services Commission, which increases the magnitude of the existing parkland deficiency.) In essence, notwithstanding the claims that significant parkland has been added since 1991, due to corresponding population growth there has been no significant progress made towards meeting the parkland "target" in almost two decades. This is especially true in areas which were identified as being underserved throughout that timeframe, which will have to be met through land acquisition using "additional funding sources." This is because the State's Quimby Act which has been used to acquire the majority of parkland added since 1991 only provides parkland (and only at an below "target" three acres per 1000 population) for residents of new developments.

The OVOV ignores the critical additional parkland requirement (per Policy LU 3.4.1) by stating that the Conservation and Open Space element "will not serve as a park master plan but will instead focus on broad policy issues relating to park planning." The OVOV just defers on this issue by identifying as City Task 8.1, "Complete and adopt a revised Park and Recreation Master Plan for the City by 2009." This is unacceptable. The OVOV must fully coordinate with the park master plan on a detailed level; by not

doing so, the OVOV invites development of remaining open areas which must be preserved for future parkland to meet the adopted parkland "target." This need for coordination holds especially true in areas which have an identified parkland deficiency and minimal remaining acreage which can help meet that deficiency. In fact, the Final Draft of the Parks, Recreation and Open Space Master Plan Update states, "Priority should be given to meeting the current (park) acreage deficit of 612 acres." However, the OVOV not only lacks any priority with respect to additional parkland in the OVOV, there are inherent barriers to the creation of additional parkland created by the OVOV.

For example, the Calgrove/Wiley Canyon neighborhood was identified in the existing General Plan as being "severely underserved" with respect to parks (this neighborhood is similarly identified as having a "service area gap" in the Final Draft of the Parks, Recreation and Open Space Master Plan Update, which I take as a euphemism). The only remaining undeveloped land which can be used for a neighborhood park in the Calgrove/Wiley Canyon area is the Smiser property. However, not only does the latest OVOV zoning of the Smiser property not include any reference to parkland, it instead proposes to increase the density allowed for development of that property! By increasing the allowable build densities on remaining undeveloped property such as Smiser, the OVOV increases the residual value of properties which are most suitable for helping close the significant gap between target and actual park acreage. Thus the OVOV will create further barriers to meeting the park master plan objectives by unnecessarily increasing the future cost of acquiring acreage for parkland. This will undermine the ability of and likely preclude the City from meet existing, let alone future, parkland needs under the prescribed "target".

The environmental aspect of the OVOV addresses climate issues only from a macro perspective; the issue of microclimate changes which are common with increased "urbanized" development such as that contemplated by the OVOV is ignored. Microclimate issues must be incorporated into the EIR study process to provide a complete and proper assessment of potential impacts from the build out proposed by the OVOV. Also, there is a lack of focus on increased noise associated with increased urban development, both during and after construction, as proposed in the OVOV. The importance of this issue cannot be ignored since increased noise pollution has the ability to undermine the tranquility that residents of Santa Clarita currently appreciate and will continue to expect in the future.

Please feel free to contact me for further clarification on the above.

Sincerely,

Thomas M. Surak

Valley Industrial Association Letter to the City of Santa Clarita;
dated February 6, 2009

VALLEY INDUSTRIAL ASSOCIATION OF SANTA CLARITA

A California Non-Profit Corporation
(I.R.C. §501(c)(6)) • Tax Identification No. 95-3996296

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Connie Worden-Roberts
Stella Pilarski
Bruce Radi
Jeff Solomon
Christine Van Scoy

February 6, 2009

Paul Brotzman
Director of Community Development
City of Santa Clarita
23920 Valencia Blvd., #300
Santa Clarita, CA 91355

Subject: VIA input to the City draft Housing Element and Circulation Element

Dear Mr. Brotzman,

Thank you to you and your City Staff members for calling the meeting with me and VIA board member Andy Pattantyus on January 15, 2009, to review the City's plans for complying with SB-2 requirements in the revision of the Housing Element, which currently exists in draft versions. Please send us a copy of the next draft as soon as it becomes available. In this letter, we first summarize the meeting, then we will get into the specific things that the business community (represented by VIA) would like to see included in the Housing Element and Circulation Element.

Summary of Meeting on Jan 15, 2009.

Attendees from VIA: Kathy Norris and Andy Pattantyus
Attendees from the City: Paul Brotzman, Tina Haddad, Jason Killebrew, Lisa Webber

Purpose of the meeting: Review SB-2 Affect on Business Parks

Summary. SB-2 requires each City and County in California to designate at least one zoning code where Homeless Shelters and Transitional Living Centers can exist "by-right", which means that Use Permits are not required to set-up an operation. The city of Santa Clarita has decided to handle the requirement by creating an "overlay" onto the zoning code "Business Park". The boundaries of the overlay encompass most of the area of the Centre Point Business Park and the Valencia Business Park. The Centre Pointe overlay area encompasses the current location of the Winter Shelter on Golden Valley Road. The City can still contractually apply constraints to any homeless shelter operation, regulating such parameters as the number of beds, operating hours, parking, etc.

Other. While we had everybody in the room, VIA made its interests known to the City re: Housing and Transportation

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Anna Frutos-Sanchez
Dr. Bruce Getzan
Dan Goetz
Bill Kennedy
Connie Worden-Roberts
Stella Pilarski
Bruce Radi
Jeff Solomon
Christine Van Scoy

Housing. First we talked about the Housing Element. The City says that it will make available sufficient land to build 4,000 low and very low income housing by 2014 at a density of 30 units per acre. The City cautioned that the City is required only to make the land available, but not to assure that the units get built. That is a "free market" issue. The City said the main problem is the lack of rentals. While nationally, the ownership to rental ratio is 65 / 35, in Santa Clarita Valley it is 80 / 20. The community shows a strong bias against rentals, because of the public's perception that crime and trouble is associated with rental developments.

Transportation. Next we talked about the Circulation Element. VIA talked about the need for more trains and more buses that start earlier in the day and leave later at night. The City responded by saying the issue is money. Trains and buses are subsidized, meaning that the fare does not cover the cost of operation. Thus, funding is needed. Santa Clarita is a part of the North LA Transportation Corridor. Thus, on every transportation project, we compete with the City of LA. We need to more actively lobby and more actively measure the needs. The City mentioned that lobbyist Arthur Sohikian is actively lobbying on behalf of the North LA County Transportation Corridor.

VIA indicated to the City that VIA expects the City to take a leadership position in solving these problems, which means doing more than the minimum required by law.

Housing Element Compliance with SB-2

As stated in the summary of the meeting, the primary purpose of the meeting was for the City to review with VIA the method of compliance to the state law SB-2, which requires that the City designate at least one zoning code where homeless shelters and transitional living centers can locate "by-right", without any use permits. As we understand it, the City intends to comply with the requirements by designating an "overlay" onto the zoning code Business Park (BP) which encompasses most of the Centre Pointe business park and the Valencia Industrial Park on the Northwest part of town. Impact on the community will be mitigated by City processes for review and community comment, as with any other development. We also understand that transitional housing and permanent supportive housing will be allowed in the zoning code "Residential".

The Valley Industrial Association supports this proposal.

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Housing Element and Workforce Housing

The Valley Industrial Association is a business organization, and, as such, it is our mission to support business and industry in the Santa Clarita Valley. VIA believes that in order for a city to be vibrant and successful, we not only need a variety of workers at all levels, but we need varied housing availability to support those workers and their families. This must be incorporated as a part of the City's general plan and housing element.

The Valley Industrial Association has been researching and advocating the subject of Workforce Housing for several years. We have conducted several forums, including a symposium and a panel discussion. We have also surveyed many of our member companies to identify the issues. We believe the issue can be best summarized as follows: ***A large number of hourly and salaried workers, such as factory workers, teachers, EMT, firemen, policemen and other essential service workers, who work in Santa Clarita cannot afford to live in Santa Clarita.*** We are talking about workers who earn between $30K and $60K per year. This results in a reliance on a non-local workforce that creates a number of challenges for our employers, including: high worker turnover, loss of workdays during a disaster (when freeways are shut-down), long and costly commutes for the lower tier of wage earners, and an inadequate labor pool to draw from when trying to fill job openings.

In this context, VIA has reviewed the November 20, 2008 draft of the Housing element. VIA understands that there is a newer draft that will be available in January or February, but we worked with the version available to us.

VIA's assessment is that the November 20, 2008 draft of the City of Santa Clarita housing element is minimally compliant with the state requirements, and on many issues does not meet the needs of the businesses represented by VIA.

The biggest deficiency is in the area of Work Force housing, which encompasses Low Income and Very Low Income. The current draft of the Housing Element lumps Low Income and Very Low Income housing together into one category. These categories are very distinctly different, and should be kept in two separated categories. The draft Housing Element says that against a need of 1,256 units of Very Low Income housing, only 20 were constructed? Why? How will the City assure that this same pattern does not repeat in the next 7 years? VIA understands that sufficient zoning will be designated to meet the need. But what if the free market does not fill the need? What pro-active steps will the City take to assure that the much needed housing gets built?

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Circulation Element and Transportation

VIA commends the City of Santa Clarita for doing an excellent job with Santa Clarita Transit, with MetroLink, with the Cross Valley connector, with Traffic Flow upgrades, and with repaving of major arteries within the industrial parks (ex: Rye Canyon Rd. repaving.). In spite of this excellence, there are some transportation needs that are not being met, and VIA would like to call the City's attention to these matters.

Ultimately, the business community in Santa Clarita needs easy access to a large and stable labor pool. Ideally, the workers should be able to live in the same community where they work, without long and expensive commutes. The members of VIA understand that any solution based on development and construction of housing will be at least a decade away, considering the pace of development and community input. Thus, VIA sees improved transportation as the interim method of assuring a stable and readily available workforce.

More could be done in the Section "Travel Demand Management". This section is vague and lacking in specific measures that the City could initiate, with co-operation and support from manufacturing employers and members of VIA. For example, one of the VIA manufacturing employers offered an incentive for workers to take the train from Palmdale and Lancaster to Santa Clarita. Only 4 out of hundreds of eligible workers took advantage of the incentive? Why? The City should investigate and find out. VIA has conducted some informal inquiries to learn about the issue. The trains do not leave early enough and late enough between Palmdale/Lancaster and Santa Clarita to even support a single shift with overtime (a ten or 11 hour workday). Thus, workers would have to sacrifice available working hours in order to take the train (using the incentive). Thus, they do not take the train.

VIA has responded to gaps in available public transportation by educating its members about the availability of van pools, and has promoted the use of several available services. The van pools can be contracted either by the employers, or by the workers directly independently of the employers. Through discussions with its members, VIA has found out that van pools and transportation incentives are extremely price sensitive, with as little as $5 to $10 per week being the difference between participation and non-participation. How many van pools are in operation to support Santa Clarita businesses? The City should know this, and should see van pools as an indicator of gaps in public transportation.

Transit Corridors. Missing in the Circulation Element is any discussion about the establishment of high density transportation corridors in the master plan that are specifically located in proximity to the zones and parcels designated as "high density" to encourage the development of transit oriented housing that is specifically well suited to the needs of the Santa Clarita hourly workforce.

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Hours of Operation. Section O. Summary of Circulation Needs. This section does not address the needs of the membership of VIA to get hourly workers from Palmdale / Lancaster / Pacoima / Santa Paula to Santa Clarita in the morning, and back at night. Also, the element does not support the transportation needs of manufacturers that would like to expand the use of their capitally intensive facilities to a two shift operation. Two shift operations would require trains and buses that leave outlying areas between 4:00 and 5:30 in the morning, and between noon and two in the afternoon, and returning in the late afternoon (after first shift) and returning after mid-night (after second shift).

Compliance with SB-375 "Anti-Sprawl" Bill

The current drafts of the Housing Element and Circulation Element do not address the requirements of SB-375. VIA strongly advocates that the drafts of these elements be

upgraded to address the requirements of SB-375 in the current revisions. Otherwise, both elements will have to be reviewed and upgraded again within 2 years to comply with SB-375. The basic principle of "anti-sprawl" is that workers should live in the same community where they work, resulting in a short reasonable commute that is energy efficient and reduces greenhouse gas emissions.

Both the Housing Element and the Circulation Element do not address the following question: ***How many hourly workers in Santa Clarita do not live in Santa Clarita?*** Is it 10,000? 20,000? How do the people who work in Santa Clarita, but live far away (Palmdale, Lancaster, Santa Paula, Frazier Park, Pacoima), get to work? When fully built out, the Industrial Parks in Santa Clarita will employ about 80,000 people. Will half of these workers face a 40 mile each way commute every day?

The Housing Element is completely devoid of any study or survey that quantifies the number of people who work in Santa Clarita, but do not live in Santa Clarita. During the public review and community input session in August of 2008 at the Newhall Community Center, VIA requested that the City take steps to quantify the number of people who work in Santa Clarita, but cannot afford to live in Santa Clarita. So far, there is no evidence that the City has attempted to quantify this very important number. As one example, Princess Cruises employs 2,000 people in Santa Clarita. Of these workers, 1,200 live in Santa Clarita, and 800 do not.

The Circulation Element does not address the subject of making provision for low income workers to live close to their workplaces, along high density transportation corridors such as trains, trolleys, and major bus routes. How long does it take for an hourly worker to get to work by bus and/or train? How many bus transfers are required? How much does it cost per month? How does that cost compare to car pooling and van pooling?

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Leadership

VIA would like the City of Santa Clarita to join VIA in taking a leadership position in the Housing Element and Circulation Element, by planning for the community's real needs, rather than what is minimally required by state law. The Industrial Community in Santa Clarita, represented by VIA, has real needs that are currently not being met in the planning and development processes. These needs are approximately summarized in this letter.

VIA would like to challenge the City of Santa Clarita to do the following:

1. While VIA admires the City's plan to comply with SB 2, we feel merely complying with minimum requirements isn't enough for such a forward thinking city like ours. We're so much better than that! Let's improve on the basics.
2. Help draft Housing and Circulation Elements that meet the needs of the business community and the hourly workers that work in Santa Clarita.
3. We need a more granular approach to housing. We need to make sure diverse housing across many spectrums of need is included. Each level must be clearly defined (low income and very low income should not be combined into a single level). A more granular approach is needed. The plan must be very specific. Where are single starting teachers going to live? Where are other public service employees like EMT, firemen, policemen going to live? Where is a newly graduated engineer going to live? How will the City assure that 4,000 units of low income and very low income housing are built? Simply stating that "the free market will take care of it" is not an answer. As well, we (the City and the business community) have the social responsibility to educate people about purchasing, the lending processes, and how to succeed financially.
4. The planning (for assuring that workers are available) needs to go beyond housing and should incorporate transportation and mobility (circulation elements). Currently, the Housing and Circulation Elements try to answer the question: "Where do the residents of Santa Clarita work, and how do they get to work?" Now, in the new revisions, we must also answer the question: "***Where do the workers of Santa Clarita live, and how will they get to work***?"
5. Where will the high density housing be built? Special consideration should be given to locating the housing near transportation hubs, or locating transportation hubs near the housing. Residents will need effective and reasonable transportation choices to get to the workplace.
6. The plan should be very specific about how properties/projects will be acquired and how the housing will be offered. Who will build it? Who will interview the applicants? If the free market does not respond (perhaps because they view the environment as "hostile") then what action will the City take to assure that there are bidders for the desired projects?
7. Will the City of Santa Clarita commit funds and/or land to Work Force housing? If so, how much?

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VIA will be happy to work with the City to assure that the needs of the industrial business community are met.

Please note that the content of this letter is approved by the board of VIA, and thus represents the needs of the industrial business community represented by VIA.

Sincerely,

Kathy Norris

Kathy Norris
President and CEO

cc: Tina Haddad
Jason Killebrew
Lisa Webber
Andy Pattantyus
Randy Moberg

APPENDIX 3.2

One Valley One Vision Valley-wide Traffic Study,
prepared byAustin-Foust Associates, Inc.; dated June 2010

ONE VALLEY ONE VISION

VALLEY-WIDE TRAFFIC STUDY

TECHNICAL REPORT FOR THE CIRCULATION ELEMENTS OF THE SANTA CLARITA VALLEY AREA PLAN UPDATE (LOS ANGELES COUNTY) AND THE CITY OF SANTA CLARITA GENERAL PLAN UPDATE

JUNE 2010

AUSTIN-FOUST ASSOCIATES, INC.
TRAFFIC ENGINEERING AND TRANSPORTATION PLANNING

ONE VALLEY ONE VISION

VALLEY-WIDE TRAFFIC STUDY

Technical Report for the Circulation Elements of the Santa Clarita Valley Area Plan Update (Los Angeles County) and the City of Santa Clarita General Plan Update

Prepared for:

City of Santa Clarita
County of Los Angeles

Prepared by:

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June 22, 2010

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1.0 INTRODUCTION

This report presents the results of a traffic study carried out for One Valley One Vision (OVOV). OVOV is a joint effort between the County of Los Angeles, the City of Santa Clarita, and Santa Clarita Valley residents and businesses to create a single vision and guidelines for the future growth of the Santa Clarita Valley and the preservation of natural resources. This traffic study presents information for the City of Santa Clarita General Plan Update and the Santa Clarita Valley Area Plan Update for the County of Los Angeles. More specifically, it contains existing and future traffic information that provides resource material that can assist the City and County in updating their Circulation Elements, and serves as a technical resource document for the Environmental Impact Reports being prepared by both the City and the County.

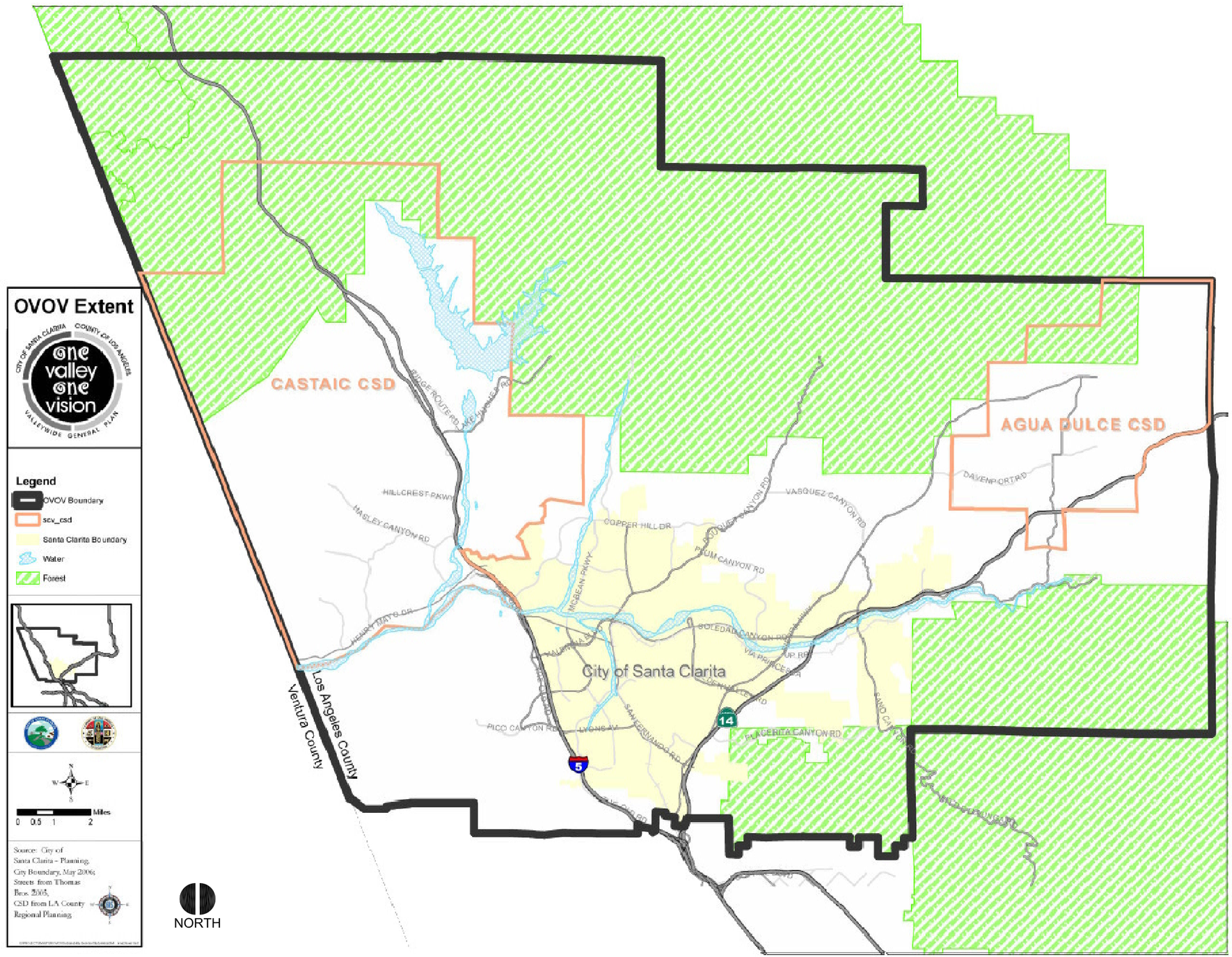
1.1 BACKGROUND

This traffic study was carried out to achieve three primary objectives:

1. Update the City and County's traffic forecasting model with current land use planning estimates
2. Prepare long-range traffic forecasts
3. Evaluate the proposed Land Use and Circulation Elements and propose potential changes to the arterial roadway component

The technical analysis results presented here pertain to the arterial roadway component of the City and County Circulation Elements. Existing conditions are compared with the anticipated growth in traffic on the City and County street system, and recommendations are made with respect to an updated arterial roadway component. A comparison is also made between long-range traffic forecasts based on the current City General Plan/County Area Plan and conditions based on the proposed OVOV Plan.

The area addressed in this traffic study includes the City, its sphere of influence, and unincorporated Los Angeles County areas of the Santa Clarita Valley. All three areas comprise what is referred to as the OVOV area, which is illustrated in Figure 1-1.



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To derive traffic forecasts, use is made of the Santa Clarita Valley Consolidated Traffic Model (SCVCTM). This traffic model produces peak hour and average daily traffic (ADT) forecasts for the OVOV area roadway system. Buildout land use data from the proposed City General Plan/County Area Plan Land Use Elements has been used as the basis for the traffic forecasts, thereby showing future circulation system needs in relation to future land use projections.

Part of this work effort involved updating the traffic model originally developed in 1994 (see discussion on SCVCTM in Chapter 2.0) with the land use data noted above. A major update was previously carried out in 2004 and periodic refinements were subsequently made up until this update.

1.2 PERFORMANCE CRITERIA

To evaluate the roadway system in relation to future land use in the OVOV area, use is made of performance criteria. These criteria include "performance standards" and "thresholds of significance." The latter are used for identifying individual land development project impacts in an EIR context, and while not specifically applied in a planning study of this type, they are given here for informational purposes. The performance standards form part of City and County Policy (e.g., in the City's Circulation Element and in the County Congestion Management Program) and represent desired operating conditions for the OVOV roadway system. For a Circulation Element to be in "balance" with the Land Use Element of the General Plan, the circulation system must achieve the performance standard criteria.

The performance criteria used here are based on two primary measures. The first is "capacity", which establishes the vehicle carrying ability of a roadway, and the second is "volume." The volume measure is either a traffic count (in the case of existing volumes) or a forecast for a future point in time. The ratio between the volume and the capacity gives a volume/capacity (V/C) ratio and based on that V/C ratio, a corresponding level of service (LOS) is defined. Traffic LOS is designated A through F with LOS A representing free flow conditions and LOS F representing severe traffic congestion. Traffic flow quality for each LOS is provided in Table 1-1 based on descriptions for arterial roadways as contained in the 2000 Highway Capacity Manual (HCM 2000).

The performance criteria are separated according to two components of the circulation system; arterial roadways and freeway segments. ADT data as well as peak hour data is used in both cases to establish V/C and LOS measures and to define the performance criteria. The following sections outline the criteria for each of the two components.

Table 1-1: Level of Service Descriptions for Urban Streets

Level of Service	Example	Flow Conditions	Percent of free flow speeds (FFS)
A		LOS "A" describes primarily free-flow operations at average travel speeds, usually about 90 percent of the FFS for the given street class. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Control delay at signalized intersections is normal..	90
B		LOS "B" describes reasonably unimpeded operations at average travel speeds, usually about 70 percent of the FFS for the street class. Vehicles are completely unimpeded in their ability to maneuver with the traffic stream. Control delay at signalized intersections is minimal.	70
C		LOS "C" describes stable operations; however, ability to maneuver and change lanes in midblock locations may be more restricted that at LOS "B," and longer queues, adverse signal coordination, or both may contribute to lower average travel speeds of about 50 percent of the FFS for the street class.	50
D		LOS "D" borders on a range in which small increases in flow may cause substantial increases in delay and decreases in travel speed. LOS "D" may be due to adverse signal progression, inappropriate signal timing, high volumes, or a combination of these factors. Average travel speeds are about 40 percent of FFS.	40
E		LOS "E" is characterized by significant delays and average travel speeds of 33 percent or less of the FFS. Such operations are caused by a combination of adverse progression, high signal density, high volumes, extensive delays at critical intersections, and inappropriate signal timing.	33
F		LOS "F" is characterized by urban street flow at extremely low speeds, typically one-third to one-fourth of the FFS. Intersection congestion is likely at critical signalized locations, with high delays, high volumes, and extensive queuing.	25

Source: Highway Capacity Manual 2000, Transportation Research Board, National Research Council

1.2.1 Arterial Streets and Intersections

Arterial roadway segments are evaluated using a generalized average daily traffic (ADT) capacity as summarized in Table 1-2. They are based on the type of roadway as classified in the City General Plan/County Area Plan Circulation Elements. It can be noted that these ADT capacity values are suitable for planning purposes, but they are not intended as precise measures of capacity. The ultimate capacity of a roadway is based upon a number of factors including the relationships between peak hour and daily traffic volumes, the roadway design features (allowing parking, driveway access and cross streets, the intersection geometrics, etc.), the amount of traffic crossing the roadway or turning onto or off of the roadway at intersecting roadways, and the actual turn movements at an intersection.

Table 1-2: Daily Roadway Capacity Values

General Plan Designation	Lanes	Ultimate Capacity (Level of Service "E")[1]
Major Arterial Highway	8	72,000
	6	54,000
Secondary Arterial Highway	4	36,000
Limited Secondary Arterial Highway	2	18,000
Collector[2]	2	15,000

[1]The ultimate capacity value is an estimate of the physical limit of daily traffic flows (level of service "E") based upon typical suburban peak hour characteristics. This value can vary significantly depending upon volume demand characteristics (amount of off-peak travel and duration of peak periods) as well as roadway design features (access, spacing, intersection geometrics, etc.).
[2]Collector roadways are not identified in the City/County Circulation Elements but are included in the traffic analysis on a limited basis.

Although level of service is an important factor in transportation planning, it is not the only or even the most important criterion used in all cases. Depending on the area being planned, other factors may be considered as having priority over expedited movement of vehicles. For example, in some commercial areas, high-speed vehicle movements could be detrimental to the desired character of development. In all portions of the OVOV planning area, traffic level of service must be weighed against other community priorities such as quality of life and environmental resource protection, in order to achieve a balanced approach to transportation and land use planning.

The County General Plan does not specify an acceptable LOS for the purpose of long-range planning, however in conformance with the Los Angeles County Congestion Management Program (LA CMP), the maximum acceptable level of service on arterial roads (i.e., major, secondary, and limited secondary highways) within the OVOV planning area is LOS E. The City strives to achieve LOS D or

better on arterial roads to the extent feasible given right-of-way and physical constraints, while recognizing that in higher density urban areas there is generally a tradeoff between vehicle LOS and other factors such as pedestrian mobility, and that LOS E is acceptable in those types of urban settings. In residential neighborhoods, vehicular LOS is less important than other factors, such as traffic volumes and speeds.

Table 1-3 summarizes the V/C ranges that correspond to LOS "A" through "F" for arterial roads and intersections as used by the City and the County.

Table 1-3: LOS Criteria for Arterials

LOS	Roadway V/C & Intersection ICU Ranges
A	0.00 – 0.60
B	0.61 – 0.70
C	0.71 – 0.80
D	0.81 – 0.90
E	0.91 – 1.00
F	Above 1.00
Source: Congestion Management Program of Los Angeles County	

Both the V/C ratio and the LOS are used in determining impact significance. As noted above, certain LOS values are deemed unacceptable, and increases in the V/C ratio which cause or contribute to the LOS being unacceptable are defined as a significant impact.

In establishing V/C based performance criteria, there are certain items that need to be addressed to obtain suitable V/C estimates and relate them to LOS. For instance, while average daily traffic (ADT) is a useful measure to show general levels of traffic on a facility and to provide data for other related aspects such as noise and air quality, highway congestion is largely a peak hour or peak period occurrence. Because of this, ADT is not used here as the sole basis for capacity evaluation, but instead this evaluation also evaluates those parts of the day when such congestion can occur, specifically the a.m. and p.m. peak hours.

Levels of service for arterial roadway intersections are determined based on operating conditions during the a.m. and p.m. peak hours. The intersection capacity utilization (ICU) methodology is applied, providing a planning level basis for determining V/C and LOS. This methodology sums the V/C ratios for the critical movements of an intersection and is the preferred intersection analysis procedure of the City of Santa Clarita and the County of Los Angeles. The ICU calculation methodology is summarized in Table 1-4.

Table 1-4: Arterial Intersection ICU Methodology

City of Santa Clarita ICU Calculation Methodology Level of service to be based on peak hour intersection capacity utilization (ICU) values calculated using the following assumptions: Saturation Flow Rates: 1,750 vehicles/hour/lane for all lanes Clearance Interval: .10
County of Los Angeles ICU Calculation Methodology Level of service to be based on peak hour intersection capacity utilization (ICU) values calculated using the following assumptions: Saturation Flow Rates: 1,600 vehicles/hour/lane for through lanes, right-turn lanes, and single left-turn lanes 2,880 vehicles/hour/lane for dual left-turn lanes (total of both lanes) Clearance Interval: .10

1.2.2 Freeway Segments

Table 1-5 summarizes the V/C ranges that correspond to LOS "A" through "F" for general freeway segments. The V/C ranges listed for freeway segments are based on the V/C and LOS relationships specified in the *2000 Highway Capacity Manual* (see Reference 1 in Section 1.5 and referred to as "*HCM 2000*" in this report) for basic freeway sections with free-flow speeds of 105 kilometers per hour (65 miles per hour), and are specified by the County's Congestion Management Program (CMP) for the evaluation of CMP freeway monitoring stations.

Table 1-5: LOS Criteria for Basic Freeway Segments

LOS	Freeway Segment Volume Density Ranges	Freeway Segment V/C Ranges
A	0.0 – 11.0	0.00 – 0.30
B	11.1 – 18.0	0.31 – 0.50
C	18.1 – 26.0	0.51 – 0.71
D	26.1 – 35.0	0.72 – 0.89
E	35.1 – 45.0	0.90 – 1.00
F	Above 45.0	Above 1.00
Sources: HCM 2000 Congestion Management Program of Los Angeles County		

1.3 INFORMATION IN THIS REPORT

The information presented in this report is arranged as follows:

Chapter 1.0 Introduction – background and scope plus a description of the performance criteria used in the traffic analysis.

Chapter 2.0 Transportation Setting – describes existing conditions with respect to circulation, and future growth forecasts.

Chapter 3.0 Arterial Roadways – presents the proposed roadway component of the City and County Circulation Elements.

Chapter 4.0 Traffic Analysis – discusses future traffic volumes and levels of service, and shows the improvements needed to implement the proposed roadway plan.

Technical appendices contain tabular data as appropriate, and traffic model data can be found in the previously referenced traffic model report.

1.4 DEFINITIONS

Certain terms used throughout this report are defined below to clarify their intended meaning:

ADT Average Daily Traffic. Generally used to measure the total two-directional traffic volumes passing a given point on a roadway.

CMP Congestion Management Program. A state mandated program administered by the Los Angeles County Metropolitan Transportation Authority (MTA) that provides a mechanism for coordinating land use and development decisions.

DU Dwelling Unit. Used in quantifying residential land use.

ICU	Intersection Capacity Utilization. A measure of the volume to capacity ratio for an intersection. Typically used to determine the peak hour level of service for a given set of intersection volumes.
LOS	Level of Service. A scale used to evaluate circulation system performance based on intersection ICU values or volume/capacity ratios of arterial segments.
Peak Hour	This refers to the hour during the a.m. peak period (typically 7 a.m. - 9 a.m.) or the p.m. peak period (typically 3 p.m. - 6 p.m.) in which the greatest number of vehicle trips are generated by a given land use or are traveling on a given roadway.
Tripend	A trip generation measure which represents the total trips entering and leaving a location.
TSF	Thousand Square Feet. Used in quantifying non-residential land uses, and refers to building floor area.
V/C	Volume to Capacity Ratio. This is typically used to describe the percentage of capacity utilized by existing or projected traffic on a segment of an arterial or intersection.
VPD	Vehicles Per Day. Similar to ADT, but more typically applied to trip generation (i.e., the amount of traffic generated by a given amount of land use).
VPH	Vehicles Per Hour. Used for roadway volumes (counts or forecasts) and trip generation estimates. Measures the number of vehicles in a one-hour period, typically the a.m. or p.m. peak hour.

1.5 REFERENCES

1. "Highway Capacity Manual 2000," Transportation Research Board, National Research Council, 2000.

2. "Santa Clarita Valley Consolidated Traffic Model Report," County of Los Angeles Department of Public Works, 1994.

3. "Draft Santa Clarita Valley Consolidated Traffic Model 2004 Update and Validation," City of Santa Clarita and County of Los Angeles Department of Public Works, June 2004.

4. "Transportation Concept Report, Interstate 5," California Department of Transportation District 7 Office of Advance Planning System Planning Unit, November 1998.

5. Project Report – I-5 HOV and Truck Lane Project from SR-14 to Parker Road in Los Angeles County," California Department of Transportation District 7, August 2009.

6. "Interregional Transportation Strategic Plan," California Department of Transportation, June 1998.

7. "North County Combined Highway Corridors Study Final Report," Los Angeles County Metropolitan Transportation Authority, June 2004.

8. "2004 Congestion Management Program for Los Angeles County," Los Angeles County Metropolitan Transportation Authority, July 2004.

2.0 TRANSPORTATION SETTING

This chapter discusses the transportation setting for the Santa Clarita Valley roadway system. Existing conditions are described including traffic volumes on the City and County street system and levels of service (LOS) for those same street system segments and for key intersections. Information on future land use and the corresponding increase in study area trip generation is also given and discussed in relation to its growth implications.

2.1 EXISTING ROADWAYS

The existing roadway system within the OVOV planning area is illustrated in Figure 2-1. Shown here is the number of lanes (midblock) on individual segments of the valley-wide roadway system.

The primary regional roadway components serving the Santa Clarita Valley are the I-5 and SR-14 freeways, passing through the Valley from north to south, and the SR-126 highway, which connects the Santa Clarita Valley to Ventura County. The I-5 freeway is listed as a "high priority corridor" on the National Highway System (NHS). The I-5 and the SR-14 freeways are part of the Surface Transportation Assistance Act (STAA) national truck network, and the SR-126 highway is a designated terminal access route for the STAA national truck network. 18 interchanges, 10 on I-5 and eight on SR-14, serve the Valley. The 10 interchanges on the I-5 are located at Sloan Canyon Road/Lake Hughes Road, Parker Road/Ridge Route Road, Hasley Canyon Road, SR-126/Newhall Ranch Road, Rye Canyon (at The Old Road), Magic Mountain Parkway, Valencia Boulevard, Stevenson Ranch Parkway/McBean Parkway, Pico Canyon Road/Lyons Avenue, and Calgrove Boulevard. The eight interchanges on the SR-14 are located at Agua Dulce Canyon Road, Soledad Canyon Road, Sand Canyon Road, Sierra Highway, Via Princessa, Golden Valley Road, Placerita Canyon Road, and Newhall Avenue.

Several major north-south arterials run through the Valley. Newhall Avenue/Railroad Avenue/Bouquet Canyon Road originates at the southern part of the SR-14 freeway, traverses the Valley, and terminates at Elizabeth Lake Road, just west of Palmdale, and well north of the OVOV boundaries. The roadway varies in width from two to eight lanes. Stevenson Ranch Road/McBean Parkway originates at Pico Canyon Road, traverses the City, and terminates at Copper Hill Drive. The roadway varies in width from four to eight lanes. Whites Canyon Road originates at Via Princessa and terminates at Bouquet Canyon Road. The roadway varies in width from four to six lanes. The Old Road originates

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near the SR-14/I-5 interchange and traverses the entire west side of the Valley, terminating north of Lake Hughes Road. The roadway varies in width from two to six lanes. Golden Valley Road originates just south of the SR-14 freeway, traverses the middle portion of the Valley, and terminates at Newhall Ranch Road. Sierra Highway originates near the SR-14/I-5 interchange, traverses the Valley on the east side, and terminates at Angeles Forest Highway just north of the Angeles National Forest and well north-east of the OVOV boundaries. Sierra Highway varies between two to six lanes.

Several east-west arterials serve the Valley and provide access to the I-5 and SR-14 freeways. Many of these arterials are incomplete and provide access to only portions of the Valley. To the north is Rye Canyon Road/Copper Hill Drive with four to eight lanes throughout and a half interchange at the I-5 freeway. The next arterial to the south is SR-126/Newhall Ranch Road, which varies from four to eight lanes throughout, provides an interchange to the I-5 freeway, and terminates at Golden Valley Road. Magic Mountain Parkway originates just west of the I-5 freeway and terminates at Railroad Avenue. The main east-west arterial is further to the south and exists as both Valencia Boulevard and Soledad Canyon Road, which varies from two to seven lanes throughout. Valencia Boulevard originates just west of the I-5 freeway, is renamed to Soledad Canyon Road at the Bouquet Canyon Road intersection, and terminates to the east of the SR-14 freeway near the Acton Canyon area and well east of the OVOV boundaries. This roadway features interchanges with the I-5 freeway as well as the SR-14 freeway. The final east-west arterial is Pico Canyon Road/Lyons Avenue, which varies from two to six lanes. This stretch of roadway is relatively short, starting west of Stevenson Ranch Parkway in the Santa Susana Mountains and terminating at Railroad Avenue. It also provides an interchange with the I-5 freeway. The Cross Valley Connector is a primarily east-west roadway formed by the combination of Newhall Ranch Road and Golden Valley Road. As Newhall Ranch Road, the Cross Valley Connector originates at the SR-126/I-5 interchange and continues east to Soledad Canyon Road. At Soledad Canyon Road, the Cross Valley Connector continues south as Golden Valley Road, resulting in a continuous roadway between SR-126 and the SR-14 freeway.

Within the Santa Clarita Valley, connectivity of the street network is interrupted by topographic constraints, including rolling terrain, canyons, and the Santa Clara River. In addition, the prevalent subdivision pattern comprised of local cul-de-sac streets with limited connectivity, acts to funnel all traffic onto collector and arterial streets. As a result, regional traffic is concentrated on a limited number of arterial streets. Projects such as the Via Princessa gap closure, and plans to create a new north-south connection through the center of the Valley (Santa Clarita Parkway), are examples of projects intended to increase connectivity.

2.1.1 Existing Traffic Volumes

Figure 2-2 shows the study area roadway segments included in this evaluation, which includes all roadway segments identified in the Highway Plan (see discussion in Chapter 3.0) and select collector streets. This analysis also includes key intersections of Highway Plan roadways, which are considered the principal intersections within the Santa Clarita Valley. As such, these principal intersections are required to accommodate significant volumes of traffic and are critical to vehicle mobility within the Santa Clarita Valley. Figure 2-3 shows the principal intersections included in this evaluation.

Existing average daily traffic (ADT) volumes on the study area street system are illustrated in Figure 2-4. These counts were collected at various times between 2005 to 2010 by the Traffic and Transportation Planning Division of the Department of Public Works of the City of Santa Clarita, by the Traffic and Lighting division of the County of Los Angeles Department of Public works, and by various development projects as part of their entitlement process. These counts provide a representative sample of existing traffic conditions throughout the Valley.

Illustrations of peak hour turning movement volumes for each principal intersection can be found in Figure 2-5 for the a.m. peak hour and in Figure 2-6 for the p.m. peak hour. As with the ADT counts, the peak hour counts were collected at various times between 2007 and 2010 and provide a representative sample of existing traffic conditions throughout the Valley.

2.1.2 Existing Levels of Service

As discussed in the performance criteria section of Chapter 1.0, LOS is based on two primary measures. The first is “capacity” which establishes the vehicle carrying ability of a roadway and the second is “volume.” The volume measure is either a traffic count (in the case of existing volumes) or a forecast for a future point in time. The ratio between the volume and the capacity gives a volume/capacity (V/C) ratio and based on that V/C ratio, a corresponding LOS is defined.

SEE INSET - BELOW RIGHT
SEE ABOVE RIGHT
LEGEND
xx Link Study Location and Identification Numbers
Future Roadways
NORTH
NORTH (reduced scale)
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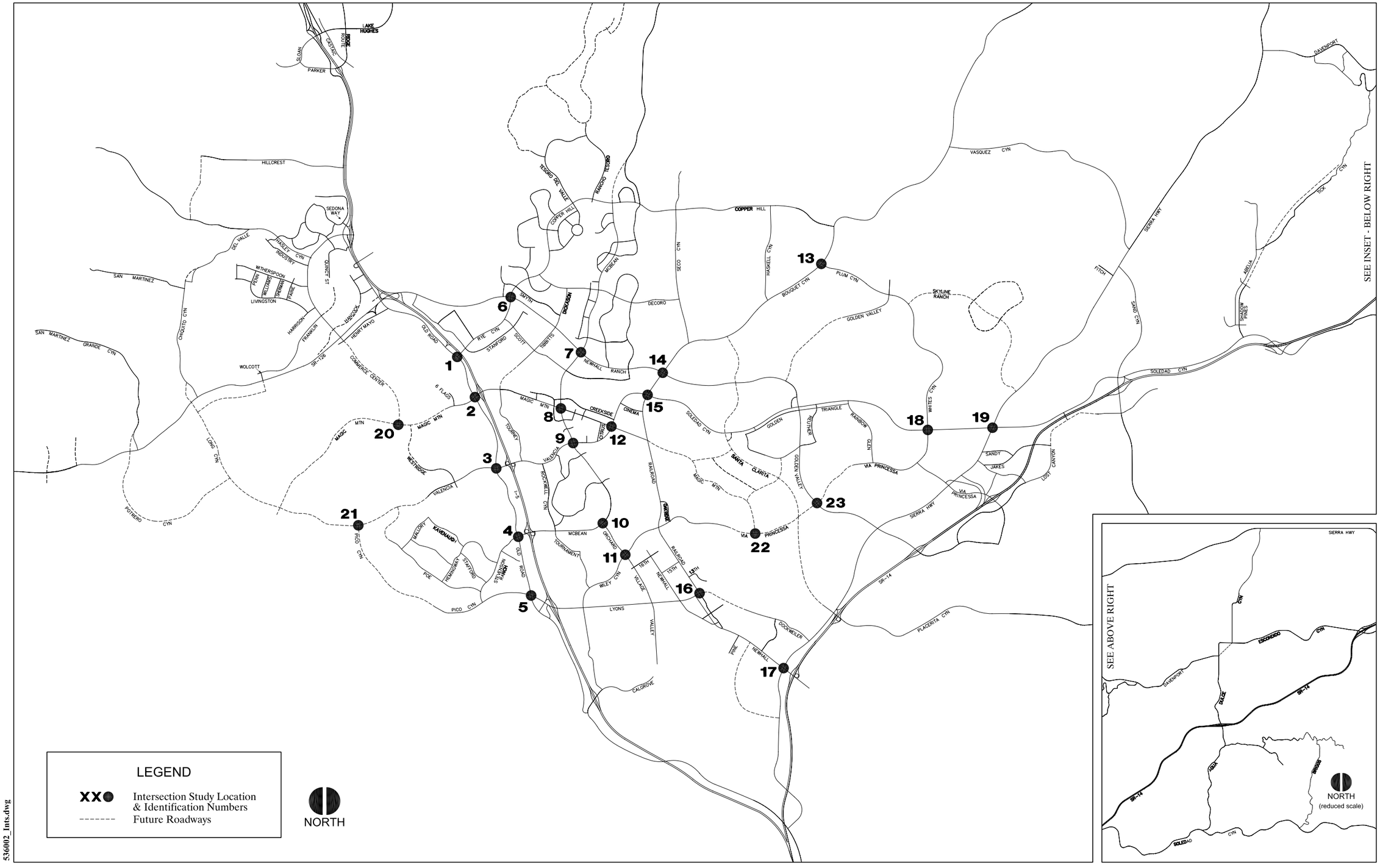
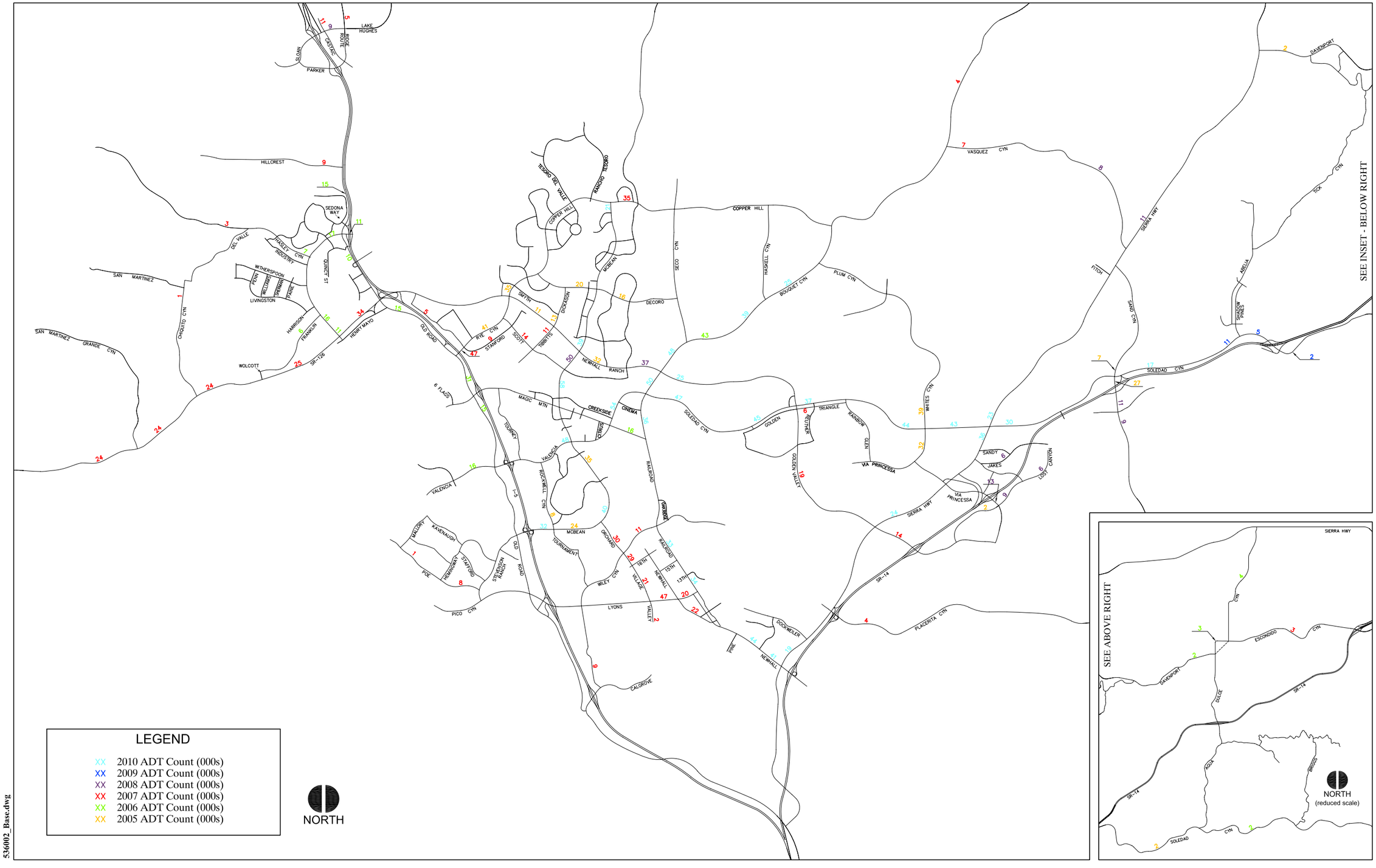


AUSTIN-FOUST ASSOCIATES, INC.

STUDY AREA INTERSECTION IDENTIFICATION NUMBERS

Figure 2-3



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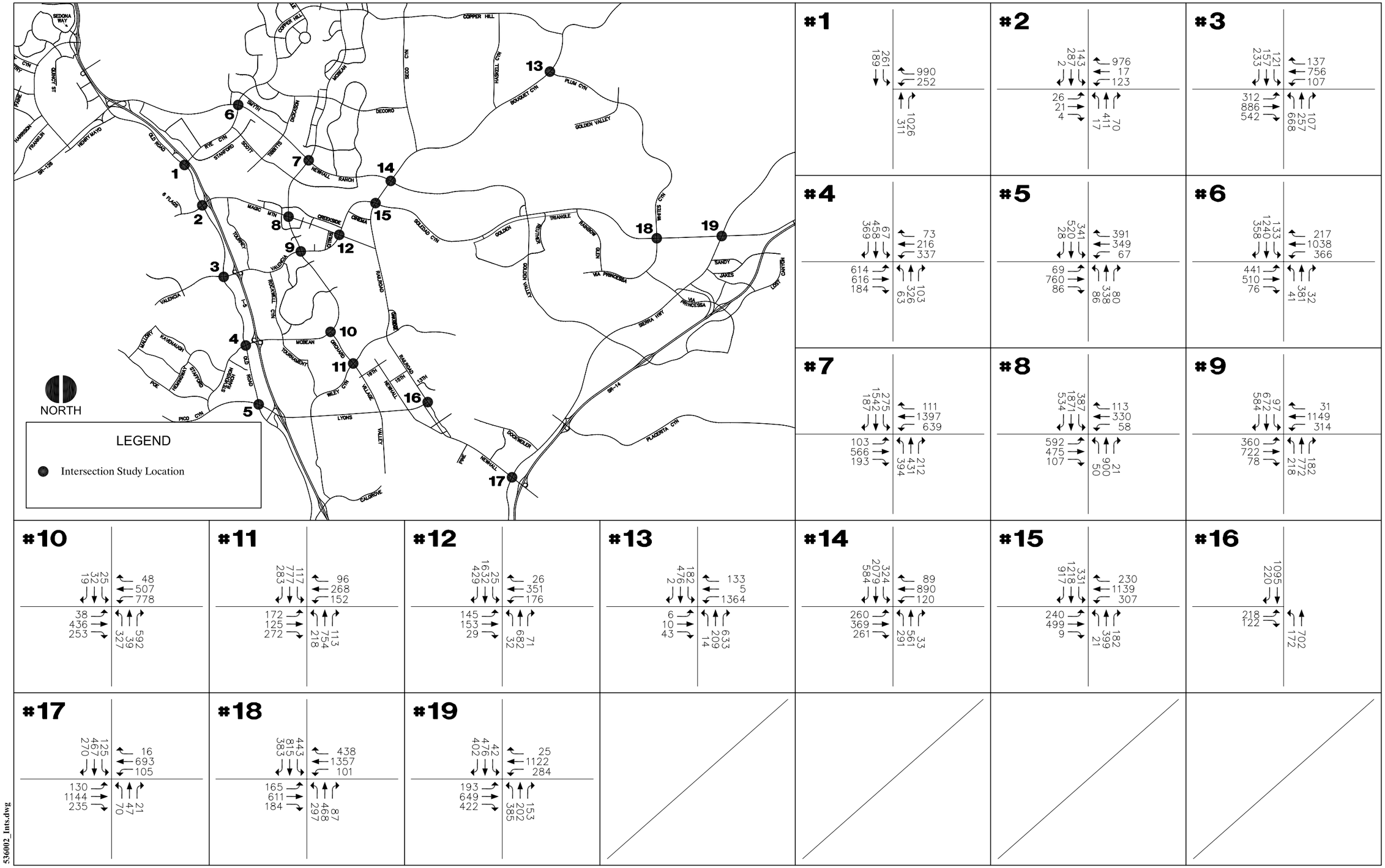
AUSTIN-FOUST ASSOCIATES, INC.

AVERAGE DAILY TRAFFIC COUNTS - EXISTING CONDITIONS (2005-2010)

Figure 2-4



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AM PEAK HOUR TURNING MOVEMENT VOLUMES - EXISTING CONDITIONS (2007-2010)

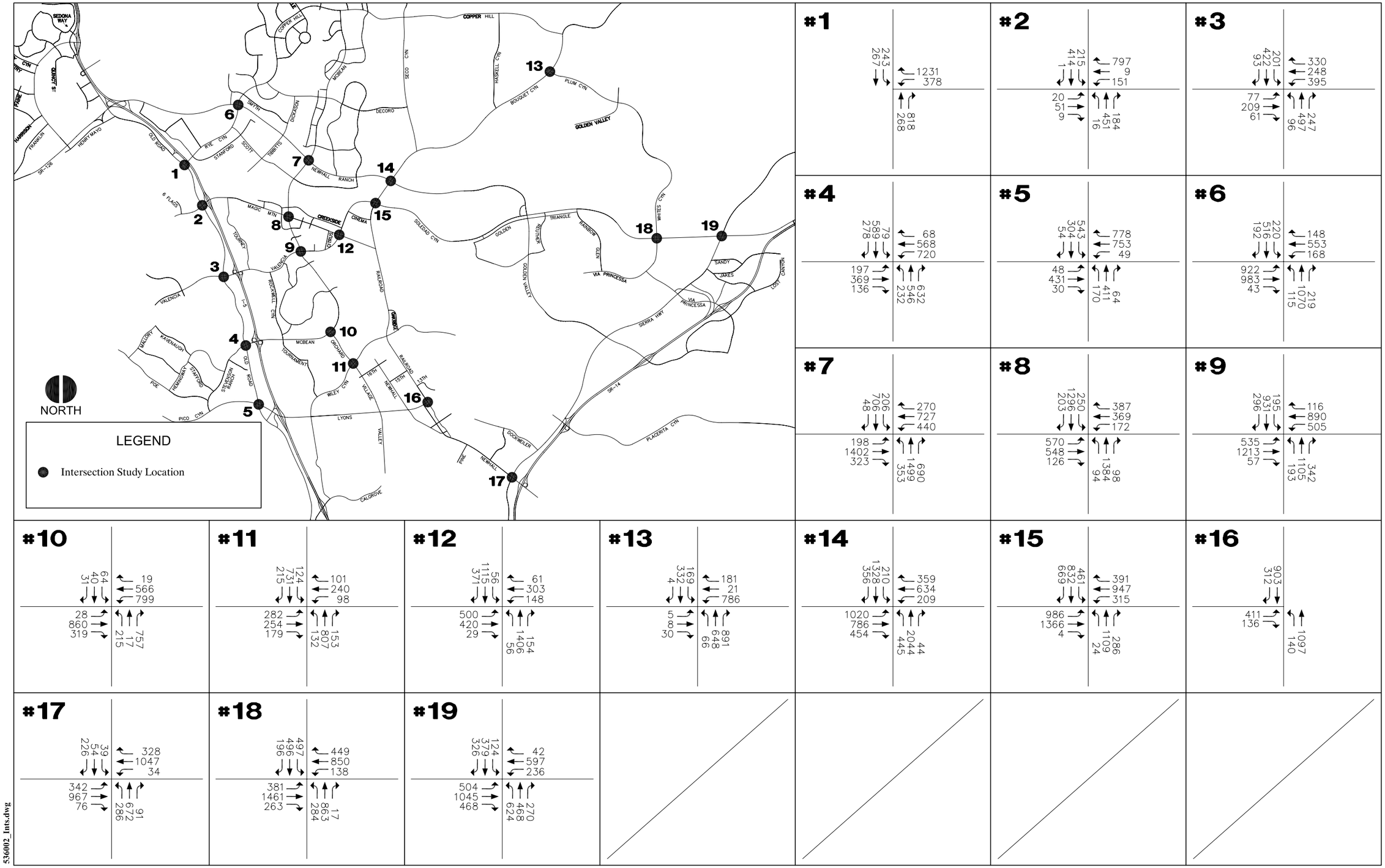

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Table 2-1 lists the existing ADT volumes and corresponding LOS and V/C values. As can be seen here, five roadway segments have V/C ratios greater than 1.00 and therefore do not meet the performance standard of LOS E or better

- Bouquet Cyn w/o Haskell (#15)
- Lyons Avenue between Orchard Village Road and Newhall Avenue (#92)
- McBean s/o Ave Scott (#114)
- Newhall Avenue between Lyons Avenue and Main Street (#131)
- Whites Canyon Road between Soledad Canyon Road and Pleasantdale Street (#288)

The results of the ICU LOS analyses for study area principal intersections are shown in Table 2-2 (detailed ICU worksheets are provided in Appendix A). The table shows that all intersections currently operate at LOS D or better.

2.2 FUTURE TRAFFIC GROWTH

Existing and future land use data formed the basis for preparing the future traffic volumes used in this traffic study. Future land uses tabulated by traffic analysis zone (TAZ) were provided by City and County staff and were derived by quantifying the data outlined in the proposed OVOV Land Use Element. Existing land use tabulated by TAZ was prepared as part of a comprehensive update and recalibration of the Santa Clarita Valley Consolidated Traffic Model (SCVCTM) undertaken in 2004 (see Reference 3 in Section 1.5). Data was provided for the entire OVOV area, which includes the City of Santa Clarita, its sphere of influence, and portions of unincorporated Los Angeles County. A comparison of 2004 to the proposed OVOV Buildout land use by TAZ is provided in Appendix B, and a comparison of the current City General Plan/County Area Plan Buildout land use to the proposed OVOV Buildout land use by TAZ is also provided in Appendix B.

The amount of traffic generated by a certain type of land use is estimated by applying a representative trip generation rate to the amount of land use in the area under consideration. The SCVCTM uses a predefined set of trip generation rates calibrated specifically to local conditions to calculate both peak hour and ADT trips by land use. A detailed listing of trip rates and the corresponding trip generation by TAZ is provided in Appendix D.

Table 2-1: ADT V/C and LOS – Existing Conditions (2005 – 2010)

Roadway Segment	Volume	Year	Lanes	Capacity	V/C	LOS
1. Agua Dulce n/o Escondido Cyn	4,000	2006	2	18,000	.22	A
2. Agua Dulce n/o Davenport	3,000	2006	2	18,000	.17	A
4. Agua Dulce s/o SR-14	<500	2005	2	18,000	.00	A
6. Ave Scott s/o Stanford	14,000	2007	4	36,000	.39	A
8. Ave Stanford s/o Vanderbilt	5,000	2007	4	36,000	.14	A
10. Ave Stanford s/o Rye Cyn	9,000	2007	4	36,000	.25	A
11. Bouquet Cyn n/o Vasquez	4,000	2007	2	18,000	.22	A
14. Bouquet Cyn e/o Haskell	25,000	2010	4	36,000	.69	B
15. Bouquet Cyn w/o Haskell	39,000	2010	4	36,000	1.08	**F**
16. Bouquet Cyn e/o Seco	43,000	2006	5	45,000	.96	E
17. Bouquet Cyn w/o Seco	48,000	2010	6	54,000	.89	D
18. Bouquet Cyn s/o Newhall Ranch	50,000	2010	8	72,000	.69	B
20. Bouquet Cyn n/o Magic Mtn	36,000	2010	4	36,000	1.00	E
25. Castaic n/o Lake Hughes	11,000	2007	4	36,000	.31	A
28. Chiquito Cyn s/o San Martinez Cyn	1,000	2007	2	18,000	.06	A
31. Commerce Center s/o Franklin	16,000	2006	6	54,000	.30	A
32. Commerce Center n/o SR-126	11,000	2006	6	54,000	.20	A
35. Copper Hill n/o Newhall Ranch	35,000	2005	8	72,000	.49	A
39. Copper Hill e/o McBean	35,000	2007	4	36,000	.97	E
43. Davenport e/o Sierra Hwy	2,000	2005	2	18,000	.11	A
44. Davenport w/o Agua Dulce	2,000	2006	2	18,000	.11	A
46. Decoro e/o Dickason	20,000	2005	4	36,000	.56	A
48. Decoro w/o Hillsborough	16,000	2005	4	36,000	.44	A
51. Dickason n/o Newhall Ranch	13,000	2005	4	36,000	.36	A
54. Escondido e/o Agua Dulce	3,000	2007	2	18,000	.17	A
55. Franklin e/o Wolcott Way	<500	2006	2	15,000	.00	A
56. Franklin w/o Commerce Center	6,000	2006	4	36,000	.17	A
62. Golden Valley s/o Centre Point	19,000	2007	4	36,000	.53	A
64. Golden Valley e/o Sierra Hwy	14,000	2007	6	54,000	.26	A

(Continued)

Table 2-1: ADT V/C and LOS – Existing Conditions (2005 – 2010) (Continued)

Roadway Segment	Volume	Year	Lanes	Capacity	V/C	LOS
68. Hasley Cyn w/o Del Valle	3,000	2007	2	18,000	.17	A
69. Hasley Cyn w/o Commerce Center	7,000	2006	4	36,000	.19	A
70. Hasley Cyn w/o The Old Road	17,000	2006	6	54,000	.31	A
71. Hasley Cyn w/o I-5	11,000	2006	4	36,000	.31	A
74. Hillcrest w/o The Old Road	9,000	2007	4	36,000	.25	A
75. Jakes Way e/o Canyon Park	6,000	2008	2	18,000	.33	A
77. Lake Hughes e/o Castaic	9,000	2008	4	36,000	.25	A
78. Lake Hughes e/o Ridge Route	2,000	2007	2	18,000	.11	A
85. Lost Cyn n/o Canyon Park	6,000	2008	4	36,000	.17	A
86. Lost Cyn n/o Via Princessa	9,000	2008	4	36,000	.25	A
87. Lost Cyn s/o Via Princessa	2,000	2005	2	18,000	.11	A
92. Lyons e/o Orchard Village	47,000	2007	4	36,000	1.31	**F**
93. Lyons w/o Main Street	20,000	2007	4	36,000	.56	A
105. Magic Mtn e/o Valencia	16,000	2006	4	36,000	.44	A
109. McBean s/o Copper Hill	21,000	2010	6	54,000	.39	A
112. McBean n/o Newhall Ranch	39,000	2010	6	54,000	.72	C
113. McBean s/o Newhall Ranch	50,000	2008	8	72,000	.69	B
114. McBean s/o Ave Scott	58,000	2010	6	54,000	1.07	**F**
117. McBean s/o Valencia	35,000	2005	6	54,000	.65	B
118. McBean n/o Orchard Village	40,000	2010	6	54,000	.74	C
119. McBean e/o Rockwell Cyn	24,000	2005	6	54,000	.44	A
120. McBean w/o Rockwell Cyn	32,000	2010	6	54,000	.59	A
124. Newhall Ranch e/o Rye Cyn	11,000	2005	8	72,000	.15	A
126. Newhall Ranch e/o McBean	32,000	2005	8	72,000	.44	A
127. Newhall Ranch w/o Bouquet Cyn	37,000	2008	8	72,000	.51	A
128. Newhall Ranch e/o Bouquet Cyn	25,000	2010	4	36,000	.69	B
131. Newhall s/o Lyons	22,000	2007	2	18,000	1.22	**F**
132. Newhall n/o Valle Oro	44,000	2010	6	54,000	.81	D
133. Newhall n/o Sierra Hwy	41,000	2010	6	54,000	.76	C

(Continued)

Table 2-1: ADT V/C and LOS – Existing Conditions (2005 – 2010) (Continued)

Roadway Segment	Volume	Year	Lanes	Capacity	V/C	LOS
136. Orchard Village s/o McBean	30,000	2007	4	36,000	.83	D
137. Orchard Village s/o Wiley Cyn	29,000	2007	4	36,000	.81	D
138. Orchard Village n/o Lyons	21,000	2007	4	36,000	.58	A
146. Placerita Cyn e/o SR-14	4,000	2007	2	18,000	.22	A
150. Poe s/o Mallory	1,000	2007	4	36,000	.03	A
151. Poe w/o Stevenson Ranch	8,000	2007	4	36,000	.22	A
155. Railroad s/o Oak Ridge	33,000	2010	4	36,000	.92	E
157. Railroad n/o Lyons	34,000	2010	4	36,000	.94	E
161. Ridge Route n/o Lake Hughes	5,000	2007	6	54,000	.09	A
166. Rockwell Cyn n/o McBean	8,000	2005	4	36,000	.22	A
168. Rye Cyn w/o Ave Scott	41,000	2005	6	54,000	.76	C
169. Rye Cyn e/o The Old Road	47,000	2007	6	54,000	.87	D
172. San Martinez Grande Cyn n/o SR-126	<500	2005	2	15,000	.00	A
174. Sand Cyn n/o Soledad Cyn	7,000	2005	2	18,000	.39	A
175. Sand Cyn s/o Soledad Cyn	27,000	2005	4	36,000	.75	C
176. Sand Cyn s/o SR-14	11,000	2008	2	18,000	.61	B
177. Sand Cyn s/o Lost Cyn	9,000	2008	2	18,000	.50	A
192. Sierra Hwy n/o Vasquez Cyn	11,000	2008	2	18,000	.61	B
195. Sierra Hwy n/o Soledad Cyn	23,000	2010	4	36,000	.64	B
196. Sierra Hwy s/o Soledad Cyn	36,000	2010	6	54,000	.67	B
198. Sierra Hwy s/o Via Princessa	24,000	2010	4	36,000	.67	B
201. Sierra Hwy n/o Newhall	19,000	2010	4	36,000	.53	A
211. Soledad Cyn e/o Bouquet Cyn	47,000	2010	6	54,000	.87	D
212. Soledad Cyn w/o Golden Valley	45,000	2010	6	54,000	.83	D
213. Soledad Cyn e/o Golden Valley	37,000	2010	6	54,000	.69	B
215. Soledad Cyn w/o Whites Cyn	44,000	2010	6	54,000	.81	D
216. Soledad Cyn e/o Whites Cyn	43,000	2010	6	54,000	.80	C
217. Soledad Cyn e/o Sierra Hwy	30,000	2010	6	54,000	.56	A
220. Soledad Cyn e/o SR-14 (at Sand Cyn)	17,000	2010	4	36,000	.47	A

(Continued)

Table 2-1: ADT V/C and LOS – Existing Conditions (2005 – 2010) (Continued)

Roadway Segment	Volume	Year	Lanes	Capacity	V/C	LOS
221. Soledad Cyn w/o Shadow Pines	11,000	2009	4	36,000	.31	A
222. Soledad Cyn e/o Shadow Pines	5,000	2009	4	36,000	.14	A
223. Soledad Cyn e/o SR-14	2,000	2009	2	18,000	.11	A
224. Soledad Cyn w/o Agua Dulce	2,000	2005	2	18,000	.11	A
225. Soledad Cyn e/o Agua Dulce	2,000	2006	2	18,000	.11	A
227. SR-126 w/o San Martinez Grande Cyn	24,000	2007	4	44,000	.55	A
228. SR-126 w/o Chiquito Cyn/Long Cyn	24,000	2007	4	44,000	.55	A
229. SR-126 w/o Wolcott	24,000	2007	4	44,000	.55	A
230. SR-126 w/o Commerce Center	25,000	2007	4	44,000	.57	A
231. SR-126 w/o I-5	34,000	2007	6	66,000	.52	A
239. The Old Road n/o Sedona Way	15,000	2006	2	18,000	.83	D
242. The Old Road n/o Biscailuiz	10,000	2006	2	18,000	.56	A
245. The Old Road s/o Henry Mayo	15,000	2006	4	36,000	.42	A
247. The Old Road n/o Magic Mtn	31,000	2006	4	36,000	.86	D
248. The Old Road s/o Magic Mtn	15,000	2006	4	36,000	.42	A
254. Tibbitts s/o Newhall Ranch	11,000	2007	6	54,000	.20	A
262. Valencia w/o The Old Road	16,000	2006	6	54,000	.30	A
266. Valencia w/o McBean	48,000	2010	7	63,000	.76	C
271. Valencia s/o Cinema	54,000	2010	6	54,000	1.00	E
273. Valley s/o Lyons	2,000	2007	4	36,000	.06	A
274. Vasquez Cyn e/o Bouquet Cyn	7,000	2007	2	18,000	.39	A
275. Vasquez Cyn w/o Sierra Hwy	8,000	2008	2	18,000	.44	A
283. Via Princessa n/o Lost Cyn	13,000	2008	5	45,000	.29	A
288. Whites Cyn n/o Soledad	39,000	2005	4	36,000	1.08	**F**
289. Whites Cyn s/o Soledad	32,000	2005	6	54,000	.59	A
290. Wiley Cyn e/o Orchard Village	11,000	2007	4	36,000	.31	A
294. Wiley Cyn n/o Calgrove	9,000	2007	2	18,000	.50	A

LOS in **Bold** exceeds performance criteria of LOS E.

Level of service ranges:					
.00 - .60	A	.61 - .70	B	.71 - .80	C
.81 - .90	D	.91 – 1.00	E	Above 1.00	F

Table 2-2: ICU and LOS Summary - Existing Conditions (2007 – 2010)

	AM Peak Hour		PM Peak Hour		Count
Intersection	**ICU**	**LOS**	**ICU**	**LOS**	**Year**
1. The Old Road & Rye Canyon	.61	B	.66	B	2009
2. The Old Road & Magic Mountain	.28	A	.32	A	2009
3. The Old Road & Valencia	.67	B	.44	A	2009
4. The Old Road & Stevenson Ranch	.58	A	.76	C	2009
5. The Old Road & Pico Canyon	.76	C	.71	C	2009
6. Rye/Copper Hill & Newhall Ranch	.63	B	.70	B	2010
7. McBean & Newhall Ranch	.73	C	.78	C	2010
8. McBean & Magic Mountain	.61	B	.76	C	2010
9. McBean & Valencia	.61	B	.74	C	2010
10. Orchard Village & McBean	.57	A	.68	B	2010
11. Orchard Village & Wiley Canyon	.60	A	.62	B	2010
12. Valencia & Magic Mountain	.58	A	.66	B	2010
13. Bouquet Canyon & Plum Canyon	.68	B	.73	C	2007
14. Bouquet Canyon & Newhall Ranch	.66	B	.82	D	2010
15. Bouquet Canyon & Soledad Canyon	.68	B	.77	C	2010
16. Railroad & Lyons	.57	A	.56	A	2009
17. Sierra Highway & Newhall	.57	A	.64	B	2008
18. Whites Canyon & Soledad Canyon	.80	C	.86	D	2008
19. Sierra Highway & Soledad Canyon	.67	B	.76	C	2008

Level of service ranges:						
	.00 - .60	A	.61 - .70	B	.71 - .80	C
	.81 - .90	D	.91 – 1.00	E	Above 1.00	F

Table 2-3 lists existing (2004) and future (OVOV Buildout) land use for the Valley based on six generalized land use categories. As can be seen here, buildout of the planned OVOV land uses implies a growth in valley-wide tripends of around 121 percent. Figure 2-7 and Figure 2-8 graphically illustrate both existing (2004) and future (OVOV Buildout) ADT volumes listed in Table 2-3. Figure 2-9 graphically illustrates the increase in valley-wide tripends. As a basis of comparison, the current City General Plan/County Area Plan land use is also compared to the OVOV Buildout land use, and is reflected in Table 2-4. Important to note is that each tripend represents one end of a trip (or in other words, every trip has two tripends), and that the tripends tabulated in the previously referenced Table 2-3 and Table 2-4 are one of multiple factors that determine the actual volume of vehicles on the roadway system. Other factors, such as the relative proximity of complementary land use types, determine trip lengths. Vehicle trips in combination with trip lengths determine the number of vehicle miles traveled (VMT) on a daily basis.

Table 2-3: Valley-wide Land Use and Trip Generation – Existing (2004) vs. OVOV Buildout

		Existing (2004)		OVOV Buildout		
Land Use Category	**Units**	**Amount**	**Tripends**	**Amount**	**Tripends**	**% Increase**
SF Residential	DU	48,251	471,153	81,395	795,563	69%
MF Residential	DU	24,387	191,023	67,679	514,809	170%
Subtotal	*DU*	*72,638*	*662,176*	*149,074*	*1,310,372*	*98%*
Commercial Retail	TSF	9,157.63	515,716	23,585.06	1,230,042	139%
Commercial Office	TSF	2,072.12	25,996	17,311.53	205,851	692%
Industrial Park	TSF	18,332.42	107,565	40,735.96	240,697	124%
Subtotal	*TSF*	*29,562.17*	*649,277*	*81,632.55*	*1,676,590*	*158%*
Other (Schools, etc.)	--	--	176,541	--	301,424	71%
TOTAL		--	1,487,994	--	3,288,386	121%[1]

Where:
SF = Single Family
MF = Multi-Family
DU = dwelling units
TSF = thousand square feet of floor area
Tripends = Daily Tripends (one trip = 2 tripends)

[1]Represents an annual increase of approximately 2.6% (compounded) if buildout is presumed to occur over a 30 year period.

Figure 2-7: Existing (2004) Average Daily Traffic (ADT) Percentages

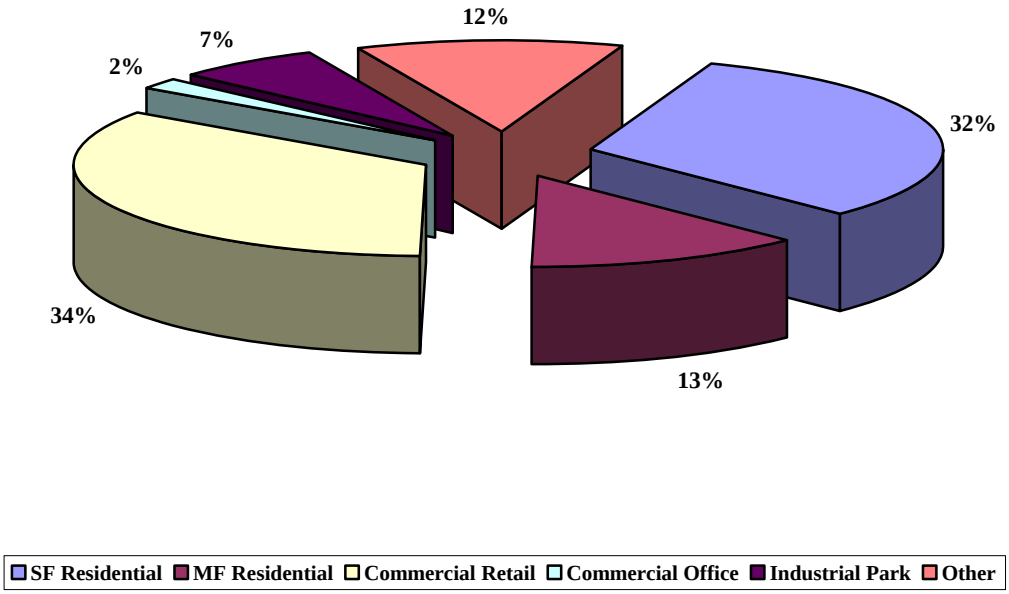


Figure 2-8: OVOV Buildout Average Daily Traffic (ADT) Percentages

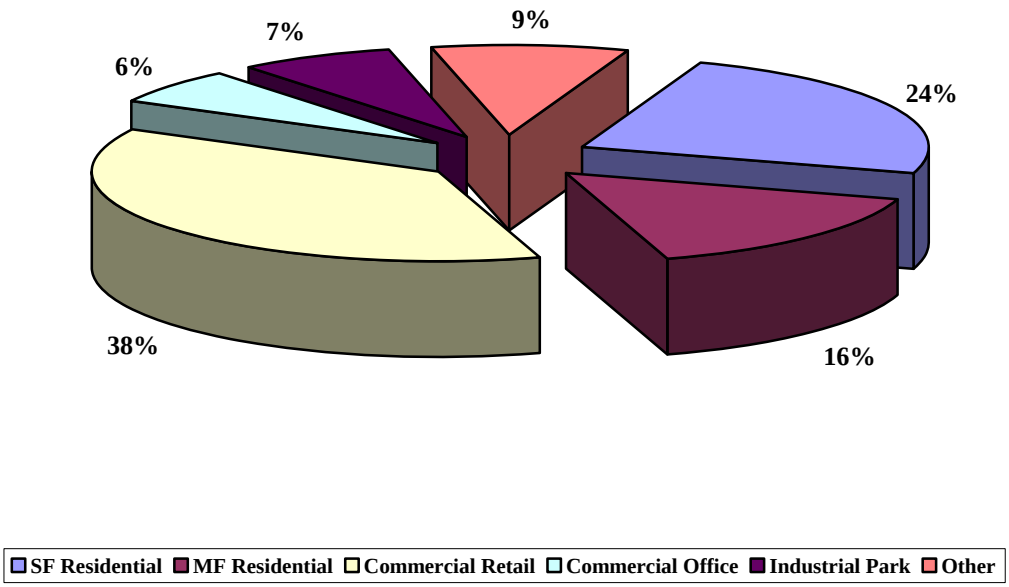


Figure 2-9: Total Average Daily Traffic (ADT) Volume Comparison

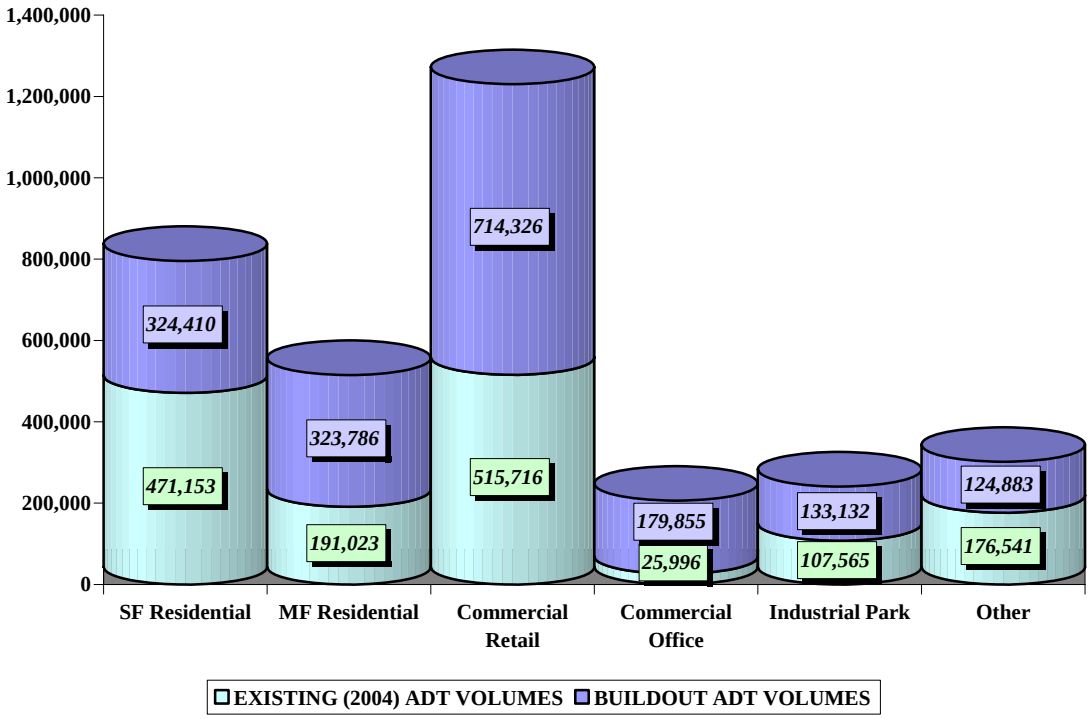


Table 2-4: Valley-wide Land Use and Trip Generation – Current Plan Buildout vs. OVOV Buildout

		Current Plan Buildout		Proposed OVOV Buildout		
Land Use Category	**Units**	**Amount**	**Tripends**	**Amount**	**Tripends**	**% Increase**
SF Residential	DU	89,373	877,112	81,395	795,563	-9%
MF Residential	DU	62,543	481,988	67,679	514,809	7%
Subtotal	*DU*	*151,916*	*1,359,100*	*149,074*	*1,310,372*	*-4%*
Commercial Retail	TSF	21,561.65	1,134,793	23,585.06	1,230,042	8%
Commercial Office	TSF	14,746.77	169,850	17,311.53	205,851	21%
Industrial Park	TSF	43,144.21	254,465	40,735.96	240,697	-5%
Subtotal	*TSF*	*79,452.63*	*1,559,108*	*81,632.55*	*1,676,590*	*8%*
Other (Schools, etc.)	--	--	288,885	--	301,424	4%
TOTAL		--	3,207,093	--	3,288,386	3%

Where:
SF = Single Family
MF = Multi-Family
DU = dwelling units
TSF = thousand square feet of floor area
Tripends = Daily Tripends (one trip = 2 tripends)

The proposed City of Santa Clarita Land Use Element describes how an emphasis has been placed on allowing mixed uses in order to allow residents to reach services in ways that are not exclusively automobile-dependent, such as by walking, biking and transit. Grouping mixed uses together also reduces the need for residents to take multiple vehicle trips to obtain services and reach employment centers, resulting in a net reduction in the number of vehicles on the roadway. The proposed OVOV land uses also represent a reduction in residential dwelling units of approximately 4 percent and an increase in office square footage of approximately 21 percent in comparison to the current City General Plan/County Area Plan. This change results in an improved jobs to housing balance for the Valley, which reduces the need for residents to commute outside of the Valley for employment.

The traffic forecasting process utilized by the SCVCTM derives vehicle trips based on trip distribution functions that take into account the geographical placement of land uses in relation to each other. As noted above, VMT is a function of both the number of trips and trip lengths and Table 2-5 provides a comparison between the current City General Plan/County Area Plan and the proposed OVOV land uses for these factors, as well as a comparison between existing conditions and the proposed OVOV plan.

Table 2-5: Trip Length and VMT Comparison

Scenario	Total Vehicle Trips (ADT)	Total VMT (veh-miles)	Average Trip Length (miles)
Existing (2004)	941,000	13,428,000	14.3
Proposed OVOV Land Uses with Existing Roadways	1,860,000	22,601,000	12.2
Difference	919,000	9,173,000	-2.1
	+98%[1]	+68%	-15%
Existing (2004)	941,000	13,428,000	14.3
Proposed OVOV Land Uses at Buildout[2]	1,860,000	21,532,000	11.6
Difference	919,000	8,104,000	-2.7
	+98%[1]	+60%	-19%
Current General Plan/Area Plan at Buildout	1,874,000	25,373,000	13.5
Proposed OVOV Land Uses at Buildout[2]	1,860,000	21,532,000	11.6
Difference	-14,000	-3,841,000	-1.9
	-1%	-15%	-14%

[1]Represents an annual increase of approximately 2.3% (compounded) if buildout is presumed to occur over a 30 year period.
[2]Includes buildout of the proposed Highway Plan.

Where:
ADT = Average Daily Trips
VMT = Vehicle Miles Traveled (daily)
Source: Santa Clarita Valley Consolidated Traffic Model (SCVCTM)

The above table shows that with the proposed OVOV land uses, the total number of vehicle trips is approximately 1 percent less than with the current City General Plan/County Area Plan and that the average trip length is reduced by approximately 1.9 miles. Total VMT is reduced by approximately 15 percent. These reductions are primarily due to factors inherent to the land use plan such as density, mixed use, and an improved jobs to housing ratio that reduces the number of commuter trips outside of the Valley.

In comparison to existing conditions, the proposed OVOV land uses result in approximately 98 percent more daily vehicle trips, but with just a 68 percent increase in daily VMT. Average trip length is reduced by 15 percent with the proposed land uses. With the implementation of the Highway Plan along with the proposed land uses, the VMT increase is approximately 60 percent over existing conditions, and average trip lengths are reduced by 19 percent in comparison to existing conditions.

The impact analysis provided in Chapter 4.0 compares roadway traffic volumes and LOS resulting from the proposed OVOV plan to forecasts based on the current City General Plan/County Area Plan, as well as to existing conditions.

3.0 ARTERIAL ROADWAYS

This chapter discusses the arterial roadway component of the City and County Circulation Elements. Referred to as the "Arterial Highway Plan" or simply the "Highway Plan," it provides recommendations for the Santa Clarita Valley's arterial roadway system.

3.1 ROADWAY CLASSIFICATIONS

The Highway Plan is defined using a hierarchy of arterial roadway classifications. Each is described by size and function, and has specific physical dimensions. The proposed Highway Plan maintains the general structure of the existing City and County Circulation Elements by utilizing the established roadway classifications of the current Highway Plan.

The functional classifications range from multi-lane expressways to two-lane undivided roadways.

3.1.1 Major Arterial Highway

This classification applies to six- to eight-lane roadways with raised landscaped medians (Urban) or painted medians (Rural). Their function is to carry high volumes of local and regional traffic. Unsignalized minor street and driveway access may be allowed but signalized access is preferred, and left-turn restrictions should be placed at unsignalized access locations. Curbside parking is prohibited. Bike lanes or bike trails can be employed in addition to sidewalk space. Traffic carrying capacities of around 54,000± vehicles per day for a six-lane roadway and 72,000± vehicles per day for an eight-lane roadway can be achieved depending on the degree of access control, peak period traffic loadings, and lane configurations at the major intersections.

3.1.2 Secondary Arterial Highway

This classification applies to four-lane roadways with raised landscaped medians (Sub-urban) or painted medians (Urban and Rural). In some areas of Urban Secondary, the painted median may allow for two-way left turns. Left turn restrictions will generally be placed at minor unsignalized driveways (i.e., median breaks will typically only be provided at intersections). As a primary traffic carrier, curbside

parking is prohibited. Bike lanes or bike trails can be employed in addition to sidewalk space. Traffic carrying capacities of 36,000± vehicles per day can be achieved depending on the degree of access control and peak period traffic loadings.

3.1.3 Limited Secondary Arterial Highway

This classification applies to two- to four-lane roadways generally without medians or bike lanes. This classification is generally less restrictive with respect to access to adjacent property. These routes are typically located in remote foothill, mountain and canyon areas. Their primary function is to provide access to low-density areas. Traffic carrying capacities of 18,000± vehicles per day for a two-lane roadway and 36,000± vehicles per day for a four-lane roadway can be achieved depending on the degree of access control and peak period traffic loadings.

3.1.4 Parkway

This classification applies to urban and non-urban routes having park-like features either within or adjacent to the roadway. The width of right-of-way varies as necessary to incorporate these features, but shall not be less than 80 feet. Traffic carrying capacities vary depending on the specific roadway improvements that are provided. Roadway improvements will vary based on the composition and volume of traffic to be carried.

3.1.5 Collector Streets

This classification applies to two-lane roadways in residential, commercial and industrial areas that serve some through traffic as well as the adjacent properties. Collectors connect local streets with arterial highways and balance mobility and access. Typically no median is provided and on street parking is allowed. While not as wide as an arterial highway, Collectors are typically wider than local streets in terms of right-of-way and lane widths. Traffic carrying capacities of 15,000± vehicles per day can be achieved depending on the degree of access control and peak period traffic loadings.

3.1.6 Local Streets

This classification applies to two-lane roadways in residential areas that serve the adjacent properties. Local streets are intended to provide access to adjacent land uses exclusively, and are not

designed or intended to carry through-traffic or allow for high speeds. Traffic carrying capacities of 10,000 vehicles per day or more are physically possible, but a maximum capacity of approximately 2,000± vehicles per day is targeted in order to provide an environment consistent with the adjoining residential uses.

3.1.7 Expressway

This classification applies to multi-lane State Highways under the jurisdiction of the California Department of Transportation (Caltrans). Expressways have restrictive access control consisting of grade-separated interchanges or signalized at-grade intersections with a minimum spacing of one mile. Traffic carrying capacities of around 44,000± vehicles per day for a four-lane expressway up to around 88,000± vehicles per day for an eight-lane expressway can be achieved depending on the degree of access control, peak period traffic loadings, and lane configurations at the major intersections.

The above roadway classifications are listed in Table 3-1 and conceptual cross-sections are illustrated in Figure 3-1.

3.2 ROADWAY DIMENSIONS

The preceding discussion on roadway classifications included general ranges for right-of-way (ROW) and pavement width. While the maximum value represents a desirable standard, variations in right-of-way width and specific roadway improvements will occur in certain cases due to physical constraints and/or right-of-way limitations. Hence, the roadway classifications may deviate from the standards where physical constraints exist, where preservation of community character dictates special treatment. Bikeways and sidewalks also affect the specific standards applied to various roadways. However, the overriding circulation goal is that all roadways carry the designated design volume of traffic at the desired performance standard.

3.3 PROPOSED ROADWAY PLAN

A recommended arterial roadway component of the City and County Circulation Elements (the Highway Plan) has been developed based on the traffic analysis presented in Chapter 4.0. The preparation of the traffic analysis consisted of evaluating the proposed OVOV buildout land uses in

Table 3-1: Roadway Classifications

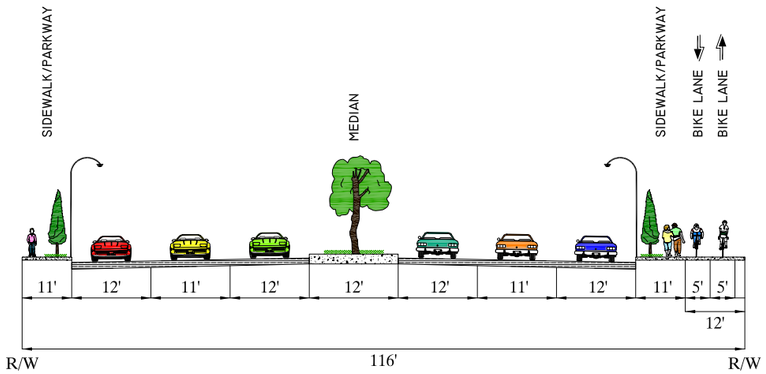
Highway Plan Classification	Functional Classification	Definition	Typical ROW Width (Curb-Curb Width)	Typical Configuration	Design Maximum Two-Way Daily Traffic Volume
MAJOR HIGHWAY	6 to 8 Lane Roadway	Arterials with at least 6 travel lanes for high mobility, designed with limited vehicular access to driveways and cross streets. The typical road section includes a raised landscaped median with left turn pockets at intersections. Street sections may include striped, on-street bikeways or separated bike paths.	108'-138' (84'-118')	6 – 8 lanes 12' Raised Median, or 12' Painted Median Bike Lanes or Trails No Parking Signalized side street access	54,000 (6L) 72,000 (8L)
SECONDARY HIGHWAY	4 Lane Roadway	Arterials with an ultimate design section of 4 travel lanes, designed for high mobility and with limited vehicular access from driveways and cross streets. The typical road section includes a median with left turn pockets provided at intersections. Secondary highways are designed to service both through traffic, and to collect traffic from collector and local streets.	86'-92' (58'-72')	4 Lanes 12' Raised Median, or 12' Painted Median Bike Lanes or Trails No Parking Signalized side street access	36,000
LIMITED SECONDARY HIGHWAY	2 to 4 Lane Roadway	Arterials with an ultimate roadway design section of 2 to 4 travel lanes and less restrictive access control. The typical road section does not include a median. These streets are designed to accommodate moderate volumes of traffic and are typically located in remote foothill, mountainous and canyon areas.	64' – 84' (28' – 64')	2 – 4 Lanes No Median No Bike Lanes No Parking	18,000 (2L) 36,000 (4L)
PARKWAY	2 or more Lane Roadway	Arterials having park-like features either within or adjacent to the roadway. Specific features vary depending on the composition and volume of traffic to be carried.	80' or more (varies)	2 or more Lanes	varies

(Continued)

Table 3-1: Roadway Classifications (Continued)

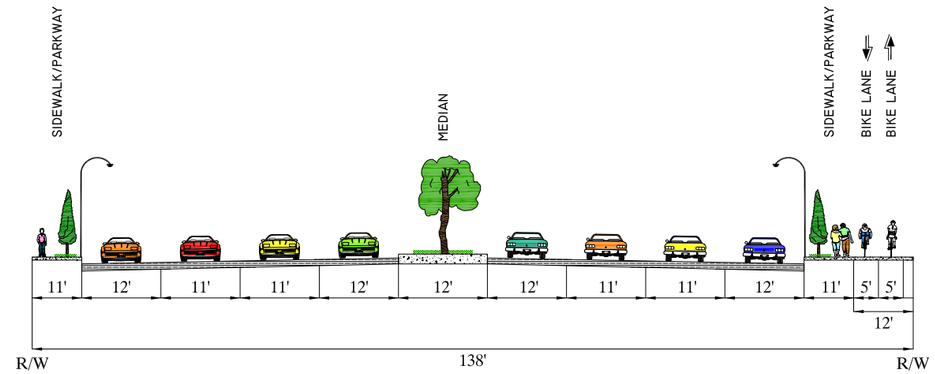
Highway Plan Classification	Functional Classification	Definition	Typical ROW Width (Curb-Curb Width)	Typical Configuration	Design Maximum Two-Way Daily Traffic Volume
COLLECTOR STREET	2 Lane Roadway	Streets which have an ultimate roadway design section of 2 travel lanes with limited vehicular access to the roadway from driveways and cross streets. The roadway is usually undivided and does not always accommodate left turn pockets at intersections. Collector streets are designed to provide both access and limited mobility, servicing local traffic from residential, commercial, and industrial uses and providing access to the arterial roadway system. Collector streets are not depicted on the adopted Highway Plan.	64’ (40’)	2 Lanes No Median No Bike Lanes Parking typically allowed.	15,000
LOCAL STREET	2 Lane Roadway	Streets which have an ultimate roadway design section of 2 travel lanes designed for full access and limited mobility. Local streets are not included on the adopted Highway Plan.	58’-60’ (34’-36’)	2 Lanes No Median No Bike Lanes Parking typically allowed.	2,500
EXPRESSWAY	4 to 8 Lane Roadway	Highways which have an ultimate roadway design section of 4 or more lanes that are part of the State Highway system. Expressways have restrictive access control consisting of grade-separated interchanges or at-grade signalized intersections with a minimum spacing of 1 mile.	200’ (varies)	4 or More Lanes Median No Bike Lanes No Parking Grade Separation, or Signalized side-street access	44,000 (4L) 88,000 (8L)

MAJOR ARTERIAL HIGHWAY
(WITH BIKE TRAIL DETAIL)



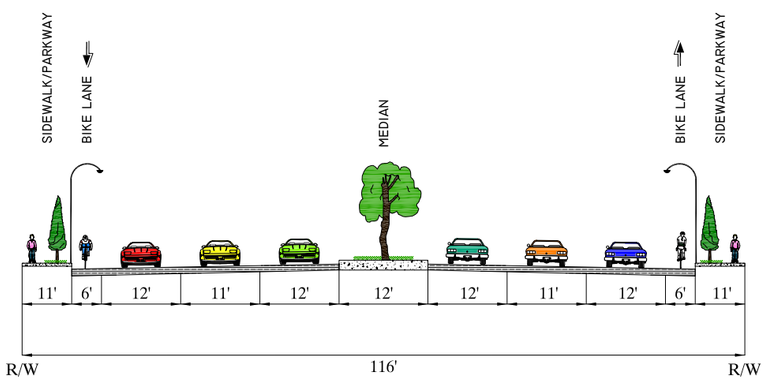
THREE LANES IN EACH DIRECTION WITH RAISED LANDSCAPE MEDIAN, NO ON-STREET PARKING

MAJOR ARTERIAL HIGHWAY
(EIGHT LANE ALTERNATIVE WITH BIKE TRAIL DETAIL)



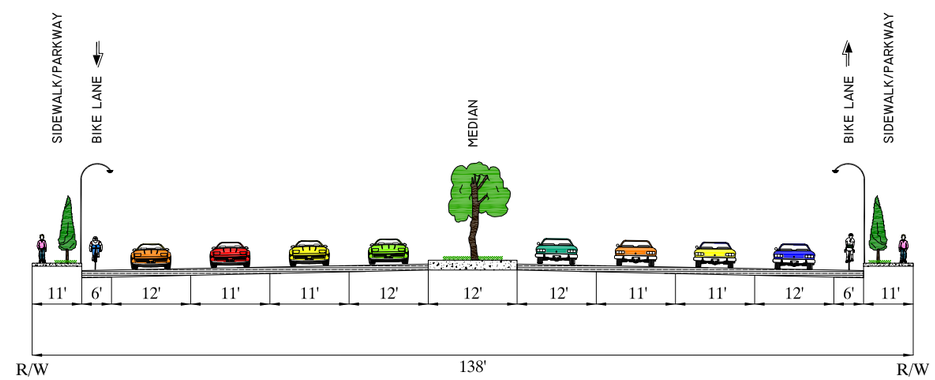
FOUR LANES IN EACH DIRECTION WITH RAISED LANDSCAPE MEDIAN, NO ON-STREET PARKING

MAJOR ARTERIAL HIGHWAY
(WITH BIKE LANE DETAIL)



THREE LANES IN EACH DIRECTION WITH RAISED LANDSCAPE MEDIAN, NO ON-STREET PARKING

MAJOR ARTERIAL HIGHWAY
(EIGHT LANE ALTERNATIVE WITH BIKE LANE DETAIL)



FOUR LANES IN EACH DIRECTION WITH RAISED LANDSCAPE MEDIAN, NO ON-STREET PARKING

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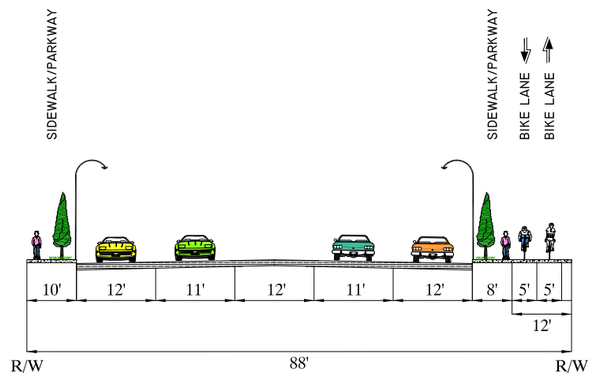
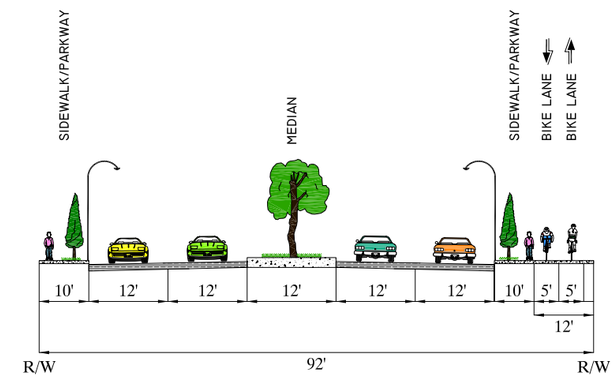
URBAN SECONDARY ARTERIAL HIGHWAY
(WITH BIKE TRAIL DETAIL)



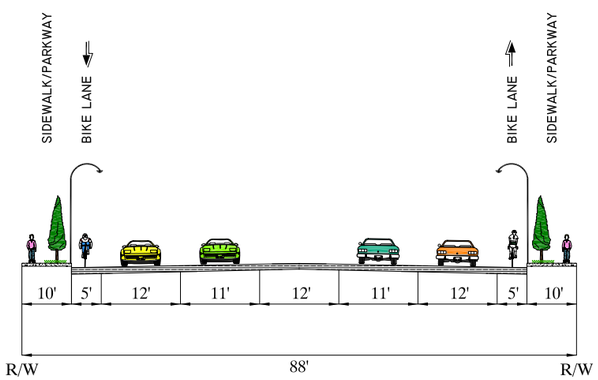
TWO LANES IN EACH DIRECTION WITH TWO WAY LEFT TURN LANE, NO ON-STREET PARKING

SUB-URBAN SECONDARY ARTERIAL HIGHWAY
(WITH BIKE TRAIL DETAIL)



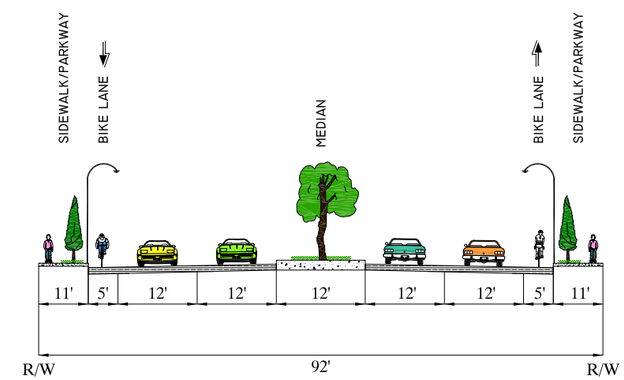
TWO LANES IN EACH DIRECTION WITH RAISED LANDSCAPE MEDIAN, NO ON-STREET PARKING

URBAN SECONDARY ARTERIAL HIGHWAY
(WITH BIKE LANE DETAIL)



TWO LANES IN EACH DIRECTION WITH TWO WAY LEFT TURN LANE, NO ON-STREET PARKING

SUB-URBAN SECONDARY ARTERIAL HIGHWAY
(WITH BIKE LANE DETAIL)



TWO LANES IN EACH DIRECTION WITH RAISED LANDSCAPE MEDIAN, NO ON-STREET PARKING

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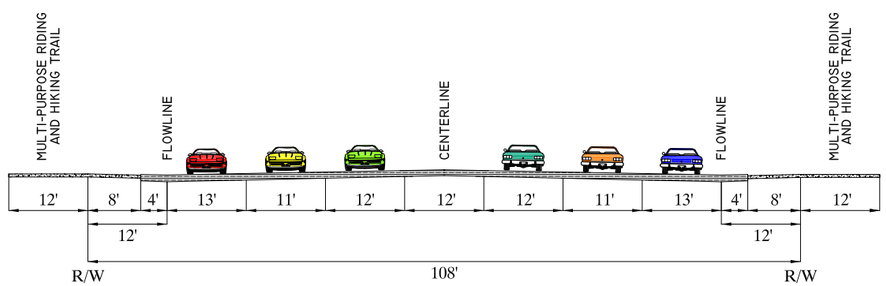
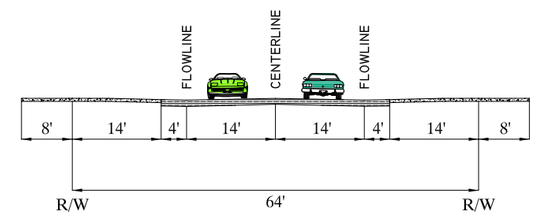
RURAL MAJOR HIGHWAY



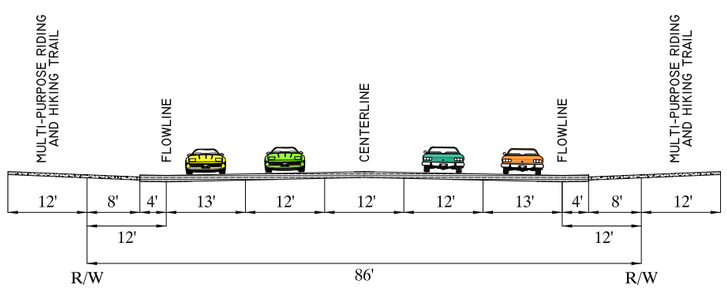
THREE LANES IN EACH DIRECTION WITH TWO WAY LEFT TURN LANE, NO ON-STREET PARKING

LIMITED SECONDARY ARTERIAL HIGHWAY



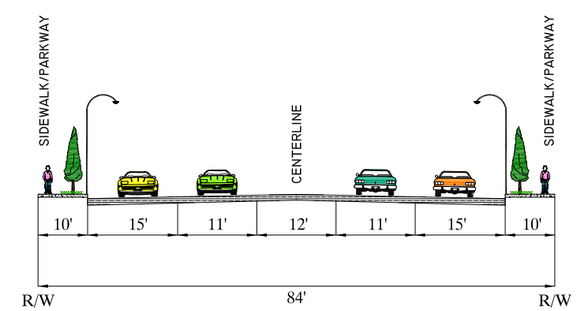
ONE LANE IN EACH DIRECTION WITH NO ON-STREET PARKING

RURAL SECONDARY HIGHWAY



TWO LANES IN EACH DIRECTION WITH TWO WAY LEFT TURN LANE, NO ON-STREET PARKING

LIMITED SECONDARY ARTERIAL HIGHWAY



TWO LANES IN EACH DIRECTION WITH NO ON-STREET PARKING

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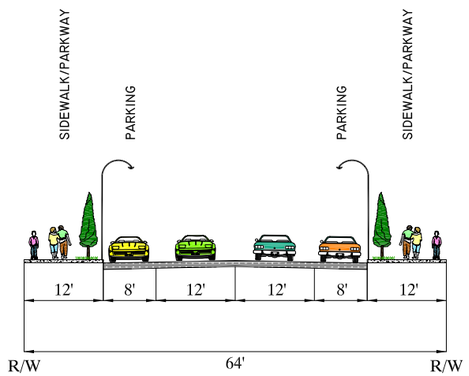
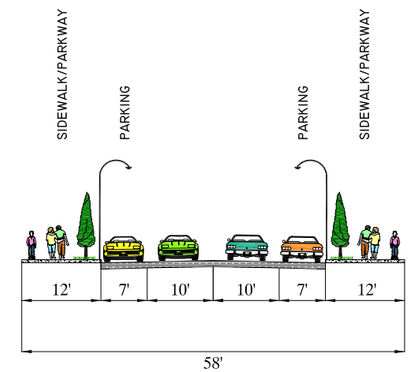
RESIDENTIAL COLLECTOR



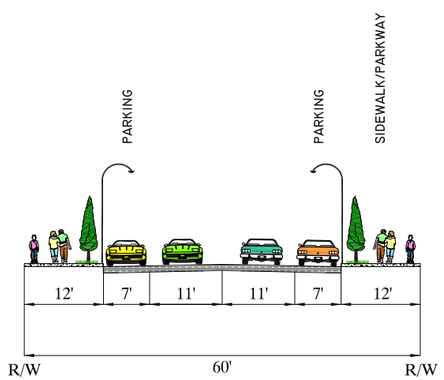
ONE LANE IN EACH DIRECTION WITH ON-STREET PARKING

RESIDENTIAL CUL-DE-SAC



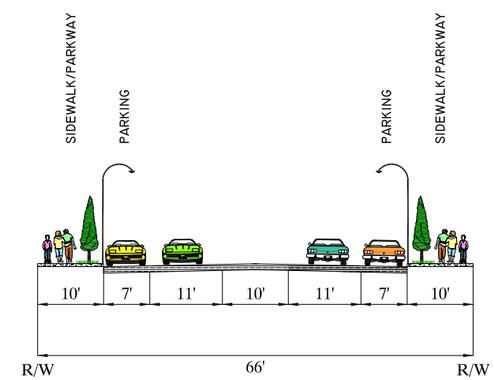
ONE LANE IN EACH DIRECTION WITH ON-STREET PARKING

RESIDENTIAL THROUGH STREET



ONE LANE IN EACH DIRECTION WITH ON-STREET PARKING

INDUSTRIAL/COMMERCIAL CUL-DE-SAC



ONE LANE IN EACH DIRECTION WITH TWO WAY LEFT TURN LANE, WITH ON-STREET PARKING

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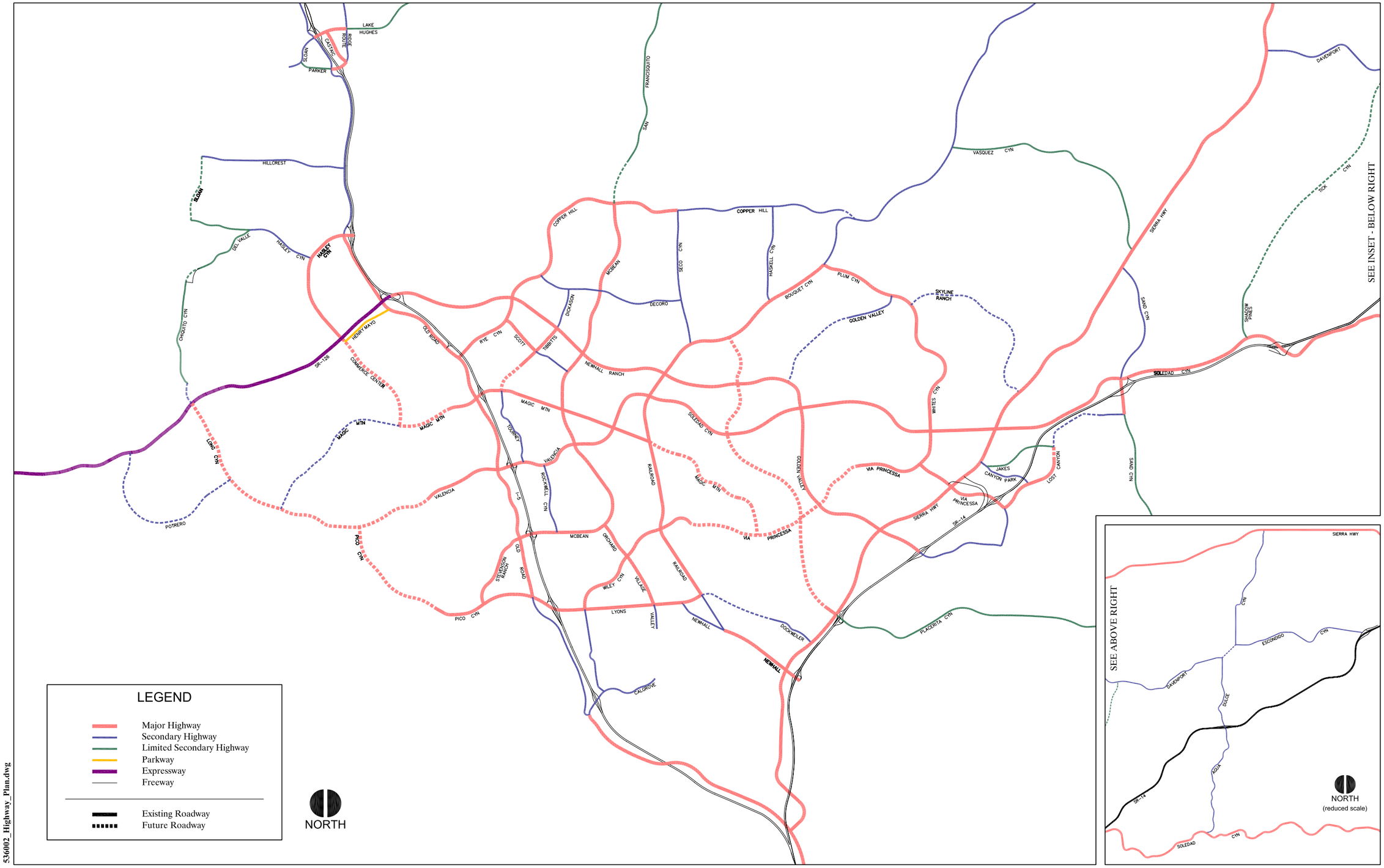
conjunction with various alternatives of roadway configurations. From this analysis, a recommended Highway Plan evolved.

Figure 3-2 shows the proposed Highway Plan. Illustrated here by color and by line width are the recommended Highway Plan classifications as discussed earlier in this chapter. In the next chapter, future traffic volumes are estimated based on this Highway Plan to show its ability to serve the future traffic demands created by buildout of the OVOV land uses.

The recommended Highway Plan includes multiple changes from the current Highway Plans. Designations of the following roadway segments were recommended to be changed as a result of the traffic analysis:

1. **Lake Hughes Road from Ridge Route Road to Angeles National Forest Boundary** – Reclassify from a major highway to a limited secondary highway.
2. **Vasquez Canyon Road from Bouquet Canyon Road to Sierra Highway** – Reclassify from a secondary highway to a limited secondary highway.
3. **Sand Canyon Road from the Santa Clarita City boundary to Sierra Highway** – Reclassify from a major highway to a secondary highway along existing alignment.
4. **Shadow Pines Boulevard/Tick Canyon Road from Soledad Canyon Road to Davenport Road** – Reclassify from a secondary highway to a limited secondary highway.
5. **Bouquet Canyon Road from Plum Canyon Road to Vasquez Canyon Road** – Reclassify from a major highway to a secondary highway (realign planned secondary highway along the existing driven roadway).
6. **Skyline Ranch Road from Plum Canyon Road to Sierra Highway** – Reclassify planned major highway to a secondary highway (with an alternative section as approved for the development project through which this roadway passes).
7. **Valencia Boulevard/Potrero Canyon Road from the Newhall Ranch/Stevenson Ranch boundary to the planned Long Canyon Road** – Reclassify planned secondary highway to a major highway.
8. **Long Canyon Road from the planned Santa Clara River Bridge to the planned Valencia Boulevard/Potrero Canyon Road** – Reclassify planned secondary highway to a major highway.
9. **Pico Canyon Road from the Newhall Ranch/Stevenson Ranch boundary to Valencia Boulevard** – Reclassify planned secondary highway to a major highway.



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10. **Jakes Way from Canyon Park Boulevard to the planned Lost Canyon Road extension** – add classification for the existing roadway as a limited secondary highway.
11. **McBean Parkway from Copper Hill Drive to San Fransisquito Canyon Road** – Reclassify planned secondary highway to a limited secondary highway.
12. **San Fransisquito Canyon Road from the planned extension of McBean Parkway to the Angeles National Forest** – Reclassify from a secondary highway to a limited secondary highway.
13. **Lost Canyon Road from Jakes Way to Sand Canyon Road** – Reclassify planned major highway to a secondary highway.
14. **Placerita Canyon Road from Sierra Highway to Sand Canyon Road –** Reclassify planned secondary highway to a limited secondary highway.

Dockweiler Drive from Ivy Lane to Railroad Avenue – For Highway Plan purposes, Dockweiler Drive's entire length is a secondary highway. However, as a result of the 2009-approved The Master's College Master Plan, a section of Dockweiler Drive between Ivy Lane and the future intersection of Railroad Avenue and Lyons Avenue will not be striped to four-lane secondary highway standards. Instead, in an effort to have lower speeds on this segment and to maintain the existing residential community character, design features in this area are to include one travel lane in each direction and traffic calming measures such as on-street parking, medians and chokers. Full four-lane buildout to secondary highway standards will not occur on Dockweiler Drive until such time as traffic volumes warrant.

The following roadway segments were recommended to be removed from the Highway Plan as a result of the traffic analysis:

1. **16th Street from Orchard Village Road to Railroad Avenue** – Remove secondary (existing and planned) highway classification.
2. **Sloan Canyon Road from Hillcrest Parkway to Quail Valley Road** – Remove planned limited secondary highway classification.
3. **Castaic Road from Parker Road to Newhall Ranch Road** – Remove planned secondary highway classification.
4. **Biscailuz Drive from The Old Road to the previously planned extension of Castaic Road** – Remove planned secondary highway classification.

5. **Landmark Village (VTTM 53108) Spine Road** – Remove planned secondary highway classification.
6. **"A" Street (Mallory Drive) from Poe Parkway to Valencia Boulevard** – Remove planned secondary highway classification.
7. **Poe Parkway from Stevenson Ranch Parkway to Valencia Boulevard** – Remove secondary (existing and planned) highway classification.
8. **Cruzan Mesa Road from Whites Canyon Road to Sierra Highway** – Remove planned limited secondary highway classification.
9. **Newhall Avenue from 16th Street to Lyons Avenue** – Remove planned secondary highway classification.
10. **Seco Canyon Road north of Copper Hill Drive** – Remove existing limited secondary highway classification.
11. **Tournament Road** – Remove existing limited secondary highway classification.
12. **Lost Canyon Road east of Sand Canyon Road** – Remove existing limited secondary highway classification.

The following roadway alignments were recommended to be changed as a result of the traffic analysis:

1. **Long Canyon Road/Potrero Canyon Road/Valencia Boulevard at planned intersection** – Realign to make Long Canyon Road/Valencia Boulevard the continuous roadway.
2. **Chiquito Canyon Road/Long Canyon Road at State Route 126** – Revise alignments to create a continuous north/south roadway.
3. **Whites Canyon Road from Plum Canyon Road to Vasquez Canyon Road** – Revise alignment to connect from Plum Canyon Road to Sierra Highway (as the proposed Skyline Ranch Road).

Table 3-2 indicates the designation of all General Plan roadways as shown on the proposed Highway Plan.

Table 3-2: Highway Plan Roadways in the Planning Area

Roadway Classification	Roadway Segments in Planning Area
Expressways	SR-126
Major Highways	Avenue Scott (from Rye Canyon Road to Avenue Tibbitts) Avenue Tibbitts Bouquet Canyon Road (from Plum Canyon Road to Magic Mountain Parkway) Castaic Road (from Lake Hughes Road to Parker Road) Commerce Center Drive Copper Hill Drive (from Newhall Ranch Road to Seco Canyon Road) Golden Valley Road (from Newhall Ranch Road to SR-14 freeway) Hasley Canyon Road (from Commerce Center Drive to I-5 freeway) Lake Hughes Road (from The Old Road to Ridge Route Road) Long Canyon Road (from SR-126 to Valencia Boulevard) Lost Canyon Road (from Jakes Way to Via Princessa) Lyons Avenue Magic Mountain Parkway (from Commerce Center Drive to Via Princessa) McBean Parkway (from I-5 freeway to Copper Hill Drive) Newhall Avenue (from Railroad Avenue to SR-14 freeway) Newhall Ranch Road Orchard Village Road Parker Road (from The Old Road to Castaic Road) Pico Canyon Road Plum Canyon Road Railroad Avenue (from Magic Mountain Parkway to Lyons Avenue) Rye Canyon Road Sand Canyon Road (from Soledad Canyon Road to Lost Canyon Road) Santa Clarita Parkway Sierra Highway Soledad Canyon Road Stevenson Ranch Parkway The Old Road (from Hasley Canyon Road to Lyons Avenue) The Old Road (from Calgrove Boulevard to Sierra Highway) Valencia Boulevard Via Princessa (from Wiley Canyon Road to Lost Canyon Road) Whites Canyon Road Wiley Canyon Road (from Lyons Avenue to Via Princessa)

(Continued)

Table 3-2: Highway Plan Roadways in the Planning Area (Continued)

Roadway Classification	Roadway Segments in Planning Area
Secondary Highways	Agua Dulce Canyon Road Avenue Scott (from Avenue Tibbitts to McBean Parkway) Bouquet Canyon Road (from Plum Canyon Road to Angeles National Forest boundary) Calgrove Boulevard Canyon Park Boulevard Copper Hill Drive (from Seco Canyon Road to Bouquet Canyon Road) Davenport Road Decoro Drive (from Seco Canyon Road to Copper Hill Drive) Dickason Drive (from Newhall Ranch Road to Decoro Drive) Dockweiler Drive Escondido Canyon Road Golden Valley Road (from Newhall Ranch Road to Plum Canyon Road) Golden Valley Road (from SR-14 freeway to Via Princessa) Haskell Canyon Road (from Copper Hill Drive to Bouquet Canyon Road) Hasley Canyon Road (from Del Valle Road to Commerce Center Drive) Hillcrest Parkway Long Canyon Road (from Chiquito Canyon Road to SR-126) Lost Canyon Road (from Jakes Way to Sand Canyon Road) Magic Mountain Parkway (from Long Canyon Road to Commerce Center Drive) Newhall Avenue (from Lyons Avenue to Railroad Avenue) Potrero Canyon Road Railroad Avenue (from Lyons Avenue to Newhall Avenue) Ridge Route Road (from approximately ¾ mile north of Northlake Hills elementary school to Castaic Road) Rockwell Canyon Road Sand Canyon Road (from Sierra Highway to Soledad Canyon Road) Seco Canyon Road (from Copper Hill Drive to Bouquet Canyon Road) Skyline Ranch Road Sloan Canyon Road (from The Old Road to Quail Valley Road) The Old Road (from Oak Valley Road to Hasley Canyon Road) The Old Road (from Pico Canyon Road to Calgrove Boulevard) Tourney Road Valley Street (from Lyons Avenue to Happy Valley Drive) Via Princessa (from Lost Canyon Road to Golden Valley Road) Wiley Canyon Road (from Lyons Avenue to Calgrove Boulevard)

(Continued)

Table 3-2: Highway Plan Roadways in the Planning Area (Continued)

Roadway Classification	Roadway Segments in Planning Area
Limited Secondary Highways	Bouquet Canyon Road (from Angeles National Forest Boundary to Elizabeth Lake Road) Chiquito Canyon Road (from Del Valle Road to Long Canyon Road) Del Valle Road (from Chiquito Canyon Road to Hasley Canyon Road) Hasley Canyon Road (from Sloan Canyon Road to Del Valle Road) Jakes Way Lake Hughes Road (from Ridge Route Road to Pine Canyon Road) McBean Parkway (from San Francisquito Canyon Road to Copper Hill Drive) Placerita Canyon Road (from Sierra Highway to Sand Canyon Road) Ridge Route Road (from Templin Highway to approximately ¾ mile north of Northlake Hills elementary school) San Francisquito Canyon Road (from McBean Parkway to Elizabeth Lake Road) Sand Canyon Road (from Lost Canyon Road to Little Tujunga Canyon Road) Shadow Pines Boulevard Sloan Canyon Road (from Hillcrest Parkway to Hasley Canyon Road) Tick Canyon Road Vasquez Canyon Road
Parkways	Henry Mayo Drive (from Commerce Center Drive to The Old Road)

4.0 TRAFFIC ANALYSIS

This chapter presents long-range traffic data based on the proposed OVOV land uses and the proposed Highway Plan. Future levels of service findings are discussed and potential improvements needed to implement the plan are summarized.

4.1 LONG-RANGE TRAFFIC VOLUMES

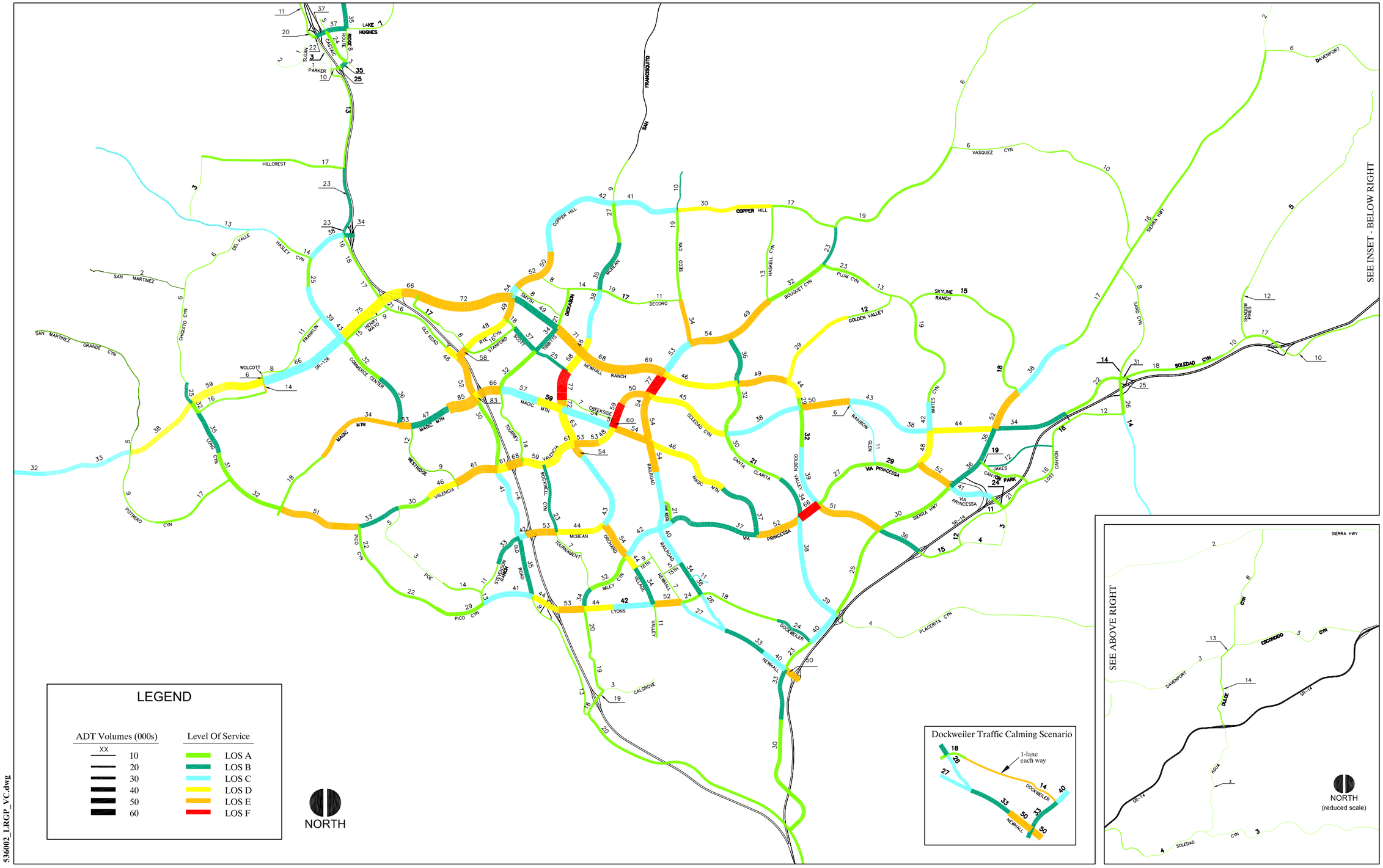
Future daily and peak hour traffic volumes on the analysis area circulation system were estimated for the proposed OVOV land uses and for the current City General Plan/County Area Plan land uses using traffic forecasts produced by the Santa Clarita Valley Consolidated Traffic Model (SCVCTM). They were derived for the roadway system described in the previous chapter, which represents buildout of the proposed Highway Plan.

Long-range ADT volumes for this roadway plan are shown in Figure 4-1, and peak hour volumes for principal intersections are provided in Figure 4-2 and Figure 4-3 for the a.m. and p.m. peak hours, respectively. They are labeled here as OVOV Buildout Conditions and represent buildout of the proposed OVOV land use plan. While a specific date that corresponds to buildout of the land use is indeterminable due to variations in market conditions, these forecasts can generally be considered a year-2035 horizon for planning purposes.

Traffic volumes based on the current City General Plan/County Area Plan traffic model are also presented for comparison purposes. ADT volumes are illustrated in Figure 4-4, and peak hour volumes for principal intersections are provided in Figure 4-5 and Figure 4-6 for the a.m. and p.m. peak hours, respectively.

4.2 LONG-RANGE LEVELS OF SERVICE

A comparison of OVOV Buildout Conditions to traffic forecasts based on the current City General Plan/County Area Plan is provided in Table 4-1. The table presents roadway segment V/C ratios and LOS values for each of the two scenarios. A comparable table for peak hour intersection conditions is provided in Table 4-2 and Table 4-3, which presents ICU and LOS values for each of the two scenarios based on existing intersection geometry as well as with buildout of the proposed Highway Plan.



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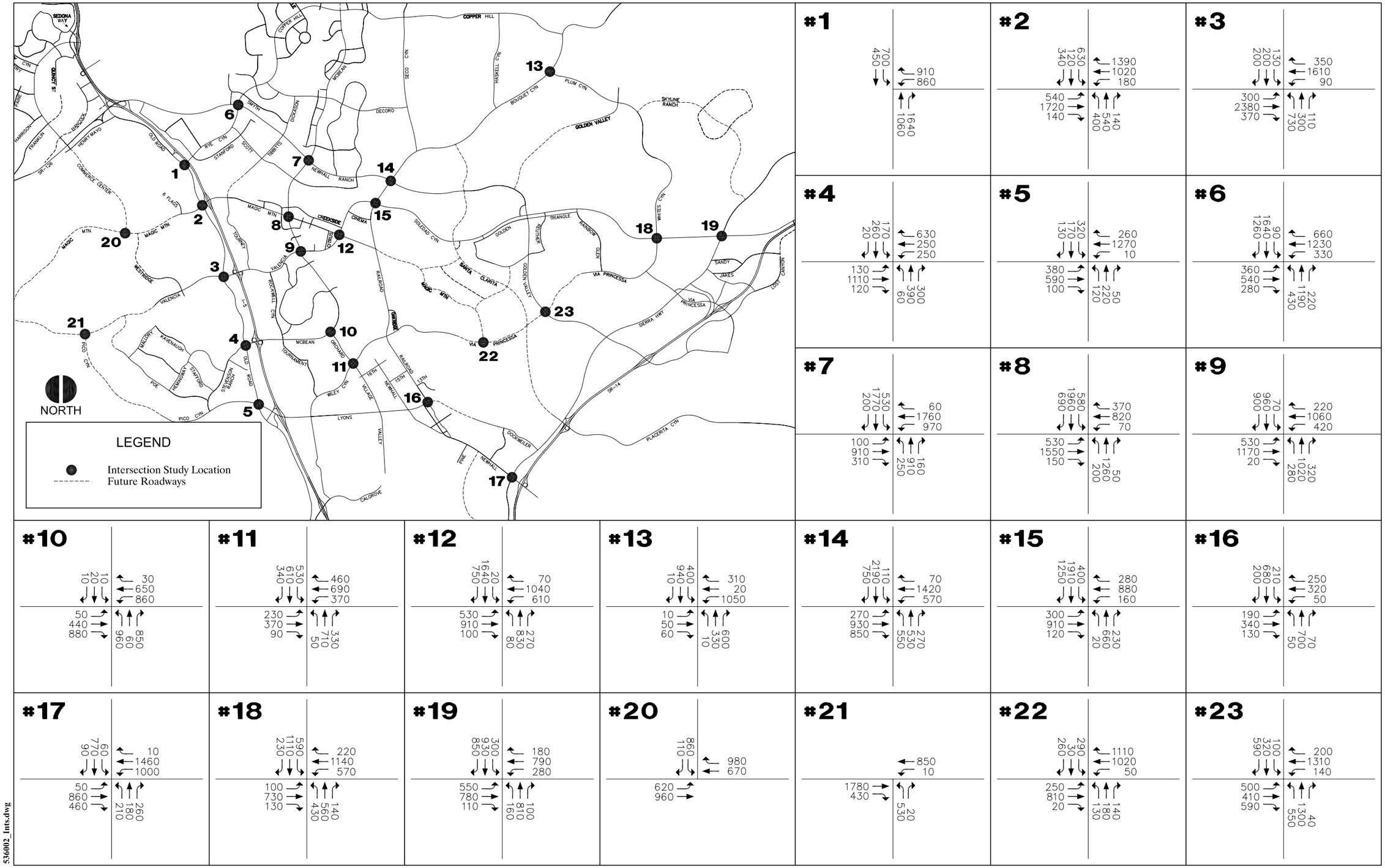

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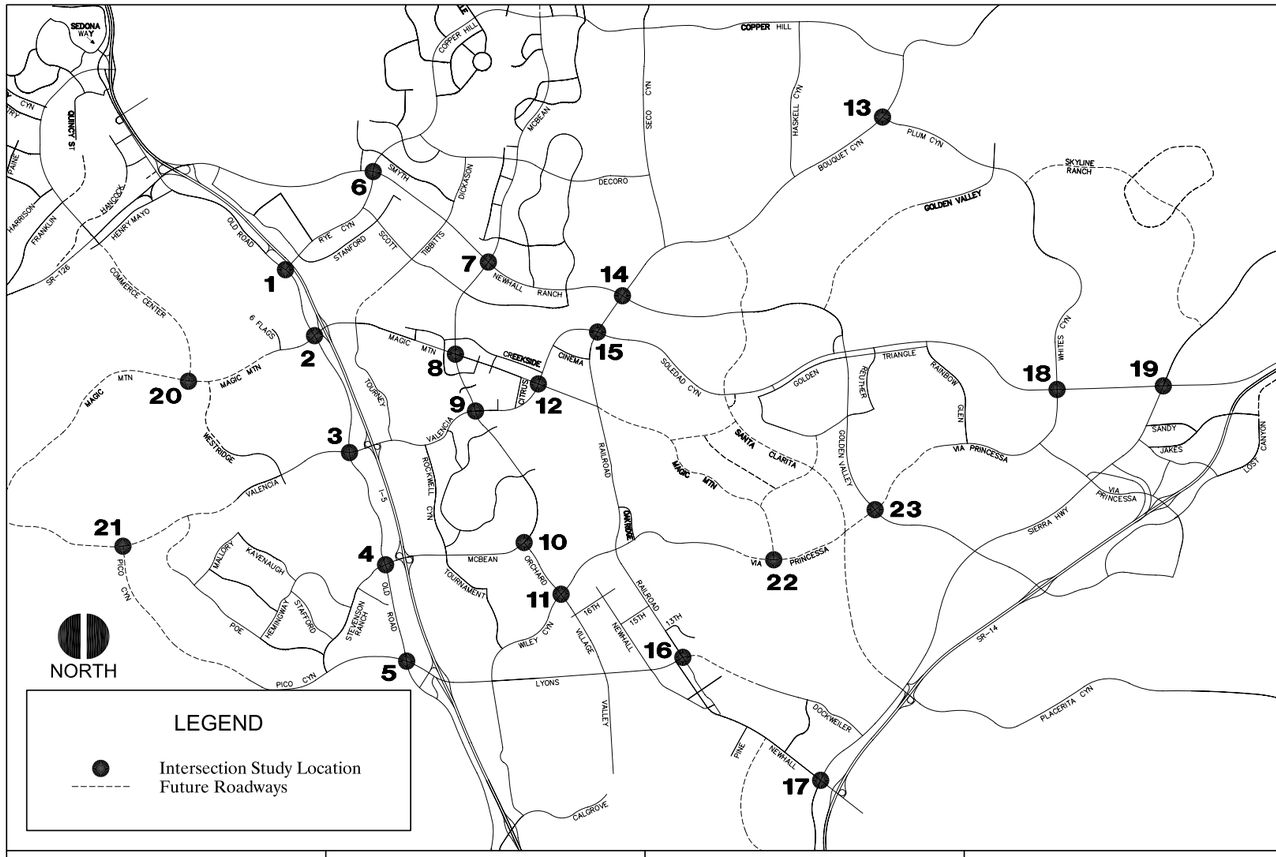
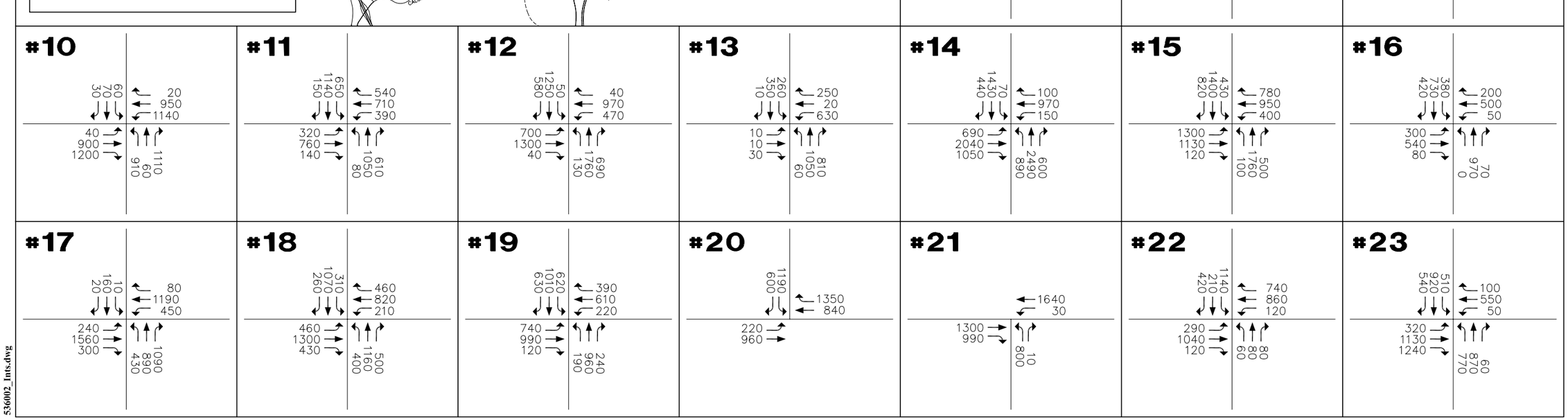
AM PEAK HOUR TURNING MOVEMENT VOLUMES - OVOV BUILDOUT CONDITIONS





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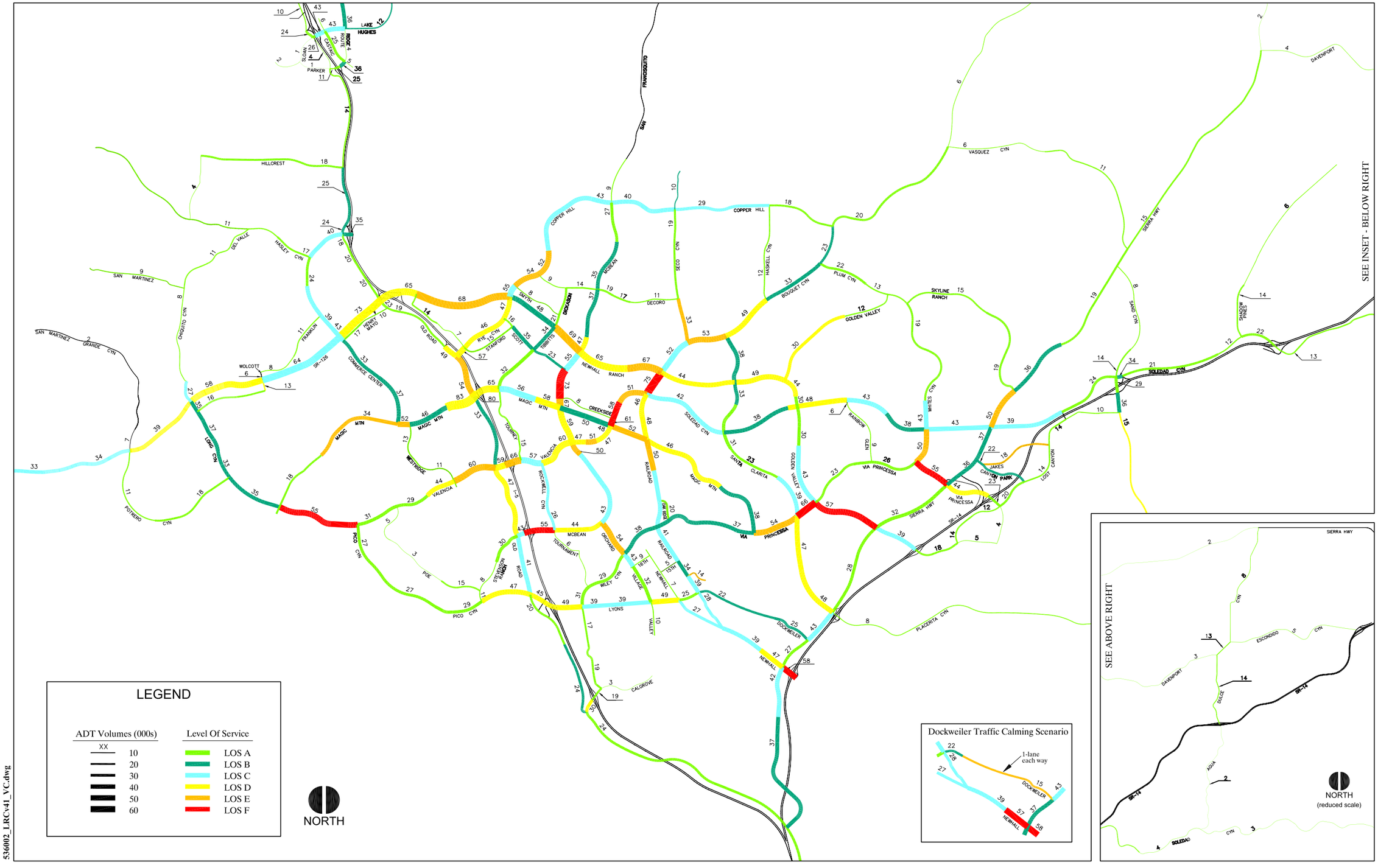
LEGEND
ADT Volumes (000s)
XX
10
20
30
40
50
60
Level Of Service
LOS A
LOS B
LOS C
LOS D
LOS E
LOS F
NORTH
Dockweiler Traffic Calming Scenario
1-lane each way
SEE INSET - BELOW RIGHT
SEE ABOVE RIGHT
NORTH
(reduced scale)
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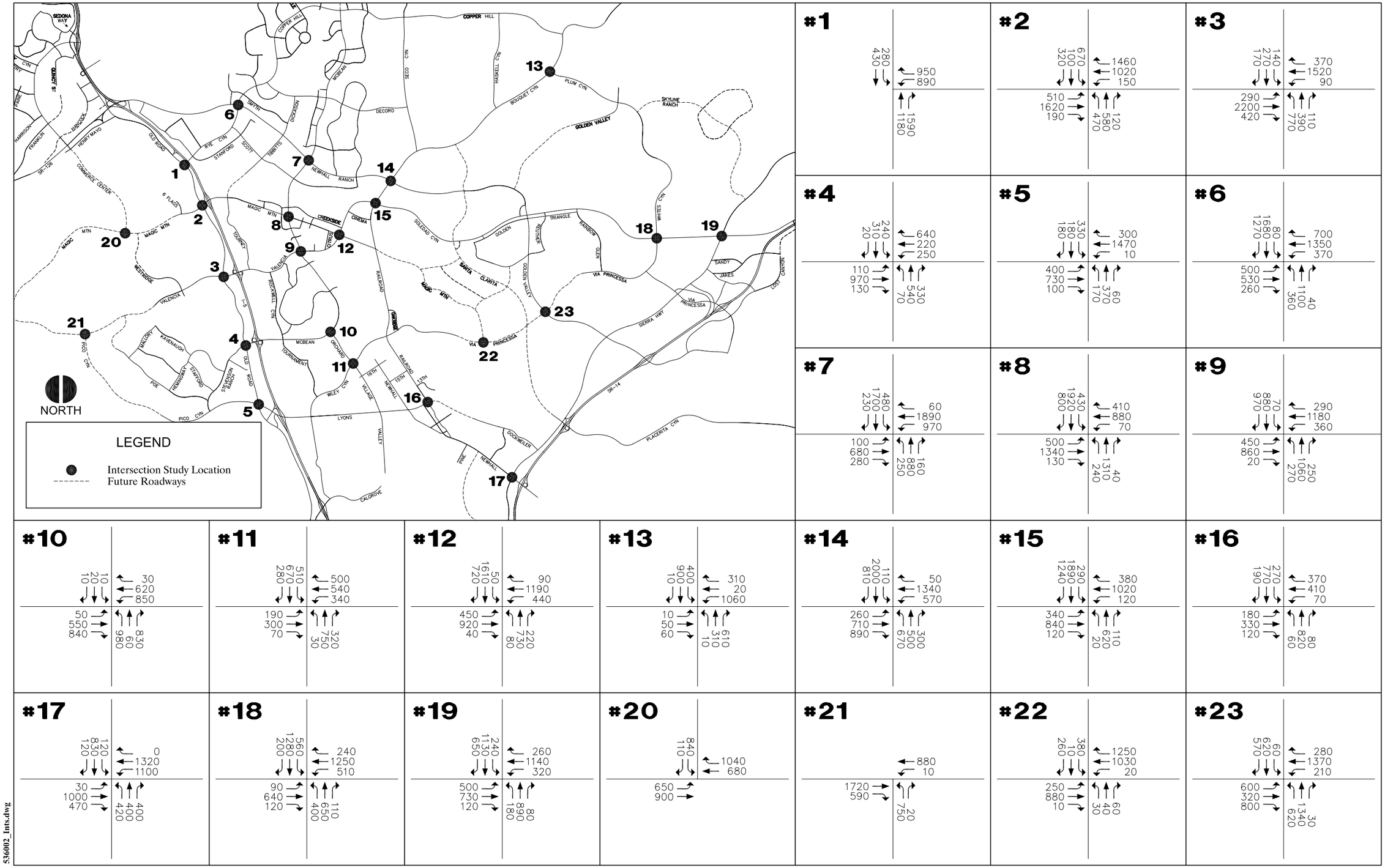

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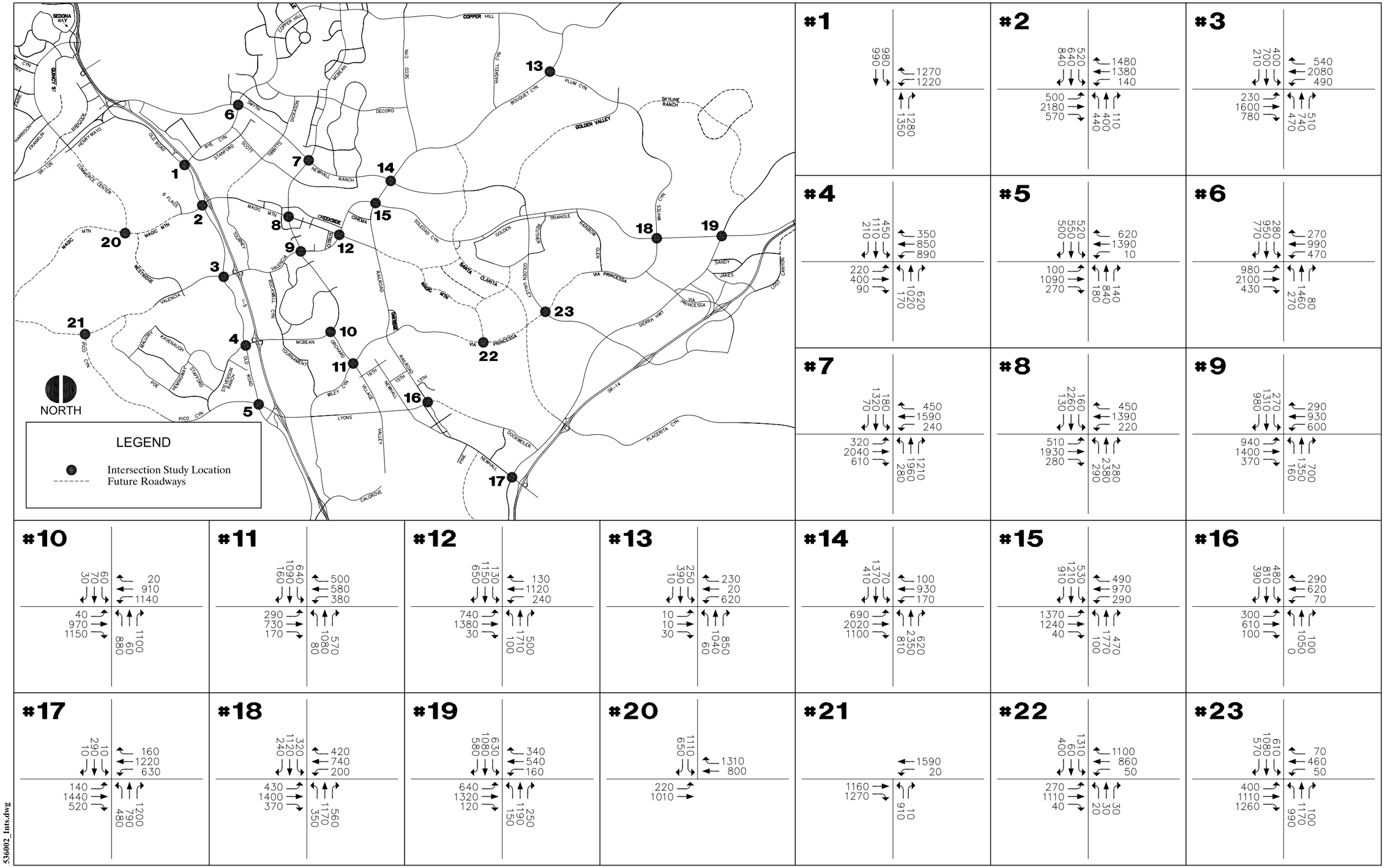
AUSTIN-FOUST ASSOCIATES, INC.

AM PEAK HOUR TURNING MOVEMENT VOLUMES - CURRENT GENERAL PLAN BUILDOUT CONDITIONS



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AUSTIN-FOUST ASSOCIATES, INC.

PM PEAK HOUR TURNING MOVEMENT VOLUMES - CURRENT GENERAL PLAN BUILDOUT CONDITIONS

Table 4-1: ADT V/C and LOS – Current General Plan Buildout Conditions vs OVOV Buildout Conditions

Roadway Segment	Lanes	Capacity	Current GP			OVOV GP		
			Volume	V/C	LOS	Volume	V/C	LOS
1. Agua Dulce n/o Escondido Cyn	4	36,000	8,000	.22	A	8,000	.22	A
2. Agua Dulce n/o Davenport	4	36,000	13,000	.36	A	13,000	.36	A
3. Agua Dulce n/o SR-14	4	36,000	14,000	.39	A	14,000	.39	A
4. Agua Dulce s/o SR-14	4	36,000	2,000	.06	A	3,000	.08	A
5. Ave Scott s/o Rye Canyon	6	54,000	16,000	.30	A	18,000	.33	A
6. Ave Scott s/o Stanford	6	54,000	35,000	.65	B	37,000	.69	B
7. Ave Scott n/o McBean	4	36,000	23,000	.64	B	25,000	.69	B
8. Ave Stanford s/o Vanderbilt	4	36,000	14,000	.39	A	17,000	.47	A
9. Ave Stanford n/o Rye Cyn	4	30,000	7,000	.23	A	8,000	.27	A
10. Ave Stanford s/o Rye Cyn	4	36,000	15,000	.42	A	16,000	.44	A
11. Bouquet Cyn n/o Vasquez	4	36,000	6,000	.17	A	6,000	.17	A
12. Bouquet Cyn n/o Copper Hill	4	36,000	20,000	.56	A	19,000	.53	A
13. Bouquet Cyn e/o Plum Cyn	4	36,000	23,000	.64	B	23,000	.64	B
14. Bouquet Cyn e/o Haskell	6	54,000	33,000	.61	B	32,000	.59	A
15. Bouquet Cyn w/o Haskell	6	54,000	49,000	.91	E	49,000	.91	E
16. Bouquet Cyn e/o Seco	6	54,000	53,000	.98	E	54,000	1.00	E
17. Bouquet Cyn w/o Seco	8	72,000	52,000	.72	C	53,000	.74	C
18. Bouquet Cyn s/o Newhall Ranch	8	72,000	75,000	1.04	**F**	77,000	1.07	**F**
19. Bouquet Cyn s/o Soledad	6	54,000	46,000	.85	D	54,000	1.00	E
20. Bouquet Cyn n/o Magic Mtn	6	54,000	48,000	.89	D	54,000	1.00	E
21. Calgrove e/o The Old Road	4	36,000	30,000	.83	D	18,000	.50	A
22. Calgrove w/o Wiley Cyn	4	36,000	19,000	.53	A	19,000	.53	A
23. Calgrove e/o Wiley Cyn	4	36,000	3,000	.08	A	3,000	.08	A
24. Canyon Park e/o Sierra Hwy	4	36,000	22,000	.61	B	19,000	.53	A
25. Castaic n/o Lake Hughes	4	36,000	6,000	.17	A	5,000	.14	A
26. Castaic s/o Lake Hughes	6	54,000	25,000	.46	A	24,000	.44	A
27. Castaic s/o Ridge Route	2	15,000	5,000	.33	A	3,000	.20	A
28. Chiquito Cyn s/o San Martinez Cyn	2	18,000	8,000	.44	A	6,000	.33	A

(Continued)

Table 4-1: ADT V/C and LOS – Current General Plan Buildout Conditions vs OVOV Buildout Conditions (Continued)

Roadway Segment	Lanes	Capacity	Current GP			OVOV GP		
			Volume	V/C	LOS	Volume	V/C	LOS
29. Chiquito Cyn (Long Cyn) n/o SR-126	4	36,000	27,000	.75	C	25,000	.69	B
30. Commerce Center s/o Industry	6	54,000	24,000	.44	A	25,000	.46	A
31. Commerce Center s/o Franklin	6	54,000	39,000	.72	C	39,000	.72	C
32. Commerce Center n/o SR-126	6	54,000	43,000	.80	C	43,000	.80	C
33. Commerce Center s/o Henry Mayo	6	54,000	33,000	.61	B	32,000	.59	A
34. Commerce Center n/o Magic Mtn	6	54,000	37,000	.69	B	36,000	.67	B
35. Copper Hill n/o Newhall Ranch	8	72,000	55,000	.76	C	54,000	.75	C
36. Copper Hill s/o Decoro	6	54,000	54,000	1.00	E	52,000	.96	E
37. Copper Hill n/o Decoro	6	54,000	52,000	.96	E	50,000	.93	E
38. Copper Hill w/o McBean	6	54,000	43,000	.80	C	42,000	.78	C
39. Copper Hill e/o McBean	6	54,000	40,000	.74	C	41,000	.76	C
40. Copper Hill e/o Seco Cyn	4	36,000	29,000	.81	D	30,000	.83	D
41. Copper Hill e/o Haskell	4	36,000	18,000	.50	A	17,000	.47	A
42. Creekside e/o McBean Pkwy	4	36,000	8,000	.22	A	7,000	.19	A
43. Davenport e/o Sierra Hwy	4	36,000	4,000	.11	A	6,000	.17	A
44. Davenport w/o Agua Dulce	4	36,000	3,000	.08	A	3,000	.08	A
45. Decoro e/o Copper Hill	4	36,000	9,000	.25	A	8,000	.22	A
46. Decoro e/o Dickason	4	36,000	14,000	.39	A	14,000	.39	A
47. Decoro e/o McBean	4	36,000	19,000	.53	A	19,000	.53	A
48. Decoro w/o Hillsborough	4	36,000	17,000	.47	A	17,000	.47	A
49. Decoro w/o Seco Cyn	4	36,000	11,000	.31	A	11,000	.31	A
50. Del Valle n/o San Martinez	2	18,000	11,000	.61	B	6,000	.33	A
51. Dickason n/o Newhall Ranch	6	54,000	21,000	.39	A	21,000	.39	A
52. Dockweiler e/o Railroad	4	36,000	22,000	.61	B	18,000	.50	A
53. Dockweiler w/o Sierra Hwy	4	36,000	25,000	.69	B	24,000	.67	B
54. Escondido e/o Agua Dulce	4	36,000	5,000	.14	A	5,000	.14	A
55. Franklin e/o Wolcott Way	2	15,000	8,000	.53	A	8,000	.53	A
56. Franklin w/o Commerce Center	4	36,000	11,000	.31	A	11,000	.31	A

(Continued)

Table 4-1: ADT V/C and LOS – Current General Plan Buildout Conditions vs OVOV Buildout Conditions (Continued)

Roadway Segment	Lanes	Capacity	Current GP			OVOV GP		
			Volume	V/C	LOS	Volume	V/C	LOS
57. Golden Valley s/o Plum Cyn	4	36,000	12,000	.33	A	12,000	.33	A
58. Golden Valley n/o Newhall Ranch	4	36,000	30,000	.83	D	29,000	.81	D
59. Golden Valley n/o Soledad	6	54,000	44,000	.81	D	44,000	.81	D
60. Golden Valley s/o Soledad	6	54,000	30,000	.56	A	29,000	.54	A
61. Golden Valley n/o Centre Point	6	54,000	30,000	.56	A	32,000	.59	A
62. Golden Valley s/o Centre Point	6	54,000	43,000	.80	C	39,000	.72	C
63. Golden Valley s/o Via Princessa	6	54,000	57,000	1.06	**F**	51,000	.94	E
64. Golden Valley e/o Sierra Hwy	6	54,000	39,000	.72	C	36,000	.67	B
65. Golden Valley e/o SR-14	4	36,000	18,000	.50	A	15,000	.42	A
66. Golden Valley e/o Lost Cyn	4	36,000	5,000	.14	A	4,000	.11	A
67. Haskell Cyn n/o Bouquet	4	36,000	12,000	.33	A	13,000	.36	A
68. Hasley Cyn w/o Del Valle	2	18,000	11,000	.61	B	13,000	.72	C
69. Hasley Cyn w/o Commerce Center	4	36,000	17,000	.47	A	14,000	.39	A
70. Hasley Cyn w/o The Old Road	6	54,000	40,000	.74	C	38,000	.70	B
71. Hasley Cyn w/o I-5	6	54,000	35,000	.65	B	34,000	.63	B
72. Henry Mayo e/o Commerce Center	4	36,000	17,000	.47	A	15,000	.42	A
73. Henry Mayo w/o The Old Road	4	36,000	10,000	.28	A	9,000	.25	A
74. Hillcrest w/o The Old Road	4	36,000	18,000	.50	A	17,000	.47	A
75. Jakes Way e/o Canyon Park	2	18,000	18,000	1.00	E	12,000	.67	B
76. Lake Hughes w/o Castaic	6	54,000	43,000	.80	C	37,000	.69	B
77. Lake Hughes e/o Castaic	6	54,000	43,000	.80	C	37,000	.69	B
78. Lake Hughes e/o Ridge Route	2	18,000	12,000	.67	B	7,000	.39	A
79. Long Cyn s/o SR-126	6	54,000	35,000	.65	B	32,000	.59	A
80. Long Cyn s/o River Village	6	54,000	37,000	.69	B	35,000	.65	B
81. Long Cyn n/o Potrero Cyn	6	54,000	33,000	.61	B	31,000	.57	A
82. Long Canyon s/o Potrero Cyn	6	54,000	35,000	.65	B	32,000	.59	A
83. Lost Cyn w/o Sand Cyn	4	36,000	10,000	.28	A	12,000	.33	A
84. Lost Cyn n/o Jakes Way	4	36,000	14,000	.39	A	16,000	.44	A

(Continued)

Table 4-1: ADT V/C and LOS – Current General Plan Buildout Conditions vs OVOV Buildout Conditions (Continued)

Roadway Segment	Lanes	Capacity	Current GP			OVOV GP		
			Volume	V/C	LOS	Volume	V/C	LOS
85. Lost Cyn n/o Canyon Park	6	54,000	14,000	.26	A	16,000	.30	A
86. Lost Cyn n/o Via Princessa	6	54,000	20,000	.37	A	21,000	.39	A
87. Lost Cyn s/o Via Princessa	4	36,000	12,000	.33	A	11,000	.31	A
88. Lost Cyn n/o Golden Valley	4	36,000	14,000	.39	A	12,000	.33	A
89. Lyons e/o I-5	6	54,000	49,000	.91	E	53,000	.98	E
90. Lyons e/o Wiley Cyn	6	54,000	39,000	.72	C	44,000	.81	D
91. Lyons w/o Orchard Village	6	54,000	39,000	.72	C	42,000	.78	C
92. Lyons e/o Orchard Village	6	54,000	49,000	.91	E	52,000	.96	E
93. Lyons w/o Main Street	6	54,000	25,000	.46	A	24,000	.44	A
94. Magic Mtn e/o Long Cyn	4	36,000	18,000	.50	A	18,000	.50	A
95. Magic Mtn w/o Commerce Center	4	36,000	34,000	.94	E	34,000	.94	E
96. Magic Mtn e/o Commerce Center	6	54,000	52,000	.96	E	53,000	.98	E
97. Magic Mtn e/o Westridge	8	72,000	46,000	.64	B	47,000	.65	B
98. Magic Mtn w/o The Old Road	10	90,000	83,000	.92	E	85,000	.94	E
99. Magic Mtn e/o The Old Road	10	90,000	80,000	.89	D	83,000	.92	E
100. Magic Mtn e/o I-5	8	72,000	65,000	.90	D	66,000	.92	E
101. Magic Mtn e/o Tourney	8	72,000	56,000	.78	C	57,000	.79	C
102. Magic Mtn w/o McBean	8	72,000	58,000	.81	D	59,000	.82	D
103. Magic Mtn e/o McBean	8	72,000	50,000	.69	B	54,000	.75	C
104. Magic Mtn w/o Valencia	8	72,000	48,000	.67	B	51,000	.71	C
105. Magic Mtn e/o Valencia	6	54,000	52,000	.96	E	54,000	1.00	E
106. Magic Mtn e/o Bouquet Cyn	6	54,000	46,000	.85	D	46,000	.85	D
107. Magic Mtn n/o Via Princessa	6	54,000	38,000	.70	B	37,000	.69	B
108. McBean n/o Copper Hill	2	18,000	9,000	.50	A	9,000	.50	A
109. McBean s/o Copper Hill	6	54,000	27,000	.50	A	27,000	.50	A
110. McBean n/o Decoro	6	54,000	35,000	.65	B	35,000	.65	B
111. McBean s/o Decoro	6	54,000	37,000	.69	B	38,000	.70	B
112. McBean n/o Newhall Ranch	6	54,000	47,000	.87	D	48,000	.89	D

(Continued)

Table 4-1: ADT V/C and LOS – Current General Plan Buildout Conditions vs OVOV Buildout Conditions (Continued)

Roadway Segment	Lanes	Capacity	Current GP			OVOV GP		
			Volume	V/C	LOS	Volume	V/C	LOS
113. McBean s/o Newhall Ranch	8	72,000	55,000	.76	C	58,000	.81	D
114. McBean s/o Ave Scott	8	72,000	73,000	1.01	**F**	77,000	1.07	**F**
115. McBean n/o Magic Mtn	8	72,000	67,000	.93	E	72,000	1.00	E
116. McBean n/o Valencia	8	72,000	59,000	.82	D	63,000	.88	D
117. McBean s/o Valencia	6	54,000	50,000	.93	E	54,000	1.00	E
118. McBean n/o Orchard Village	6	54,000	43,000	.80	C	43,000	.80	C
119. McBean e/o Rockwell Cyn	6	54,000	44,000	.81	D	44,000	.81	D
120. McBean w/o Rockwell Cyn	6	54,000	55,000	1.02	**F**	53,000	.98	E
121. McBean w/o I-5	6	54,000	43,000	.80	C	42,000	.78	C
122. Newhall Ranch e/o I-5	8	72,000	65,000	.90	D	66,000	.92	E
123. Newhall Ranch w/o Rye Cyn	8	72,000	68,000	.94	E	72,000	1.00	E
124. Newhall Ranch e/o Rye Cyn	8	72,000	48,000	.67	B	49,000	.68	B
125. Newhall Ranch w/o McBean	8	72,000	69,000	.96	E	71,000	.99	E
126. Newhall Ranch e/o McBean	8	72,000	65,000	.90	D	68,000	.94	E
127. Newhall Ranch w/o Bouquet Cyn	8	72,000	67,000	.93	E	69,000	.96	E
128. Newhall Ranch e/o Bouquet Cyn	6	54,000	44,000	.81	D	46,000	.85	D
129. Newhall Ranch e/o Santa Clarita	6	54,000	49,000	.91	E	49,000	.91	E
130. Newhall n/o Lyons	2	15,000	7,000	.47	A	7,000	.47	A
131. Newhall s/o Lyons	4	36,000	27,000	.75	C	27,000	.75	C
132. Newhall n/o Valle Oro	6	54,000	39,000	.72	C	33,000	.61	B
133. Newhall n/o Sierra Hwy	6	54,000	47,000	.87	D	40,000	.74	C
134. Newhall s/o Sierra Hwy	6	54,000	58,000	1.07	**F**	50,000	.93	E
135. Oak Ridge e/o Railroad	4	36,000	20,000	.56	A	21,000	.58	A
136. Orchard Village s/o McBean	6	54,000	54,000	1.00	E	54,000	1.00	E
137. Orchard Village s/o Wiley Cyn	6	54,000	43,000	.80	C	44,000	.81	D
138. Orchard Village n/o Lyons	6	54,000	32,000	.59	A	34,000	.63	B
139. Parker e/o Sloan	2	18,000	1,000	.06	A	1,000	.06	A
140. Parker w/o I-5	6	54,000	11,000	.20	A	10,000	.19	A

(Continued)

Table 4-1: ADT V/C and LOS – Current General Plan Buildout Conditions vs OVOV Buildout Conditions (Continued)

Roadway Segment	Lanes	Capacity	Current GP			OVOV GP		
			Volume	V/C	LOS	Volume	V/C	LOS
141. Pico Cyn s/o Valencia	6	54,000	27,000	.50	A	22,000	.41	A
142. Pico Cyn w/o Whispering Oaks	6	54,000	27,000	.50	A	22,000	.41	A
143. Pico Cyn w/o Stevenson Ranch	6	54,000	29,000	.54	A	29,000	.54	A
144. Pico Cyn w/o The Old Road	6	54,000	47,000	.87	D	41,000	.76	C
145. Pico Cyn w/o I-5	6	54,000	45,000	.83	D	44,000	.81	D
146. Placerita Cyn e/o SR-14	2	18,000	8,000	.44	A	4,000	.22	A
147. Plum Cyn s/o Bouquet Cyn	6	54,000	22,000	.41	A	23,000	.43	A
148. Plum Cyn w/o Golden Valley	6	54,000	13,000	.24	A	13,000	.24	A
149. Poe s/o Valencia	4	36,000	5,000	.14	A	5,000	.14	A
150. Poe s/o Mallory	4	36,000	3,000	.08	A	3,000	.08	A
151. Poe w/o Stevenson Ranch	4	36,000	15,000	.42	A	14,000	.39	A
152. Potrero s/o SR-126	4	36,000	11,000	.31	A	9,000	.25	A
153. Potrero w/o Long Cyn	4	36,000	18,000	.50	A	17,000	.47	A
154. Railroad s/o Magic Mtn	6	54,000	50,000	.93	E	54,000	1.00	E
155. Railroad s/o Oak Ridge	6	54,000	41,000	.76	C	40,000	.74	C
156. Railroad n/o 13th St	6	54,000	34,000	.63	B	34,000	.63	B
157. Railroad n/o Lyons	6	54,000	39,000	.72	C	36,000	.67	B
158. Railroad s/o Lyons	4	36,000	28,000	.78	C	26,000	.72	C
159. Rainbow Glen s/o Soledad Cyn	2	15,000	6,000	.40	A	6,000	.40	A
160. Rainbow Glen n/o Via Princessa	2	15,000	9,000	.60	A	11,000	.73	C
161. Ridge Route n/o Lake Hughes	6	54,000	36,000	.67	B	35,000	.65	B
162. Ridge Route n/o Castaic	4	36,000	4,000	.11	A	8,000	.22	A
163. Ridge Route e/o I-5	6	54,000	36,000	.67	B	35,000	.65	B
164. Ridge Route btwn I-5 Ramps	6	54,000	25,000	.46	A	25,000	.46	A
165. Landmark e/o Long Cyn	4	36,000	16,000	.44	A	16,000	.44	A
166. Rockwell Cyn n/o McBean	4	36,000	26,000	.72	C	23,000	.64	B
167. Rye Cyn e/o Ave Scott	6	54,000	47,000	.87	D	49,000	.91	E
168. Rye Cyn w/o Ave Scott	6	54,000	46,000	.85	D	48,000	.89	D

(Continued)

Table 4-1: ADT V/C and LOS – Current General Plan Buildout Conditions vs OVOV Buildout Conditions (Continued)

Roadway Segment	Lanes	Capacity	Current GP			OVOV GP		
			Volume	V/C	LOS	Volume	V/C	LOS
169. Rye Cyn e/o The Old Road	7	63,000	57,000	.90	D	58,000	.92	E
170. San Martinez w/o Del Valle	2	15,000	9,000	.60	A	2,000	.13	A
171. San Martinez Grande Cyn n/o VTTM 60678	2	15,000	2,000	.13	A	<500	.00	A
172. San Martinez Grande Cyn n/o SR-126	4	36,000	7,000	.19	A	5,000	.14	A
173. Sand Cyn s/o Sierra Hwy	4	36,000	8,000	.22	A	8,000	.22	A
174. Sand Cyn n/o Soledad Cyn	4	36,000	14,000	.39	A	14,000	.39	A
175. Sand Cyn s/o Soledad Cyn	6	54,000	29,000	.54	A	25,000	.46	A
176. Sand Cyn s/o SR-14	6	54,000	36,000	.67	B	26,000	.48	A
177. Sand Cyn s/o Lost Cyn	2	18,000	15,000	.83	D	14,000	.78	C
178. Santa Clarita s/o Bouquet Cyn	6	54,000	38,000	.70	B	36,000	.67	B
179. Santa Clarita s/o Newhall Ranch	6	54,000	33,000	.61	B	32,000	.59	A
180. Santa Clarita s/o Soledad	6	54,000	31,000	.57	A	30,000	.56	A
181. Santa Clarita s/o Porta Bella	6	54,000	23,000	.43	A	21,000	.39	A
182. Santa Clarita n/o Via Princessa	6	54,000	39,000	.72	C	34,000	.63	B
183. Santa Clarita s/o Via Princessa	6	54,000	47,000	.87	D	38,000	.70	B
184. Santa Clarita w/o Sierra Hwy	6	54,000	48,000	.89	D	39,000	.72	C
185. Seco Cyn n/o Copper Hill	2	15,000	10,000	.67	B	10,000	.67	B
186. Seco Cyn s/o Copper Hill	4	36,000	19,000	.53	A	19,000	.53	A
187. Seco Cyn n/o Bouquet Cyn	4	36,000	33,000	.92	E	34,000	.94	E
188. Shadow Pines n/o Soledad Cyn	2	18,000	14,000	.77	C	12,000	.66	B
189. Shadow Pines n/o Grandifloras	2	18,000	6,000	.33	A	5,000	.28	A
190. Sierra Hwy w/o Agua Dulce	6	54,000	2,000	.04	A	2,000	.04	A
191. Sierra Hwy n/o Davenport	6	54,000	2,000	.04	A	2,000	.04	A
192. Sierra Hwy n/o Vasquez Cyn	6	54,000	15,000	.28	A	16,000	.30	A
193. Sierra Hwy s/o Sand Cyn	6	54,000	19,000	.35	A	17,000	.31	A
194. Sierra Hwy n/o Skyline Ranch	6	54,000	36,000	.67	B	38,000	.70	B
195. Sierra Hwy n/o Soledad Cyn	6	54,000	50,000	.93	E	52,000	.96	E
196. Sierra Hwy s/o Soledad Cyn	6	54,000	37,000	.69	B	36,000	.67	B

(Continued)

Table 4-1: ADT V/C and LOS – Current General Plan Buildout Conditions vs OVOV Buildout Conditions (Continued)

Roadway Segment	Lanes	Capacity	Current GP			OVOV GP		
			Volume	V/C	LOS	Volume	V/C	LOS
197. Sierra Hwy s/o Canyon Park	6	54,000	36,000	.67	B	36,000	.67	B
198. Sierra Hwy s/o Via Princessa	6	54,000	32,000	.59	A	30,000	.56	A
199. Sierra Hwy s/o Golden Valley	6	54,000	28,000	.52	A	25,000	.46	A
200. Sierra Hwy n/o Dockweiler	6	54,000	43,000	.80	C	40,000	.74	C
201. Sierra Hwy n/o Newhall	6	54,000	27,000	.50	A	23,000	.43	A
202. Sierra Hwy s/o Newhall	6	54,000	42,000	.78	C	33,000	.61	B
203. Sierra Hwy n/o SR-14	6	54,000	37,000	.69	B	30,000	.56	A
204. Skyline Ranch e/o Plum Cyn	4	36,000	15,000	.42	A	15,000	.42	A
205. Skyline Ranch w/o Sierra Hwy	4	36,000	19,000	.53	A	18,000	.50	A
206. Sloan Cyn e/o The Old Road	6	54,000	26,000	.48	A	22,000	.41	A
207. Sloan Cyn e/o Parker	4	36,000	1,000	.03	A	1,000	.03	A
208. Sloan Cyn w/o Parker	4	36,000	2,000	.06	A	2,000	.06	A
209. Sloan Cyn s/o Hillcrest	2	18,000	4,000	.22	A	3,000	.17	A
210. Smyth s/o Copper Hill	4	30,000	8,000	.27	A	8,000	.27	A
211. Soledad Cyn e/o Bouquet Cyn	6	54,000	42,000	.78	C	45,000	.83	D
212. Soledad Cyn w/o Golden Valley	6	54,000	38,000	.70	B	38,000	.70	B
213. Soledad Cyn e/o Golden Valley	6	54,000	48,000	.89	D	50,000	.93	E
214. Soledad Cyn e/o Rainbow Glen	6	54,000	43,000	.80	C	43,000	.80	C
215. Soledad Cyn w/o Whites Cyn	6	54,000	38,000	.70	B	38,000	.70	B
216. Soledad Cyn e/o Whites Cyn	6	54,000	43,000	.80	C	44,000	.81	D
217. Soledad Cyn e/o Sierra Hwy	6	54,000	39,000	.72	C	34,000	.63	B
218. Soledad Cyn w/o Sand Cyn	6	54,000	24,000	.44	A	22,000	.41	A
219. Soledad Cyn e/o Sand Cyn	6	54,000	34,000	.63	B	31,000	.57	A
220. Soledad Cyn e/o SR-14 (at Sand Cyn)	6	54,000	21,000	.39	A	18,000	.33	A
221. Soledad Cyn w/o Shadow Pines	6	54,000	12,000	.22	A	10,000	.19	A
222. Soledad Cyn e/o Shadow Pines	6	54,000	22,000	.41	A	17,000	.31	A
223. Soledad Cyn e/o SR-14	4	36,000	13,000	.36	A	10,000	.28	A
224. Soledad Cyn w/o Agua Dulce	4	36,000	4,000	.11	A	4,000	.11	A

(Continued)

Table 4-1: ADT V/C and LOS – Current General Plan Buildout Conditions vs OVOV Buildout Conditions (Continued)

Roadway Segment	Lanes	Capacity	Current GP			OVOV GP		
			Volume	V/C	LOS	Volume	V/C	LOS
225. Soledad Cyn e/o Agua Dulce	4	36,000	3,000	.08	A	3,000	.08	A
226. SR-126 at County Line	4	44,000	33,000	.75	C	32,000	.73	C
227. SR-126 w/o San Martinez Grande Cyn	4	44,000	34,000	.77	C	33,000	.75	C
228. SR-126 w/o Chiquito Cyn/Long Cyn	4	44,000	39,000	.89	D	38,000	.86	D
229. SR-126 w/o Wolcott	6	66,000	58,000	.88	D	59,000	.89	D
230. SR-126 w/o Commerce Center	8	88,000	64,000	.73	C	66,000	.75	C
231. SR-126 w/o I-5	8	88,000	73,000	.83	D	75,000	.85	D
232. Stevenson Ranch w/o Old Road	6	54,000	30,000	.56	A	33,000	.61	B
233. Stevenson Ranch n/o Poe	6	54,000	8,000	.15	A	11,000	.20	A
234. Stevenson Ranch n/o Pico Cyn	6	54,000	11,000	.20	A	13,000	.24	A
235. The Old Road n/o I-5 (at Lake Hughes)	4	36,000	10,000	.28	A	11,000	.31	A
236. The Old Road n/o Sloan Cyn	6	54,000	24,000	.44	A	20,000	.37	A
237. The Old Road n/o Parker	4	36,000	4,000	.11	A	3,000	.08	A
238. The Old Road n/o Hillcrest	4	36,000	14,000	.39	A	13,000	.36	A
239. The Old Road n/o Sedona Way	4	36,000	25,000	.69	B	23,000	.64	B
240. The Old Road n/o Hasley Cyn	4	36,000	24,000	.67	B	23,000	.64	B
241. The Old Road s/o Hasley Cyn	6	54,000	18,000	.33	A	16,000	.30	A
242. The Old Road n/o Biscailuiz	6	54,000	20,000	.37	A	18,000	.33	A
243. The Old Road n/o Turnberry	6	54,000	20,000	.37	A	17,000	.31	A
244. The Old Road n/o Henry Mayo	6	54,000	23,000	.43	A	21,000	.39	A
245. The Old Road s/o Henry Mayo	6	54,000	19,000	.35	A	16,000	.30	A
246. The Old Road n/o Rye Cyn	6	54,000	49,000	.91	E	48,000	.89	D
247. The Old Road n/o Magic Mtn	6	54,000	54,000	1.00	E	52,000	.96	E
248. The Old Road s/o Magic Mtn	6	54,000	33,000	.61	B	30,000	.56	A
249. The Old Road s/o Valencia	6	54,000	47,000	.87	D	41,000	.76	C
250. The Old Road s/o McBean	6	54,000	41,000	.76	C	35,000	.65	B
251. The Old Road s/o Pico	4	36,000	20,000	.56	A	9,000	.25	A
252. The Old Road n/o Calgrove	4	36,000	24,000	.67	B	13,000	.36	A

(Continued)

Table 4-1: ADT V/C and LOS – Current General Plan Buildout Conditions vs OVOV Buildout Conditions (Continued)

Roadway Segment	Lanes	Capacity	Current GP			OVOV GP		
			Volume	V/C	LOS	Volume	V/C	LOS
253. The Old Road s/o Calgrove	6	54,000	24,000	.44	A	20,000	.37	A
254. Tibbitts s/o Newhall Ranch	6	54,000	34,000	.63	B	34,000	.63	B
255. Tibbitts n/o Magic Mtn	6	54,000	32,000	.59	A	32,000	.59	A
256. Tournament s/o McBean	2	15,000	6,000	.40	A	7,000	.47	A
257. Tourney n/o Valencia	4	36,000	15,000	.42	A	14,000	.39	A
258. Valencia e/o Magic Mtn	6	54,000	55,000	1.02	**F**	51,000	.94	E
259. Valencia e/o Pico Cyn	6	54,000	31,000	.57	A	33,000	.61	B
260. Valencia e/o Poe	6	54,000	29,000	.54	A	30,000	.56	A
261. Valencia w/o Westridge	6	54,000	44,000	.81	D	46,000	.85	D
262. Valencia w/o The Old Road	7	63,000	60,000	.95	E	61,000	.97	E
263. Valencia e/o Old Road	8	72,000	59,000	.82	D	61,000	.85	D
264. Valencia e/o I-5	8	72,000	66,000	.92	E	68,000	.94	E
265. Valencia e/o Tourney	8	72,000	57,000	.79	C	59,000	.82	D
266. Valencia w/o McBean	8	72,000	60,000	.83	D	61,000	.85	D
267. Valencia e/o McBean	6	54,000	47,000	.87	D	53,000	.98	E
268. Valencia w/o Citrus	6	54,000	51,000	.94	E	53,000	.98	E
269. Valencia s/o Magic Mtn	6	54,000	47,000	.87	D	48,000	.89	D
270. Valencia n/o Magic Mtn	6	54,000	61,000	1.13	**F**	60,000	1.11	**F**
271. Valencia s/o Cinema	6	54,000	58,000	1.07	**F**	59,000	1.09	**F**
272. Valencia w/o Bouquet Cyn	6	54,000	51,000	.94	E	50,000	.93	E
273. Valley s/o Lyons	4	36,000	10,000	.28	A	11,000	.31	A
274. Vasquez Cyn e/o Bouquet Cyn	2	18,000	6,000	.33	A	6,000	.33	A
275. Vasquez Cyn w/o Sierra Hwy	2	18,000	11,000	.61	B	10,000	.56	A
276. Via Princessa e/o Oak Ridge	6	54,000	37,000	.69	B	37,000	.69	B
277. Via Princessa e/o Magic Mtn	6	54,000	54,000	1.00	E	52,000	.96	E
278. Via Princessa e/o Santa Clarita	6	54,000	66,000	1.22	**F**	66,000	1.22	**F**
279. Via Princessa w/o Rainbow Glen	6	54,000	23,000	.43	A	27,000	.50	A
280. Via Princessa e/o Rainbow Glen	6	54,000	26,000	.48	A	29,000	.54	A

(Continued)

Table 4-1: ADT V/C and LOS – Current General Plan Buildout Conditions vs OVOV Buildout Conditions (Continued)

Roadway Segment	Lanes	Capacity	Current GP			OVOV GP		
			Volume	V/C	LOS	Volume	V/C	LOS
281. Via Princessa s/o Whites Cyn	6	54,000	55,000	1.02	**F**	52,000	.96	E
282. Via Princessa s/o Sierra Hwy	6	54,000	44,000	.81	D	41,000	.76	C
283. Via Princessa n/o Lost Cyn	6	54,000	23,000	.43	A	24,000	.44	A
284. Via Princessa s/o Lost Cyn	6	54,000	4,000	.07	A	3,000	.06	A
285. Westridge s/o Magic Mtn	4	36,000	13,000	.36	A	12,000	.33	A
286. Westridge n/o Valencia	4	36,000	11,000	.31	A	9,000	.25	A
287. Whites Cyn s/o Skyline Ranch	6	54,000	19,000	.35	A	19,000	.35	A
288. Whites Cyn n/o Soledad	6	54,000	43,000	.80	C	42,000	.78	C
289. Whites Cyn s/o Soledad	6	54,000	50,000	.93	E	48,000	.89	D
290. Wiley Cyn e/o Orchard Village	6	54,000	38,000	.70	B	42,000	.78	C
291. Wiley Cyn e/o Tournament	6	54,000	29,000	.54	A	32,000	.59	A
292. Wiley Cyn n/o Lyons	6	54,000	31,000	.57	A	34,000	.63	B
293. Wiley Cyn s/o Lyons	4	36,000	17,000	.47	A	20,000	.56	A
294. Wiley Cyn n/o Calgrove	4	36,000	19,000	.53	A	19,000	.53	A
295. Wolcott n/o SR-126	2	15,000	6,000	.40	A	6,000	.40	A
296. Wolcott s/o SR-126	4	36,000	13,000	.36	A	14,000	.39	A
297. 13th St e/o Railroad	2	15,000	14,000	.93	E	11,000	.73	C
298. 16th St e/o Orchard Village	4	36,000	9,000	.25	A	9,000	.25	A

LOS in **Bold** exceeds performance criteria of LOS E.

Number of Occurrences

LOS	Current GP	OVOV GP
A-C	222	226
D	36	26
E	30	41
F	10	5

Level of service ranges:						
	.00 - .60	A	.61 - .70	B	.71 - .80	C
	.81 - .90	D	.91 – 1.00	E	Above 1.00	F

Table 4-2: Buildout ICU Summary for Principal Intersections – Existing Lanes

Existing Intersection Lanes								
	Current GP				OVOV GP			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
Intersection	**ICU**	**LOS**	**ICU**	**LOS**	**ICU**	**LOS**	**ICU**	**LOS**
1. The Old Road & Rye Canyon	1.58	**F**	2.31	**F**	1.74	**F**	2.30	**F**
2. The Old Road & Magic Mountain	.79	C	1.03	**F**	.78	C	1.06	**F**
3. The Old Road & Valencia	.85	D	.95	E	.84	D	.95	E
4. The Old Road & Stevenson Ranch	.72	C	1.05	**F**	.69	B	1.12	**F**
5. The Old Road & Pico Canyon	1.05	**F**	1.08	**F**	.93	E	.99	E
6. Rye/Copper Hill & Newhall Ranch	.85	D	.89	D	.81	D	.89	D
7. McBean & Newhall Ranch	.80	C	1.15	**F**	.83	D	1.16	**F**
8. McBean & Magic Mountain	.87	D	1.21	**F**	.97	E	1.24	**F**
9. McBean & Valencia	.70	B	.89	D	.71	C	.94	E
10. Orchard Village & McBean	.91	E	1.23	**F**	.94	E	1.26	**F**
11. Orchard Village & Wiley Canyon	1.00	E	1.42	**F**	1.04	**F**	1.42	**F**
12. Valencia & Magic Mountain	.98	E	1.13	**F**	1.10	**F**	1.25	**F**
13. Bouquet Canyon & Plum Canyon	.80	C	.76	C	.80	C	.77	C
14. Bouquet Canyon & Newhall Ranch	.97	E	1.16	**F**	1.00	E	1.17	**F**
15. Bouquet Canyon & Soledad Canyon	.80	C	.99	E	.78	C	1.00	E
16. Railroad & Lyons[2]	.71	C	.94	E	.60	A	.83	D
17. Sierra Highway & Newhall	1.31	**F**	1.29	**F**	1.14	**F**	1.23	**F**
18. Whites Canyon & Soledad Canyon	.89	D	.92	E	.86	D	.91	E
19. Sierra Highway & Soledad Canyon	.90	D	1.23	**F**	.86	D	1.10	**F**
20. Commerce Center & Magic Mtn[1]	.76	C	.74	C	.76	C	.77	C
21. Pico Canyon & Valencia Boulevard[1]	.85	D	.98	E	.75	C	.81	D
22. Magic Mountain & Via Princessa[1]	.57	A	.80	C	.61	A	.81	D
23. Golden Valley & Via Princessa[1]	.91	E	.83	D	.88	D	.76	C

LOS in **Bold** exceeds performance criteria of LOS E.

[1]Future Intersection (ICUs calculated using Buildout Lanes)
[2]Includes future 4th Leg of Intersection (ICUs calculated using Buildout Lanes)

Number of Occurrences

LOS	Current GP	OVOV GP
A-C	12	12
D	9	10
E	10	9
F	15	15

Level of service ranges:						
	.00 - .60	A	.61 - .70	B	.71 - .80	C
	.81 - .90	D	.91 – 1.00	E	Above 1.00	F

Table 4-3: Buildout ICU Summary for Principal Intersections – Buildout Lanes

Buildout Intersection Lanes								
Intersection	Current GP				OVOV GP			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS
1. The Old Road & Rye Canyon	.70	B	1.00	E	.85	D	.99	E
2. The Old Road & Magic Mountain	.79	C	.84	D	.78	C	.86	D
3. The Old Road & Valencia	.85	D	.92	E	.84	D	.95	E
4. The Old Road & Stevenson Ranch	.68	B	.95	E	.65	B	.90	D
5. The Old Road & Pico Canyon	.96	E	1.07	**F**	.85	D	.97	E
6. Rye/Copper Hill & Newhall Ranch	.85	D	.89	D	.81	D	.89	D
7. McBean & Newhall Ranch	.80	C	.88	D	.83	D	.89	D
8. McBean & Magic Mountain	.75	C	.93	E	.77	C	.95	E
9. McBean & Valencia	.66	B	.85	D	.70	B	.87	D
10. Orchard Village & McBean	.79	C	.97	E	.78	C	.98	E
11. Orchard Village & Wiley Canyon	.74	C	.98	E	.78	C	.98	E
12. Valencia & Magic Mountain	.83	D	.95	E	.82	D	.86	D
13. Bouquet Canyon & Plum Canyon	.80	C	.76	C	.80	C	.77	C
14. Bouquet Canyon & Newhall Ranch	.84	D	.87	D	.86	D	.89	D
15. Bouquet Canyon & Soledad Canyon	.80	C	.90	D	.78	C	.90	D
16. Railroad & Lyons	.71	C	.94	E	.60	A	.83	D
17. Sierra Highway & Newhall	.99	E	.99	E	.86	D	.93	E
18. Whites Canyon & Soledad Canyon	.80	C	.92	E	.80	C	.90	D
19. Sierra Highway & Soledad Canyon	.88	D	.88	D	.86	D	.89	D
20. Commerce Center & Magic Mtn[1]	.76	C	.74	C	.76	C	.77	C
21. Pico Canyon & Valencia Boulevard[1]	.85	D	.98	E	.75	C	.81	D
22. Magic Mountain & Via Princessa[1]	.57	A	.80	C	.61	B	.81	D
23. Golden Valley & Via Princessa[1]	.91	E	.83	D	.88	D	.76	C

LOS in **Bold** exceeds performance criteria of LOS E.

[1]Future Intersection

Number of Occurrences

LOS	Current GP	OVOV GP
A-C	17	16
D	14	23
E	14	7
F	1	0

Level of service ranges:						
	.00 - .60	A	.61 - .70	B	.71 - .80	C
	.81 - .90	D	.91 – 1.00	E	Above 1.00	F

Descriptions of the roadway and intersection improvements needed to build out the proposed Highway Plan are provided in the following Section.

4.2.1 Arterial Roadway Segments

Section 1.2.1 discusses the Performance Criteria for Arterial Streets and Intersections used for this analysis, and that the maximum acceptable LOS on arterial roads within the OVOV planning area is LOS E. The traffic model forecasts indicate that the OVOV land use buildout conditions exceed LOS E (i.e., LOS F conditions) for the following five roadway segments:

- Bouquet Canyon Road between Newhall Ranch Road and Soledad Canyon Road (#18)
- McBean Parkway between Avenue Scott and Creekside Road (#114)
- Valencia Boulevard between Creekside Road and Magic Mountain Parkway (#270)
- Valencia Boulevard between Cinema Drive and Creekside Road (#271)
- Via Princessa between Santa Clarita Parkway and Golden Valley Road (#278)

In comparison, traffic model forecasts for the current City General Plan/County Area Plan buildout conditions indicate that LOS E is exceeded at the following 10 roadway segments:

- Bouquet Canyon Road between Newhall Ranch Road and Soledad Canyon Road (#18)
- Golden Valley Road between Via Princessa and Sierra Highway (#63)
- McBean Parkway between Avenue Scott and Creekside Road (#114)
- McBean Parkway between the I-5 freeway and Rockwell Canyon Road (#120)
- Newhall Avenue between Sierra Highway and SR-14 freeway (#134)
- Valencia Boulevard between Pico Canyon Road and Magic Mountain Parkway (West) (#258)
- Valencia Boulevard between Creekside Road and Magic Mountain Parkway (#270)
- Valencia Boulevard between Cinema Drive and Creekside Road (#271)
- Via Princessa between Santa Clarita Parkway and Golden Valley Road (#278)
- Via Princessa between Whites Canyon Road and Sierra Highway (#281)

In total, the proposed OVOV land uses result in five fewer LOS F roadway segments in comparison to the current City General Plan/County Area Plan traffic forecasts. In each case, the deficient locations with the proposed OVOV land uses are shown to be otherwise forecast as LOS F based

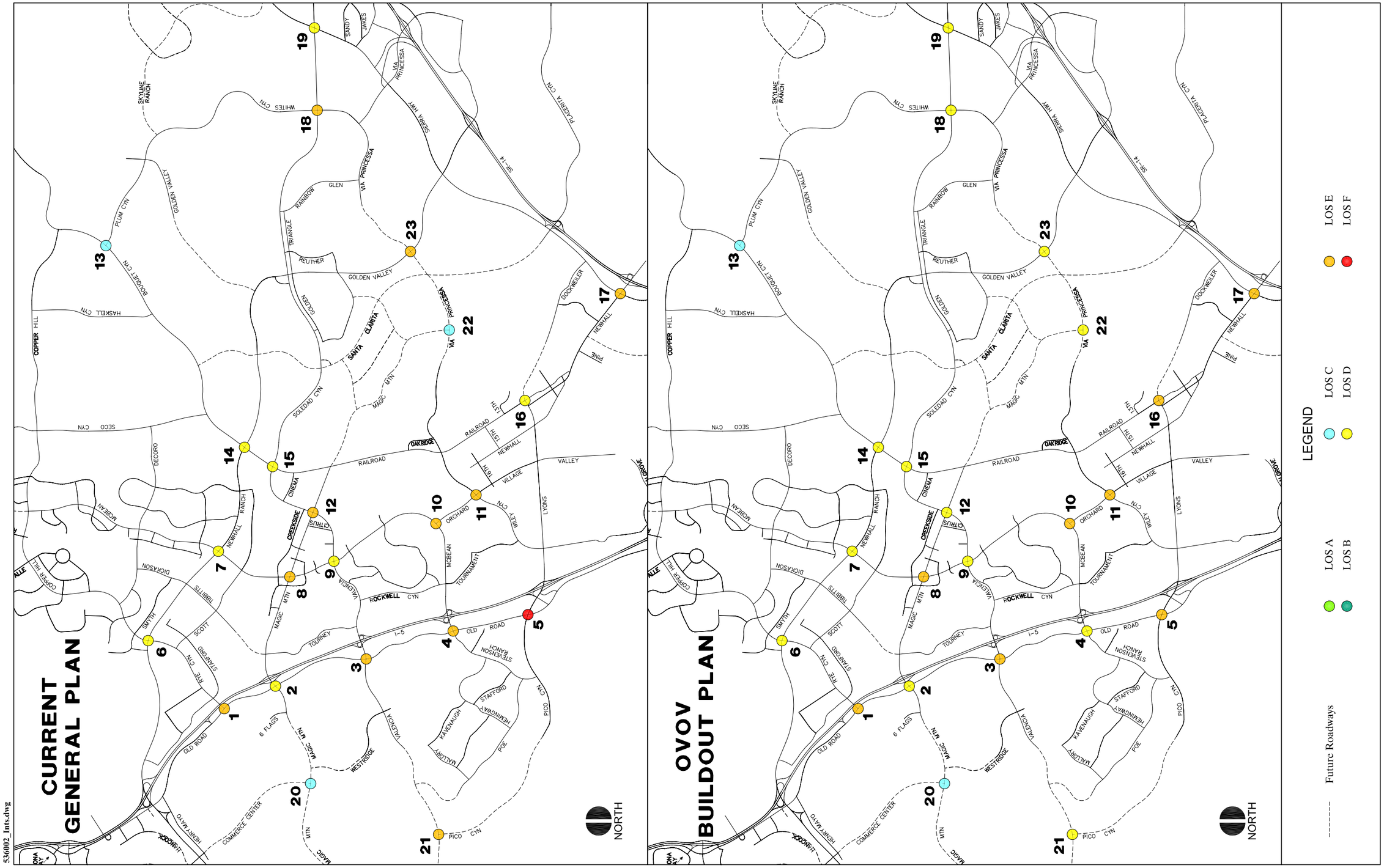
on the current City General Plan/County Area Plan.

4.2.2 Arterial Intersections

Intersection LOS estimates for the proposed OVOV land uses and for the current City General Plan/County Area Plan, for both existing and future intersection geometry, was presented in the previously referenced Table 4-2 and Table 4-3. The forecasts indicate multiple deficiencies based on the existing intersection geometry. Intersection improvements that are consistent with the proposed Highway Plan, details of which are provided in the following Section, result in conditions of LOS E or better for the proposed OVOV land uses at all principal intersections. In comparison, the current City General Plan/County Area Plan results in LOS F conditions at one principal intersection. An illustration of intersection LOS conditions based on both the proposed OVOV land uses and the current City General Plan/County Area Plan is provided in Figure 4-7. Overall, intersection operations are shown to improve with the proposed OVOV land uses in comparison to forecast conditions based on the current City General Plan/County Area Plan.

Both the City and the County have specific requirements regarding the LOS of intersections outlined in their traffic impact study guidelines. Each say that a change in ICU value of .01 or more for LOS E and F conditions, or a change of .02 or more for LOS D conditions, represents a significant impact at the individual project level. Furthermore, the County also says that a change of .04 or more for LOS C conditions represents a significant impact at the individual project level, as stated in the current Traffic Impact Analysis Guidelines of the County Department of Public Works. While not applied for long-range planning studies such as this, these guidelines provide an indication of the significant impacts to be expected as the OVOV area builds out over time.

Each of the principal intersections evaluated in this study, with the exception of Bouquet Canyon Road at Plum Canyon Road, are shown to exceed the significant impact criteria noted above when compared to existing conditions. As such, significant impacts are likely to be identified as part of the future project level impact studies that will be prepared as the Valley builds out in accordance with the proposed OVOV land uses. Mitigation measures beyond the future lane configurations identified in this study are likely not feasible due to right-of-way constraints. However, with the proposed OVOV land uses no intersection is forecast to exceed LOS E. In comparison, one intersection is forecast to exceed LOS E based on traffic model forecasts for the current City General Plan/County Area Plan.


CURRENT GENERAL PLAN
OVOV BUILDOUT PLAN
LEGEND
LOS A
LOS B
LOS C
LOS D
LOS E
LOS F
Future Roadways
NORTH
536002_Ints.dwg

4.3 FUTURE IMPROVEMENTS

Roadway improvements in the form of roadway widening and intersection improvements will be needed to build out the proposed Highway Plan. Table 4-4 lists the improvements needed to implement the recommended Highway Plan as illustrated in the previously referenced Figure 3-2. Table 4-5 summarizes the corresponding intersection lane improvements needed to achieve conditions of LOS E or better.

4.4 FREEWAY ANALYSIS

A planning level analysis has been prepared for select freeway segments within the OVOV area. The purpose of the analysis is to compare conditions based on the proposed OVOV land uses to traffic forecasts based on the current City General Plan/County Area Plan.

4.4.1 I-5 Freeway

The I-5 freeway is listed as a "high priority corridor" on the National Highway System (NHS). The corridor serves inter-regional travel in the north-south direction from California's most southern border with Mexico to Washington's most northern border with Canada. Within the OVOV area, the I-5 freeway is classified as an urban interstate (see Reference 4 in Section 1.5).

The I-5 freeway generally consists of four mix-flow lanes in each direction through the OVOV area. Through the SR-14 interchange area, the I-5 freeway consists of three mix-flow lanes in each direction along with two dedicated truck bypass lanes which are separated from the mainline lanes. Several interchanges provide access to the freeway as described in Section 2.1. A truck weigh station facility operated by the California Highway Patrol is located on the northbound side of the I-5 freeway just south of the SR-126 interchange. High Occupancy Vehicle (HOV) lanes have recently been constructed just south of the Santa Clarita Valley.

Caltrans planning documents have identified the I-5 freeway through this area as needing additional lanes to accommodate existing and anticipated increases in traffic volumes. Caltrans District 7 currently has a project to add additional lanes to the I-5 freeway between the SR-14 interchange and the Parker Road interchange, a distance of approximately 13.6 miles (see Reference 5 in Section 1.5). The project will extend the existing HOV lanes from the SR-14 interchange to just south of the Parker Road interchange, incorporate truck climbing lanes from the SR-14 interchange to the Pico Canyon

Table 4-4: Roadway Improvements to Build-Out the Highway Plan

Roadway/Segment	Improvement	Comments
Agua Dulce Canyon Road		
Between Sierra Highway and Escondido Canyon Road	Widen roadway from 2 lanes to a 4 lane Secondary Highway	
Between Escondido Canyon Road and Davenport Road	Construct new 4 lane Secondary Highway	Gap closure segment
Between Davenport Road and Soledad Canyon Road	Widen roadway from 2 lanes to a 4 lane Secondary Highway	
Avenue Scott		
Between Rye Canyon Road and Avenue Tibbitts	Re-stripe roadway from 4 lanes to 6 lanes	
Avenue Tibbitts		
Between Avenue Scott and Avenue Hopkins	Re-stripe roadway from 4 lanes to 6 lanes	
Between Avenue Hopkins and Magic Mountain Parkway	Construct new 6 lane Major Highway	Includes new bridge over the Santa Clara River
Bouquet Canyon Road		
Between Angeles National Forest and Plum Canyon Road	Widen roadway from 2 lanes to a 4 lane Secondary Highway	
Between Plum Canyon and future Santa Clarita Parkway	Re-stripe roadway from 4 lanes to 6 lanes	Will lose the existing Class II bike lane due to re-striping
Between future Santa Clarita Parkway and Seco Canyon Road	Re-stripe roadway from 5 lanes to 6 lanes	Will lose the existing Class II bike lane due to re-striping
Between Seco Canyon Road and Espuella Drive	Widen roadway from 6 lanes to an 8 lane Major Highway	Includes bridge widening
Between Soledad Canyon Road and Magic Mountain Parkway	Re-stripe roadway from 4 lanes to 6 lanes	
Castaic Road		
Between Lake Hughes Road and Ridge Route Road	Re-stripe roadway from 4 lanes to 6 lanes	
Commerce Center Drive		
Between Henry Mayo Drive and Magic Mountain Parkway	Construct new 6 lane Major Highway	Includes new bridge over the Santa Clara River
Copper Hill Drive		
Between Avenida Rancho Tesoro and San Francisquito Creek Bridge	Re-stripe roadway from 4 lanes to 6 lanes	
Between San Francisquito Creek Bridge and McBean Parkway	Widen roadway from 4 lanes to a 6 lane Major Highway	Includes widening bridge over the San Francisquito Creek
Davenport Road		
Between Sierra Highway and Agua Dulce Canyon Road	Widen roadway from 2 lanes to a 4 lane Secondary Highway	
Dockweiler Drive		
Between Railroad Avenue and Leonard Tree Lane	Construct new 4 lane Secondary Highway	
Between Leonard Tree Lane and Ivy Lane	Implement traffic calming measures with 1 lane in each direction, re-stripe roadway from 2 lanes to 4 lanes when traffic volumes warrant	Will lose the existing on-street parking if re-striped to 4 lanes

(Continued)

Table 4-4: Roadway Improvements to Build-Out the Highway Plan (Continued)

Roadway/Segment	Improvement	Comments
Escondido Canyon Road		
east of Agua Dulce Canyon Road	Widen roadway from 2 lanes to a 4 lane Secondary Highway	
Golden Valley Road		
Between Plum Canyon Road and Dorothy Street	Re-stripe roadway from 2 lanes to 4 lanes	
Between Dorothy Street and Newhall Ranch Road	Construct new 4 lane Secondary Highway	
Between Valley Center Drive and Center Pointe Parkway	Re-stripe roadway from 4 lanes to 6 lanes	
Between Center Pointe Parkway and Sierra Highway	Widen roadway from 4 lanes to a 6 lane Major Highway	
Haskell Canyon Road		
Between Copper Hill Drive and Grovepark Drive/Ridgegrove Drive	Re-stripe roadway from 2 lanes to 4 lanes	
Henry Mayo Drive		
Between Commerce Center Drive and The Old Road	Widen roadway from 2 lanes to a 4 lane Parkway	
Lake Hughes Road		
Between I-5 freeway and Castaic Road	Re-stripe roadway from 4 lanes to 6 lanes	
Long Canyon Road (future)		
Between Chiquito Canyon Road and SR-126	Construct new 4 lane Secondary Highway	
Between SR-126 and Valencia Boulevard	Construct new 6 lane Major Highway	Includes new bridge over the Santa Clara River
Lost Canyon Road		
Between Sand Canyon Road and La Veda Avenue	Widen roadway from 2 lanes to a 4 lane Secondary Highway	
Between La Veda Avenue and Jakes Way	Construct new 4 lane Secondary Highway	
Between Jakes Way and railroad bridge	Construct new 6 lane Major Highway	
Between railroad bridge and Via Princessa	Re-stripe roadway from 4 lanes to 6 lanes	
Lyons Avenue		
Between Wiley Canyon Road and Railroad Avenue	Re-stripe roadway from 4 lanes to 6 lanes	Will lose the existing on-street parking due to re-striping

(Continued)

Table 4-4: Roadway Improvements to Build-Out the Highway Plan (Continued)

Roadway/Segment	Improvement	Comments
Magic Mountain Parkway		
Between Long Canyon Road and Commerce Center Drive	Construct new 4 lane Secondary Highway	
Between Commerce Center Drive and Westridge Parkway	Construct new 6 lane Major Highway	
Between Westridge Parkway and Six Flags Magic Mountain	Construct new 8 lane Major Highway	
Between Six Flags Magic Mountain and I-5 freeway	Widen roadway from 4 lanes to an 8 lane Major Highway	
Between I-5 freeway and Auto Center Drive	Re-stripe roadway from 6 lanes to 8 lanes	
Between Auto Center Drive and Valencia Boulevard	Widen roadway from 4 lanes to an 8 lane Major Highway	
Between Valencia Boulevard and Railroad Avenue	Re-stripe roadway from 4 lanes to 6 lanes	
Between Railroad Avenue and Via Princessa	Construct new 6 lane Major Highway	
McBean Parkway		
Between San Francisquito Canyon Road and Copper Hill Drive	Construct new 2 lane Limited Secondary Highway	
Between Avenue Scott and Creekside Road	Widen roadway from 6 lanes to an 8 lane Major Highway	Includes widening bridge over the Santa Clara River
Between Magic Mountain Parkway and Valencia	Re-stripe roadway from 6 lanes to 8 lanes	
Newhall Ranch Road		
Between Rye Canyon Road and Avenue Tibbitts	Widen roadway from 4 lanes to an 8 lane Major Highway	
Between Avenue Tibbitts and McBean Parkway	Widen roadway from 6 lanes to an 8 lane Major Highway	Includes widening bridge over the San Francisquito Creek
Between McBean Parkway and Bouquet Canyon Road	Re-stripe roadway from 7 lanes to 8 lanes	
Between Bouquet Canyon Road and Santa Clarita Parkway	Re-stripe roadway from 4 lanes to 6 lanes	
Between Santa Clarita Parkway and Golden Valley Road	Construct new 6 lane Major Highway	
Newhall Avenue		
Between Lyons Avenue and Railroad Avenue	Re-stripe roadway from 2 lanes to 4 lanes	Will lose the existing on-street parking due to re-striping

(Continued)

Table 4-4: Roadway Improvements to Build-Out the Highway Plan (Continued)

Roadway/Segment	Improvement	Comments
The Old Road		
north of Lake Hughes Road	Re-stripe roadway from 2 lanes to 4 lanes	
Between Lake Hughes Road and Sedona Way	Widen roadway from 2 lanes to a 4 lane Secondary Highway	
Between Hasley Canyon Road and I-5 SB Ramps at Rye Canyon Road	Widen roadway from 4 lanes to a 6 lane Major Highway	
Between I-5 SB Ramps at Rye Canyon Road and Rye Canyon Road	Re-stripe roadway from 4 lanes to 6 lanes	
Between Rye Canyon Road and Magic Mountain Parkway	Widen roadway from 4 lanes to a 6 lane Major Highway	Includes widening bridge over the Santa Clara River
Between McBean Parkway and Lyons Avenue	Re-stripe roadway from 4 lanes to 6 lanes	
Between Sagecrest Circle (South) and Calgrove Boulevard	Widen roadway from 2 lanes to a 4 lane Secondary Highway	
Between Calgrove Boulevard and Sierra Highway	Widen roadway from 4 lanes to a 6 lane Major Highway	
Orchard Village Road		
Between McBean Parkway and Lyons Avenue	Widen roadway from 4 lanes to a 6 lane Major Highway	
Parker Road		
Between The Old Road and I-5 freeway	Widen roadway from 2 lanes to a 6 lane Major Highway	
Pico Canyon Road		
Between Valencia Boulevard and Whispering Oaks Road	Construct new 6 lane Major Highway	
Between Whispering Oaks Road and I-5 freeway	Re-stripe roadway from 4 lanes to 6 lanes	
Plum Canyon Road		
Between Bouquet Canyon Road and Golden Valley Road	Re-stripe roadway from 4 lanes to 6 lanes	
Potrero Canyon Road (future)		
Between SR-126 and Long Canyon Road	Construct new 4 lane Secondary Highway	Includes new bridge over the Santa Clara River
Railroad Avenue		
Between Magic Mountain Parkway and Lyons Avenue	Re-stripe roadway from 4 lanes to 6 lanes	
Ridge Route Road		
Between I-5 freeway and Castaic Road	Widen roadway from 2 lanes to a 6 lane Major Highway	
Sand Canyon Road		
Between Sierra Highway and Soledad Canyon Road	Widen roadway from 2 lanes to a 4 lane Secondary Highway	
Between SR-14 freeway and Lost Canyon Road	Widen roadway from 2 lanes to a 6 lane Major Highway	Includes widening bridge over the Santa Clara River

(Continued)

Table 4-4: Roadway Improvements to Build-Out the Highway Plan (Continued)

Roadway/Segment	Improvement	Comments
Santa Clarita Parkway (future)		
Between Bouquet Canyon Road and Sierra Highway	Construct new 6 lane Major Highway	Includes new bridge over the Santa Clara River
Shadow Pines Boulevard/Tick Canyon Road		
Between Grandifloras Road and Davenport Road	Construct new 2 lane Limited Secondary Highway	
Sierra Highway		
east of Agua Dulce Canyon Road	Widen roadway from 2 lanes to a 6 lane Major Highway	
Between Agua Dulce Canyon Road and Vasquez Canyon Road	Widen roadway from 2 lanes to a 6 lane Major Highway	
Between Vasquez Canyon and Soledad Canyon	Widen roadway from 4 lanes to a 6 lane Major Highway	
Between Via Princessa and Newhall Avenue	Re-stripe roadway from 4 lanes to 6 lanes	
Between Newhall Avenue and The Old Road	Widen roadway from 4 lanes to a 6 lane Major Highway	
Skyline Ranch Road (future)		
Between Whites Canyon Road and Sierra Highway	Construct new Secondary Highway	Will use an alternative section as approved for the development project through which this roadway passes
Sloan Canyon Road		
Between The Old Road and Parker Road	Widen roadway from 2 lanes to a 4 lane Secondary Highway	
Between Parker Road and Quail Valley Road	Re-stripe roadway from 2 lanes to 4 lanes	
Between Hillcrest Parkway and Hasley Canyon Road	Construct new 2 lane Limited Secondary Highway	
Soledad Canyon Road		
Between River Circle and SR-14 freeway	Re-stripe roadway from 4 lanes to 6 lanes	Will lose the existing Class II bike lane due to re-striping
east of SR-14 freeway	Widen roadway from 2 lanes to a 6 lane Major Highway	
Stevenson Ranch Parkway		
Between The Old Road and Pico Canyon Road	Re-stripe roadway from 4 lanes to 6 lanes	Will lose the existing Class II bike lane due to re-striping
Valencia Boulevard		
Between Long Canyon Road and existing Valencia Boulevard terminus just west of Boulder Crest Drive	Construct new 6 lane Major Highway	
Between I-5 freeway and McBean Parkway	Reconstruct roadway from 7 lanes to an 8 lane Major Highway	

(Continued)

Table 4-4: Roadway Improvements to Build-Out the Highway Plan (Continued)

Roadway/Segment	Improvement	Comments
Via Princessa		
Between existing Via Princessa terminus just east of Claibourne Court and existing Via Princessa terminus just west of Sheldon Avenue	Construct new 6 lane Major Highway	Gap closure segment
Between Sheldon Avenue and Rainbow Glen Drive	Widen roadway from 2 lanes to a 6 lane Major Highway	
Between Rainbow Glen Drive and Whites Canyon Road	Re-stripe roadway from 4 lanes to 6 lanes	
Between SR-14 freeway and Lost Canyon Road	Re-stripe roadway from 4 lanes to 6 lanes	
Whites Canyon Road		
Between Ashboro Drive and Soledad Canyon Road	Re-stripe roadway from 4 lanes to 6 lanes	
Wiley Canyon Road		
Bridge over Railroad Avenue	Widen roadway from 4 lanes to a 6 lane Major Highway	Includes bridge widening
Between bridge over Railroad Avenue and Lyons Avenue	Re-stripe roadway from 4 lanes to 6 lanes	Will lose the existing Class II bike lane due to re-striping
Between Wabuska Street and Calgrove Boulevard	Widen roadway from 2 lanes to a 4 lane Secondary Highway	

Table 4-5: Intersection Improvements to Build-Out the Highway Plan

Intersection	Improvement	Comments
1. The Old Road & Rye Canyon Road	Add 2nd & 3rd northbound through lanes Add 2nd southbound left-turn lane Add 3rd southbound through lane Add 2nd & 3rd westbound left-turn lanes	County intersection
2. The Old Road & Magic Mountain Parkway	Add 5th eastbound through lane Convert 3rd southbound through lane to a shared through/right-turn lane	County intersection
3. The Old Road & Valencia Boulevard	Modify traffic signal to provide eastbound right-turn overlap phasing	County intersection
4. The Old Road & Stevenson Ranch Parkway	Add 2nd southbound left-turn lane Add 1st westbound right-turn lane Modify traffic signal to provide northbound right-turn overlap phasing	County intersection
5. The Old Road & Pico Canyon Road	Add 2nd northbound left-turn lane Convert southbound right-turn lane to 2nd southbound through lane Convert westbound right-turn lane to 3rd westbound through lane	County intersection
6. Rye Canyon Road/Copper Hill Road & Newhall Ranch Road	None	City intersection; Existing geometry sufficient for build-out conditions.
7. McBean Parkway & Newhall Ranch Road	Add 2nd northbound right-turn lane Add 4th westbound through lane	City intersection
8. McBean Parkway & Magic Mountain Parkway	Add 4th northbound through lane Add 3rd eastbound through lane Modify traffic signal to provide westbound right-turn overlap phasing	City intersection
9. McBean Parkway & Valencia Boulevard	Convert 1st northbound right-turn lane to 4th northbound through lane Add 4th westbound through lane Modify traffic signal to provide northbound right-turn overlap phasing	City intersection; Will require ROW on north side of Valencia, east of McBean, to relocate the existing westbound right-turn lane.
10. Orchard Village Road & McBean Parkway	Add 1st eastbound right-turn lane Add 1st westbound right-turn lane Convert 3rd eastbound through lane to a shared through/right-turn lane	City intersection; North leg (hospital driveway) to be improved by site development Will require ROW from HMNMH site to realign McBean.

(Continued)

Table 4-5: Intersection Improvements to Build-Out the Highway Plan (Continued)

Intersection	Improvement	Comments
11. Orchard Village Road & Wiley Canyon Road	Add 3rd northbound through lane Convert 1st southbound through lane to 2nd southbound left-turn lane Convert southbound right-turn lane to 2nd southbound through lane (shared through/right) Convert 2nd eastbound left-turn lane to 3rd eastbound through lane Convert westbound right-turn lane to 3rd westbound through lane (shared through/right)	City intersection; No ROW required but placing new through lanes on Orchard Village adjacent to the curb (e.g., north of Wiley Cyn Road) requires removing the trees adjacent to the curb lane. Also requires removal of Bike Lane from westbound Wiley Cyn Road.
12. Valencia Boulevard & Magic Mountain Parkway	Add 1st northbound right-turn lane Add 3rd eastbound through lane Add 2nd westbound left-turn lane Convert westbound right-turn lane to 3rd westbound through lane (shared through/right)	City intersection; Will require ROW on south side of Magic Mtn., east and west of Valencia, and on east side of Valencia, south of Magic Mtn.
13. Bouquet Canyon Road & Plum Canyon Road	None	City intersection; Existing geometry sufficient for build-out conditions.
14. Bouquet Canyon Road & Newhall Ranch Road	Add 2nd southbound left-turn lane Add 2nd southbound right-turn lane Convert 3rd eastbound left-turn lane to 3rd eastbound through lane Add 4th eastbound through lane Modify traffic signal to provide westbound right-turn overlap phasing	City intersection; Will require ROW on west side of Bouquet, north of Newhall Ranch, for the 2nd right-turn lane.
15. Bouquet Canyon Road & Soledad Canyon Road	Add 4th northbound through lane	City intersection; Will require ROW on east side of Bouquet, south of Soledad, to relocate the existing northbound right-turn lane.

(Continued)

Table 4-5: Intersection Improvements to Build-Out the Highway Plan (Continued)

Intersection	Improvement	Comments
16. Railroad Avenue & Lyons Avenue	Add 1st & 2nd southbound left-turn lanes Convert 2nd eastbound left-turn lane to a shared left/through lane Convert eastbound right-turn lane to a shared through/right-turn lane Add 1st westbound left-turn lane Add 1st & 2nd westbound through lanes Add 1st westbound right-turn lane	City intersection; Lanes per proposed Lyons Avenue at-grade rail crossing.
17. Sierra Highway & Newhall Avenue	Add 1st northbound right-turn lane Convert 2nd northbound through lane to a shared through/right-turn lane Add 2nd westbound left-turn lane (can remove existing westbound right-turn lane)	City intersection; Can remove the existing westbound right-turn lane. Will require ROW on east side of Sierra, south of Newhall.
18. Whites Canyon Road & Soledad Canyon Road	Convert northbound right-turn lane to 3rd northbound through lane (shared through/right) Convert southbound right-turn lane to 3rd southbound through lane (shared through/right)	City intersection; Will require ROW on west side of Whites Cyn, south of Soledad Cyn.
19. Sierra Highway & Soledad Canyon Road	Convert northbound right-turn lane to 3rd northbound through lane (shared through/right) Add 2nd southbound left-turn lane Convert southbound right-turn lane to 3rd southbound through lane (shared through/right) Convert eastbound right-turn lane to 3rd eastbound through lane (shared through/right)	City intersection; Will require ROW on east side of Sierra, north of Soledad Cyn.
20. Commerce Center Drive & Magic Mountain Parkway	Add 1st & 2nd southbound left-turn lanes Add 1st southbound right-turn lane Add 1st & 2nd eastbound left-turn lanes Add 1st, 2nd & 3rd eastbound through lanes Add 1st, 2nd & 3rd westbound through lanes Add 1st westbound free-flow right-turn lane	Future County intersection; Lanes subject to change pending the final development plans for this area.
21. Pico Canyon Road & Valencia Boulevard	Add 1st & 2nd northbound left-turn lanes Add 1st northbound right-turn lane Add 1st, 2nd & 3rd eastbound through lanes (3rd through is shared through/right) Add 1st westbound left-turn lane Add 1st, 2nd & 3rd westbound through lanes	Future County intersection; Lanes subject to change pending the final development plans for this area.

(Continued)

Table 4-5: Intersection Improvements to Build-Out the Highway Plan (Continued)

22. Magic Mountain Parkway & Via Princessa	Add 1st northbound left-turn lane Add 1st northbound through lane Add 1st northbound right-turn lane Add 1st & 2nd southbound left-turn lanes Add 1st southbound through lane Add 1st southbound right-turn lane Add 1st eastbound left-turn lane Add 1st, 2nd & 3rd eastbound through lanes (3rd through is shared through/right) Add 1st westbound left-turn lane Add 1st, 2nd & 3rd westbound through lanes Add 1st westbound free-flow right-turn lane	Future City intersection; Lanes subject to change pending the final development plans for this area.
23. Golden Valley Road & Via Princessa	Add 1st & 2nd northbound left-turn lane Add 3rd northbound through lane Add 1st northbound right-turn lane Add 1st & 2nd southbound left-turn lane Add 3rd southbound through lane Add 1st southbound right-turn lane Add 1st & 2nd eastbound left-turn lane Add 1st, 2nd & 3rd eastbound through lanes Add 1st & 2nd eastbound right-turn lanes Add 1st & 2nd westbound left-turn lanes Add 1st, 2nd & 3rd westbound through lanes Add 1st westbound right-turn lane	Future City intersection; Lanes subject to change pending the final development plans for this area.

Road/Lyons Avenue interchange, and construct and/or extend auxiliary lanes between interchanges at six locations. A Project Approval and Environmental Document (PA&ED) has recently been completed for this project, and funding for construction is identified in the Los Angeles County Metropolitan Transportation Agency (Metro) 2009 Long Range Transportation Plan.

4.4.2 SR-14 Freeway

The SR-14 freeway, in conjunction with US 395, is one of the four major north-south corridors serving California. The corridor connects the Eastern Sierra and Western Nevada regions to the Southern California region. The Caltrans "Interregional Transportation Strategic Plan" identifies the SR-14/US-395 corridor as a "High Emphasis - Focus Route" (see Reference 6 in Section 1.5). The SR-14 freeway is designated as a Super Truck Route (STR), and is also part of the Surface Transportation Assistance Act (STAA) truck network, which provides freeway access for oversized trucks. Within Caltrans District 7, the SR-14 freeway serves as a major commuter route between Antelope Valley communities such as the Cities of Palmdale and Lancaster and the Los Angeles area.

Within the OVOV area, the SR-14 freeway generally consists of three to six lanes in each direction, including one HOV lane in each direction. From the I-5 freeway to the Newhall Avenue interchange, there are five mix-flow lanes and one HOV lane in each direction; from the Newhall Avenue interchange to the Golden Valley Road interchange, there are three mix-flow lanes and one HOV lane in each direction; from the Golden Valley Road interchange to the Sierra Highway interchange, there are four mix-flow lanes and one HOV lane in each direction; from the Sierra Highway interchange to the Sand Canyon Road interchange, there are three mix-flow lanes and one HOV lane in each direction; from the Sand Canyon Road interchange to the Soledad Canyon Road interchange, there are two mix-flow lanes and one HOV lane in each direction; and from the Soledad Canyon Road interchange to the Escondido Canyon Road interchange, there are two to three mix-flow lanes and one HOV lane in each direction.

The North County Combined Highway Corridors Study (see Reference 7 in Section 1.5), a joint study sponsored in part by Metro, Caltrans, the County of Los Angeles, and the City of Santa Clarita, identified the SR-14 freeway through the OVOV area as needing additional lanes to accommodate existing and anticipated increases in traffic volumes. The study identified a short-range plan to complete the mainline to a minimum of three lanes in each direction, and a long-range plan to complete the mainline to four lanes in each direction between the Newhall Avenue interchange and the Sand Canyon

interchange, and to add a dedicated truck lane between the I-5 freeway and the Placerita Canyon Road interchange. The study also identified a short-range plan to convert the existing HOV lanes to a reversible HOV lane configuration that would provide three HOV lanes in the peak travel direction. However, subsequent planning efforts by Caltrans and Metro have focused on utilizing two conventional (i.e., non-reversible) HOV lanes in each direction in-lieu of reversible HOV lanes.

Caltrans is currently constructing HOV lane direct connectors between the existing SR-14 HOV lanes and the existing I-5 HOV lanes. This project is estimated to be completed by 2013.

4.4.3 Freeway Traffic Volumes and LOS

A summary of traffic volumes for ADT, a.m. peak hour, and p.m. peak hour conditions is provided in Table 4-6 for six key freeway segments within the OVOV area. The traffic forecasts include growth outside of the OVOV plan area based on regional traffic projections. Calculations of demand to capacity (D/C) ratios are provided in Appendix E, and the corresponding LOS is summarized in Table 4-7. The freeway LOS estimates are calculated based on both the existing number of freeway lanes and the planned future lanes. In the case of the I-5 freeway, the planned future lanes are based on the I-5 HOV and Truck Lane project discussed in Section 4.4.1. In the case of the SR-14 freeway, the planned future lanes are based on the short-range plan outlined in the Metro study discussed in Section 4.4.2.

The freeway LOS summarized in the previously referenced Table 4-7 indicates that with the proposed OVOV land uses, freeway conditions are the same or one level of service better than with the current City General Plan/County Area Plan. When the future freeway lanes are taken into account, deficiencies occur with the current City General Plan/County Area Plan on the SR-14 freeway in the peak direction (i.e., southbound in the a.m. peak hour and northbound in the p.m. peak hour). With the proposed OVOV land uses, deficiencies are still expected to occur, although to a lesser extent and at fewer segments due to lower freeway traffic volumes.

4.5 CONGESTION MANAGEMENT PROGRAM ANALYSIS

The Los Angeles County Congestion Management Program (CMP) (See Reference 8 in Section 1.5) states that only development projects are subject to the CMP Land Use Analysis Program and the CMP Transportation Impact Analysis. As such, a literal CMP analysis is not required for the General Plan/Area Plan update.

Table 4-6: Freeway Volume Summary

Segment	ADT	AM Peak Hour		PM Peak Hour	
		NB	SB	NB	SB
I-5 south of Parker Interchange					
Existing Conditions	110,000	1,860	2,190	3,570	3,070
Current GP	240,000	5,140	6,950	8,760	7,980
Proposed OVOV GP	239,000	4,090	6,770	8,770	7,640
I-5 south of Valencia Interchange					
Existing Conditions	179,000	5,430	5,310	6,050	6,420
Current GP	269,000	8,540	9,970	9,730	10,320
Proposed OVOV GP	259,000	7,860	8,200	9,190	10,300
I-5 north of SR-14 Interchange					
Existing Conditions	202,000	5,600	6,610	6,970	6,410
Current GP	308,000	8,710	10,430	10,530	10,800
Proposed OVOV GP	269,000	7,540	7,380	8,700	10,480
SR-14 south of Aqua Dulce Interchange					
Existing Conditions	110,000	1,970	5,580	5,130	2,810
Current GP	200,000	4,260	11,970	11,300	5,190
Proposed OVOV GP	158,000	2,700	11,780	10,590	3,350
SR-14 south of Sierra Highway Interchange					
Existing Conditions	152,000	2,510	7,090	7,500	3,380
Current GP	279,000	5,020	15,330	15,430	7,100
Proposed OVOV GP	217,000	3,900	14,350	13,580	5,150
SR-14 north of I-5 Interchange					
Existing Conditions	176,000	2,950	8,350	8,430	4,100
Current GP	316,000	6,320	16,170	16,250	8,490
Proposed OVOV GP	230,000	5,100	13,920	13,390	6,820

Table 4-7: Freeway Level of Service Summary

Segment	AM Peak Hour		PM Peak Hour	
	NB	SB	NB	SB
Existing Freeway Lanes				
I-5 south of Parker Interchange				
Existing Conditions	A	A	B	B
Current GP	C	D	**F**	E
Proposed OVOV GP	C	D	**F**	E
I-5 south of Valencia Interchange				
Existing Conditions	C	C	D	D
Current GP	**F**	**F**	**F**	**F**
Proposed OVOV GP	E	**F**	**F**	**F**
I-5 north of SR-14 Interchange				
Existing Conditions	A	**F**	D	E
Current GP	**F**	**F**	**F**	**F**
Proposed OVOV GP	E	**F**	**F**	**F**
SR-14 south of Aqua Dulce Interchange				
Existing Conditions	A	C	C	B
Current GP	C	**F**	**F**	C
Proposed OVOV GP	B	**F**	**F**	B
SR-14 south of Sierra Highway Interchange				
Existing Conditions	A	C	D	B
Current GP	B	**F**	**F**	C
Proposed OVOV GP	B	**F**	**F**	C
SR-14 north of I-5 Interchange				
Existing Conditions	A	C	C	B
Current GP	C	**F**	**F**	C
Proposed OVOV GP	B	**F**	**F**	C
Future Freeway Lanes				
I-5 south of Parker Interchange				
Current GP	C	C	D	D
Proposed OVOV GP	B	C	D	D
I-5 south of Valencia Interchange				
Current GP	D	E	E	E
Proposed OVOV GP	D	D	E	E
I-5 north of SR-14 Interchange				
Current GP	D	D	E	D
Proposed OVOV GP	C	C	D	D
SR-14 south of Aqua Dulce Interchange				
Current GP	B	**F**	**F**	C
Proposed OVOV GP	A	**F**	**F**	B
SR-14 south of Sierra Highway Interchange				
Current GP	B	**F**	**F**	C
Proposed OVOV GP	B	**F**	**F**	B
SR-14 north of I-5 Interchange				
Current GP	B	**F**	**F**	C
Proposed OVOV GP	B	E	E	B

LOS in **Bold** exceeds performance criteria of LOS E.

CMP roadways within the OVOV area consist of the following:

- I-5 Freeway
- SR-14 Freeway
- SR-126 Expressway
- Sierra Highway from Newhall Avenue to the SR-14 freeway at Red Rover Mine Road
- Magic Mountain Parkway from the I-5 freeway to Railroad Avenue
- Railroad Avenue/Newhall Avenue from Magic Mountain Parkway to the SR-14 freeway

Section 4.2 shows that each of the CMP arterial roadways achieves the CMP LOS target of LOS E or better with the proposed OVOV land uses. Section 4.4.3 shows that the I-5 freeway achieves the CMP LOS target of LOS E or better with the proposed OVOV land uses. The SR-14 freeway is anticipated to operate at LOS F conditions in the peak direction with either the current City General Plan/County Area Plan or with the proposed OVOV land uses. However, with the proposed OVOV land uses, traffic volumes on the SR-14 freeway are lower and there are fewer segments at LOS F than with the current City General Plan/County Area Plan.

4.6 GROUND TO PLAN ANALYSIS

This section presents a comparison of the proposed plan to existing conditions. Existing conditions are compared to the scenario previously presented in Section 4.2, which consists of the proposed land use plan along with the proposed Highway Plan. This comparison demonstrates the net impact of both the proposed land use and Highway Plan.

4.6.1 OVOV Land Use with the Proposed Highway Plan Network

A comparison of traffic forecasts based on the proposed OVOV plan (the proposed land uses along with the proposed highway network) to existing conditions is provided in Table 4-8. The table presents roadway segment V/C ratios and LOS values for each of the two scenarios. A comparable table for peak hour intersection conditions is provided in Table 4-9.

The previously referenced Table 4-8 shows that four of the five roadway segments that are at LOS F for existing conditions are forecast to operate at LOS E or better with the proposed OVOV plan.

Table 4-8: ADT V/C and LOS – Existing Conditions vs OVOV Buildout Conditions

Roadway Segment	Existing Conditions			OVOV GP With Highway Plan		
	Volume	V/C	LOS	Volume	V/C	LOS
1. Agua Dulce n/o Escondido Cyn	4,000	.22	A	8,000	.22	A
2. Agua Dulce n/o Davenport	3,000	.17	A	13,000	.36	A
4. Agua Dulce s/o SR-14	<500	.00	A	3,000	.08	A
6. Ave Scott s/o Stanford	14,000	.39	A	37,000	.69	B
8. Ave Stanford s/o Vanderbilt	5,000	.14	A	17,000	.47	A
10. Ave Stanford s/o Rye Cyn	9,000	.25	A	16,000	.44	A
11. Bouquet Cyn n/o Vasquez	4,000	.22	A	6,000	.17	A
14. Bouquet Cyn e/o Haskell	25,000	.69	B	32,000	.59	A
15. Bouquet Cyn w/o Haskell	39,000	1.08	**F**	49,000	.91	E
16. Bouquet Cyn e/o Seco	43,000	.96	E	54,000	1.00	E
17. Bouquet Cyn w/o Seco	48,000	.89	D	53,000	.74	C
18. Bouquet Cyn s/o Newhall Ranch	50,000	.69	B	77,000	1.07	**F**
20. Bouquet Cyn n/o Magic Mtn	36,000	1.00	E	54,000	1.00	E
25. Castaic n/o Lake Hughes	11,000	.31	A	5,000	.14	A
28. Chiquito Cyn s/o San Martinez Cyn	1,000	.06	A	6,000	.33	A
31. Commerce Center s/o Franklin	16,000	.30	A	39,000	.72	C
32. Commerce Center n/o SR-126	11,000	.20	A	43,000	.80	C
35. Copper Hill n/o Newhall Ranch	35,000	.49	A	54,000	.75	C
39. Copper Hill e/o McBean	35,000	.97	E	41,000	.76	C
43. Davenport e/o Sierra Hwy	2,000	.11	A	6,000	.17	A
44. Davenport w/o Agua Dulce	2,000	.11	A	3,000	.08	A
46. Decoro e/o Dickason	20,000	.56	A	14,000	.39	A
48. Decoro w/o Hillsborough	16,000	.44	A	17,000	.47	A
51. Dickason n/o Newhall Ranch	13,000	.36	A	21,000	.39	A
54. Escondido e/o Agua Dulce	3,000	.17	A	5,000	.14	A
55. Franklin e/o Wolcott Way	<500	.00	A	8,000	.53	A
56. Franklin w/o Commerce Center	6,000	.17	A	11,000	.31	A
62. Golden Valley s/o Centre Point	19,000	.53	A	39,000	.72	C

(Continued)

Table 4-8: ADT V/C and LOS – Existing Conditions vs OVOV Buildout Conditions (Continued)

Roadway Segment	Existing Conditions			OVOV GP With Highway Plan		
	Volume	V/C	LOS	Volume	V/C	LOS
64. Golden Valley e/o Sierra Hwy	14,000	.26	A	36,000	.67	B
68. Hasley Cyn w/o Del Valle	3,000	.17	A	13,000	.72	C
69. Hasley Cyn w/o Commerce Center	7,000	.19	A	14,000	.39	A
70. Hasley Cyn w/o The Old Road	17,000	.31	A	38,000	.70	B
71. Hasley Cyn w/o I-5	11,000	.31	A	34,000	.63	B
74. Hillcrest w/o The Old Road	9,000	.25	A	17,000	.47	A
75. Jakes Way e/o Canyon Park	6,000	.33	A	12,000	.67	B
77. Lake Hughes e/o Castaic	9,000	.25	A	37,000	.69	B
78. Lake Hughes e/o Ridge Route	2,000	.11	A	7,000	.39	A
85. Lost Cyn n/o Canyon Park	6,000	.17	A	16,000	.30	A
86. Lost Cyn n/o Via Princessa	9,000	.25	A	21,000	.39	A
87. Lost Cyn s/o Via Princessa	2,000	.11	A	11,000	.31	A
92. Lyons e/o Orchard Village	47,000	1.31	**F**	52,000	.96	E
93. Lyons w/o Main Street	20,000	.56	A	24,000	.44	A
105. Magic Mtn e/o Valencia	16,000	.44	A	54,000	1.00	E
109. McBean s/o Copper Hill	21,000	.39	A	27,000	.50	A
112. McBean n/o Newhall Ranch	39,000	.72	C	48,000	.89	D
113. McBean s/o Newhall Ranch	50,000	.69	B	58,000	.81	D
114. McBean s/o Ave Scott	58,000	1.07	**F**	77,000	1.07	**F**
117. McBean s/o Valencia	35,000	.65	B	54,000	1.00	E
118. McBean n/o Orchard Village	40,000	.74	C	43,000	.80	C
119. McBean e/o Rockwell Cyn	24,000	.44	A	44,000	.81	D
120. McBean w/o Rockwell Cyn	32,000	.59	A	53,000	.98	E
124. Newhall Ranch e/o Rye Cyn	11,000	.15	A	49,000	.68	B
126. Newhall Ranch e/o McBean	32,000	.44	A	68,000	.94	E
127. Newhall Ranch w/o Bouquet Cyn	37,000	.51	A	69,000	.96	E
128. Newhall Ranch e/o Bouquet Cyn	25,000	.69	B	46,000	.85	D
131. Newhall s/o Lyons	22,000	1.22	**F**	27,000	.75	C

(Continued)

Table 4-8: ADT V/C and LOS – Existing Conditions vs OVOV Buildout Conditions (Continued)

Roadway Segment	Existing Conditions			OVOV GP With Highway Plan		
	Volume	V/C	LOS	Volume	V/C	LOS
132. Newhall n/o Valle Oro	44,000	.81	D	33,000	.61	B
133. Newhall n/o Sierra Hwy	41,000	.76	C	40,000	.74	C
136. Orchard Village s/o McBean	30,000	.83	D	54,000	1.00	E
137. Orchard Village s/o Wiley Cyn	29,000	.81	D	44,000	.81	D
138. Orchard Village n/o Lyons	21,000	.58	A	34,000	.63	B
146. Placerita Cyn e/o SR-14	4,000	.22	A	4,000	.11	A
150. Poe s/o Mallory	1,000	.03	A	3,000	.08	A
151. Poe w/o Stevenson Ranch	8,000	.22	A	14,000	.39	A
155. Railroad s/o Oak Ridge	33,000	.92	E	40,000	.74	C
157. Railroad n/o Lyons	34,000	.94	E	36,000	.67	B
161. Ridge Route n/o Lake Hughes	5,000	.09	A	35,000	.65	B
166. Rockwell Cyn n/o McBean	8,000	.22	A	23,000	.64	B
168. Rye Cyn w/o Ave Scott	41,000	.76	C	48,000	.89	D
169. Rye Cyn e/o The Old Road	47,000	.87	D	58,000	.92	E
172. San Martinez Grande Cyn n/o SR-126	<500	.00	A	5,000	.14	A
174. Sand Cyn n/o Soledad Cyn	7,000	.39	A	14,000	.39	A
175. Sand Cyn s/o Soledad Cyn	27,000	.75	C	25,000	.46	A
176. Sand Cyn s/o SR-14	11,000	.61	B	26,000	.48	A
177. Sand Cyn s/o Lost Cyn	9,000	.50	A	14,000	.78	C
192. Sierra Hwy n/o Vasquez Cyn	11,000	.61	B	16,000	.30	A
195. Sierra Hwy n/o Soledad Cyn	23,000	.64	B	52,000	.96	E
196. Sierra Hwy s/o Soledad Cyn	36,000	.67	B	36,000	.67	B
198. Sierra Hwy s/o Via Princessa	24,000	.67	B	30,000	.56	A
201. Sierra Hwy n/o Newhall	19,000	.53	A	23,000	.43	A
211. Soledad Cyn e/o Bouquet Cyn	47,000	.87	D	45,000	.83	D
212. Soledad Cyn w/o Golden Valley	45,000	.83	D	38,000	.70	B
213. Soledad Cyn e/o Golden Valley	37,000	.69	B	50,000	.93	E
215. Soledad Cyn w/o Whites Cyn	44,000	.81	D	38,000	.70	B

(Continued)

Table 4-8: ADT V/C and LOS – Existing Conditions vs OVOV Buildout Conditions (Continued)

Roadway Segment	Existing Conditions			OVOV GP With Highway Plan		
	Volume	V/C	LOS	Volume	V/C	LOS
216. Soledad Cyn e/o Whites Cyn	43,000	.80	C	44,000	.81	D
217. Soledad Cyn e/o Sierra Hwy	30,000	.56	A	34,000	.63	B
220. Soledad Cyn e/o SR-14 (at Sand Cyn)	17,000	.47	A	18,000	.33	A
221. Soledad Cyn w/o Shadow Pines	11,000	.31	A	10,000	.19	A
222. Soledad Cyn e/o Shadow Pines	5,000	.14	A	17,000	.31	A
223. Soledad Cyn e/o SR-14	2,000	.11	A	10,000	.28	A
224. Soledad Cyn w/o Agua Dulce	2,000	.11	A	4,000	.11	A
225. Soledad Cyn e/o Agua Dulce	2,000	.11	A	3,000	.08	A
227. SR-126 w/o San Martinez Grande Cyn	24,000	.55	A	33,000	.75	C
228. SR-126 w/o Chiquito Cyn/Long Cyn	24,000	.55	A	38,000	.86	D
229. SR-126 w/o Wolcott	24,000	.55	A	59,000	.89	D
230. SR-126 w/o Commerce Center	25,000	.57	A	66,000	.75	C
231. SR-126 w/o I-5	34,000	.52	A	75,000	.85	D
239. The Old Road n/o Sedona Way	15,000	.83	D	23,000	.64	B
242. The Old Road n/o Biscailuiz	10,000	.56	A	18,000	.33	A
245. The Old Road s/o Henry Mayo	15,000	.42	A	16,000	.30	A
247. The Old Road n/o Magic Mtn	31,000	.86	D	52,000	.96	E
248. The Old Road s/o Magic Mtn	15,000	.42	A	30,000	.56	A
254. Tibbitts s/o Newhall Ranch	11,000	.20	A	34,000	.63	B
262. Valencia w/o The Old Road	16,000	.30	A	61,000	.97	E
266. Valencia w/o McBean	48,000	.76	C	61,000	.85	D
271. Valencia s/o Cinema	54,000	1.00	E	59,000	1.09	**F**
273. Valley s/o Lyons	2,000	.06	A	11,000	.31	A
274. Vasquez Cyn e/o Bouquet Cyn	7,000	.39	A	6,000	.33	A
275. Vasquez Cyn w/o Sierra Hwy	8,000	.44	A	10,000	.56	A
283. Via Princessa n/o Lost Cyn	13,000	.29	A	24,000	.44	A
288. Whites Cyn n/o Soledad	39,000	1.08	**F**	42,000	.78	C

(Continued)

Table 4-8: ADT V/C and LOS – Existing Conditions vs OVOV Buildout Conditions (Continued)

Roadway Segment	Existing Conditions			OVOV GP With Highway Plan		
	Volume	V/C	LOS	Volume	V/C	LOS
289. Whites Cyn s/o Soledad	32,000	.59	A	48,000	.89	D
290. Wiley Cyn e/o Orchard Village	11,000	.31	A	42,000	.78	C
294. Wiley Cyn n/o Calgrove	9,000	.50	A	19,000	.53	A
228. SR-126 w/o Chiquito Cyn/Long Cyn	24,000	.55	A	38,000	.86	D

LOS in **Bold** exceeds performance criteria of LOS E.

Number of Occurrences

LOS	Exist. Conditions	OVOV GP With Highway Plan
A-C	93	83 (226[1])
D	10	13 (26[1])
E	6	15 (41[1])
F	5	3 (5[1])

[1]Numbers in parentheses indicate the total number of segments included in the analysis of buildout conditions. Note that the analysis of buildout conditions includes more locations than the analysis of existing conditions due to the inclusion of future roadways as well as existing roadways where current traffic data is not available.

Level of service ranges:						
	.00 - .60	A	.61 - .70	B	.71 - .80	C
	.81 - .90	D	.91 – 1.00	E	Above 1.00	F

Table 4-9: ICU Summary for Principal Intersections – Existing Conditions vs OVOV Buildout Conditions

Buildout Intersection Lanes								
Intersection	Existing Conditions				OVOV GP With Highway Plan			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS
1. The Old Road & Rye Canyon	.61	B	.66	B	.85	D	.99	E
2. The Old Road & Magic Mountain	.28	A	.32	A	.78	C	.86	D
3. The Old Road & Valencia	.67	B	.44	A	.84	D	.95	E
4. The Old Road & Stevenson Ranch	.58	A	.76	C	.65	B	.90	D
5. The Old Road & Pico Canyon	.76	C	.71	C	.85	D	.97	E
6. Rye/Copper Hill & Newhall Ranch	.63	B	.70	B	.81	D	.89	D
7. McBean & Newhall Ranch	.73	C	.78	C	.83	D	.89	D
8. McBean & Magic Mountain	.61	B	.76	C	.77	C	.95	E
9. McBean & Valencia	.61	B	.74	C	.70	B	.87	D
10. Orchard Village & McBean	.57	A	.68	B	.78	C	.98	E
11. Orchard Village & Wiley Canyon	.60	A	.62	B	.78	C	.98	E
12. Valencia & Magic Mountain	.58	A	.66	B	.82	D	.86	D
13. Bouquet Canyon & Plum Canyon	.68	B	.73	C	.80	C	.77	C
14. Bouquet Canyon & Newhall Ranch	.66	B	.82	D	.86	D	.89	D
15. Bouquet Canyon & Soledad Canyon	.68	B	.77	C	.78	C	.90	D
16. Railroad & Lyons	.57	A	.56	A	.60	A	.83	D
17. Sierra Highway & Newhall	.57	A	.64	B	.86	D	.93	E
18. Whites Canyon & Soledad Canyon	.80	C	.86	D	.80	C	.90	D
19. Sierra Highway & Soledad Canyon	.67	B	.76	C	.86	D	.89	D
20. Commerce Center & Magic Mtn[1]	n/a	n/a	n/a	n/a	.76	C	.77	C
21. Pico Canyon & Valencia Boulevard[1]	n/a	n/a	n/a	n/a	.75	C	.81	D
22. Magic Mountain & Via Princessa[1]	n/a	n/a	n/a	n/a	.61	B	.81	D
23. Golden Valley & Via Princessa[1]	n/a	n/a	n/a	n/a	.88	D	.76	C

[1]Future Intersection

Number of Occurrences

LOS	Exist. Conditions	OVOV GP With Highway Plan
A-C	36	16
D	2	23
E	0	7
F	0	0

Level of service ranges:						
	.00 - .60	A	.61 - .70	B	.71 - .80	C
	.81 - .90	D	.91 – 1.00	E	Above 1.00	F

The fifth segment that is at LOS F for existing conditions, McBean Parkway south of Avenue Scott, is shown to remain at LOS F with the OVOV plan. However, the V/C ratio at that location does not increase with the OVOV plan.

Whereas Table 4-8 (the comparison of existing conditions to OVOV Buildout Conditions) identifies three segments that are forecast to operate at LOS F, Table 4-1 (the comparison of the current City/County plan to OVOV Buildout Conditions) identifies five roadway segments that are forecast to operate at LOS F due to a greater number of locations evaluated in Table 4-1. The number of locations evaluated in the comparison of existing conditions to OVOV Buildout Conditions is limited to the locations where existing traffic data is available, hence a fewer number of locations are evaluated in Table 4-8.

The previously referenced Table 4-9 shows that with the proposed Highway Plan in place, there are no intersections forecast to exceed LOS E, as is also the case for existing conditions.

Appendix A

INTERSECTION CAPACITY UTILIZATION WORKSHEETS

Peak hour intersection volume/capacity ratios are calculated by means of intersection capacity utilization (ICU) values. ICU calculations were performed for the intersections shown in Figure A-1.

The procedure is based on the critical movement methodology, and shows the amount of capacity utilized by each critical move. A "de-facto" right-turn lane is used in the ICU calculation for cases where a curb lane is wide enough to separately serve both through and right-turn traffic (typically with a width of 19 feet from curb to outside of through-lane with parking prohibited during peak periods). Such lanes are treated the same as striped right-turn lanes during the ICU calculations, but they are denoted on the ICU calculation worksheets using the letter "d" in place of a numerical entry for right-turn lanes.

The methodology also incorporates a check for right-turn capacity utilization. Both right-turn-on-green (RTOG) and right-turn-on-red (RTOR) capacity availability are calculated and checked against the total right-turn capacity need. If insufficient capacity is available, then an adjustment is made to the total capacity utilization value. The following example shows how this adjustment is made.

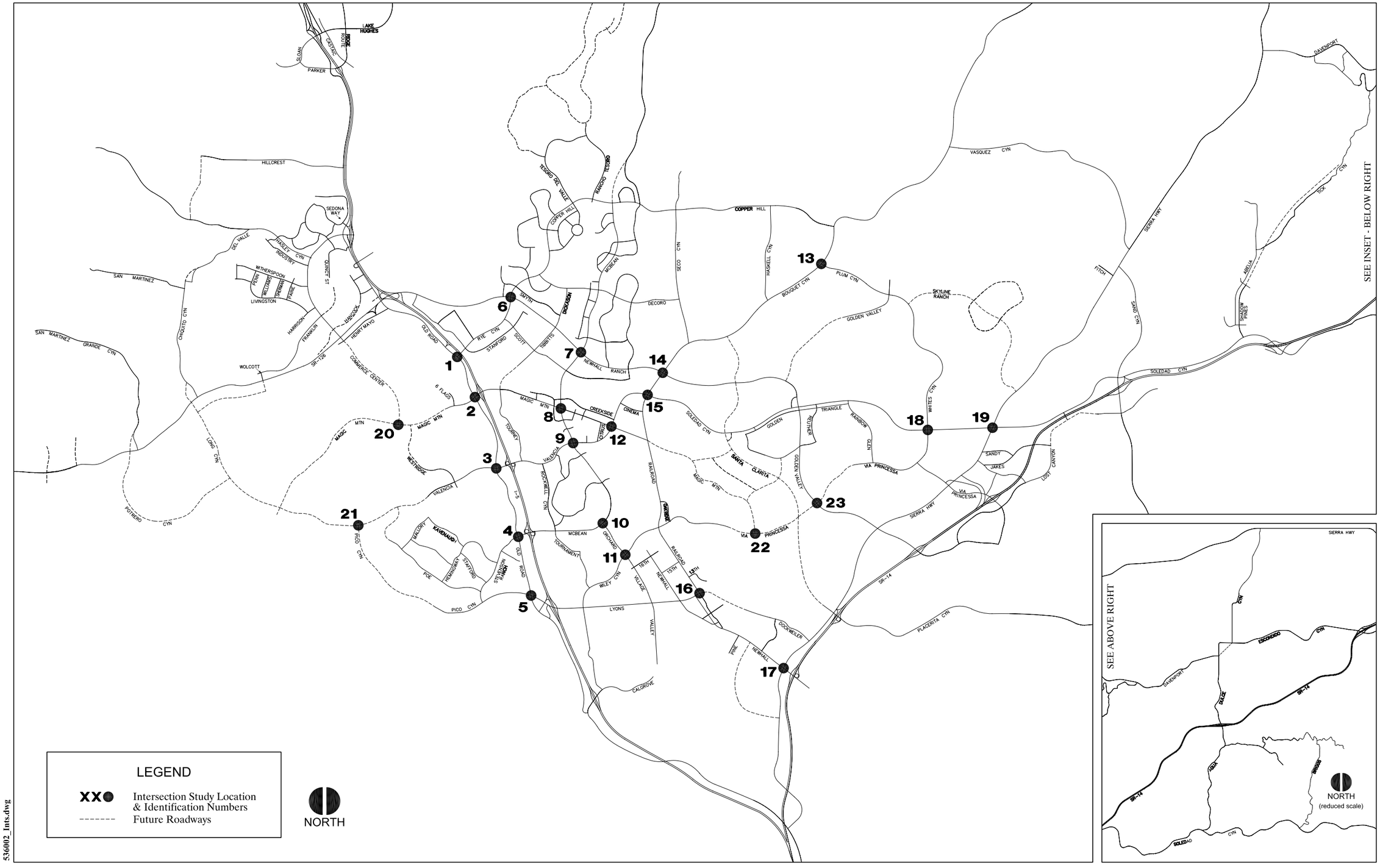
Example of Right-turn Capacity Utilization For Northbound Right

1. Right-Turn-On-Green (RTOG)

If NBT is critical move, then:
RTOG = V/C (NBT)
Otherwise,
RTOG = V/C (NBL) + V/C (SBT) - V/C (SBL)

2. Right-Turn-On-Red (RTOR)

If WBL is critical move, then:
RTOR = V/C (WBL)
Otherwise,
RTOR = V/C (EBL) + V/C (WBT) - V/C (EBT)


LEGEND
XX Intersection Study Location & Identification Numbers
Future Roadways
NORTH
SEE INSET - BELOW RIGHT
SEE ABOVE RIGHT
NORTH (reduced scale)
536002_Ints.dwg

3. Right-Turn Overlap Adjustment

If the northbound right is assumed to overlap with the adjacent westbound left, adjustments to the RTOG and RTOR values are made as follows:

RTOG = RTOG + V/C (WBL)
RTOR = RTOR - V/C (WBL)

4. Total Right-Turn Capacity (RTC) Availability For NBR

RTC = RTOG + factor x RTOR
Where factor = RTOR saturation flow factor (typically 75%)

5. Right-turn Adjustment for ICU Calculation

Right-turn adjustment is then as follows: Additional ICU = V/C (NBR) - RTC

A zero or negative value indicates that adequate capacity is available and no adjustment is necessary. A positive value indicates that the available RTOR and RTOG capacity does not adequately accommodate the right-turn V/C, therefore the right-turn is essentially considered to be a critical movement. In such cases, the right-turn adjustment is noted on the ICU worksheet and it is included in the total capacity utilization value. When it is determined that a right-turn adjustment is required for more than one right-turn movement, the word "multi" is printed on the worksheet instead of an actual right-turn movement reference, and the right-turn adjustments are cumulatively added to the total capacity utilization value. In such cases, further operational evaluation is typically carried out to determine if under actual operational conditions, the critical right-turns would operate simultaneously, and therefore a right-turn adjustment credit should be applied.

Shared Lane V/C Methodology

For intersection approaches where shared usage of a lane is permitted by more than one turn movement (e.g., left/through, through/right, left/through/right), the individual turn volumes are evaluated to determine whether dedication of the shared lane is warranted to any one given turn movement. The following example demonstrates how this evaluation is carried out:

Example of Shared Lane Utilization for Shared Left/Through Lane

1. Average Lane Volume (ALV)

$$\text{ALV} = \frac{\text{Left-Turn Volume + Through Volume}}{\text{Total Left + Through Approach Lanes (including shared lane)}}.$$

2. ALV for Each Approach

$$\text{ALV (Left)} = \frac{\text{Left-Turn Volume}}{\text{Left Approach Lanes (including shared lane)}}.$$

$$\text{ALV (Through)} = \frac{\text{Through Volume}}{\text{Through Approach Lanes (including shared lane)}}.$$

3. Lane Dedication is Warranted

If ALV (Left) is greater than ALV then full dedication of the shared lane to the left-turn approach is warranted. Left-turn and through V/C ratios for this case are calculated as follows:

$$\text{V/C (Left)} = \frac{\text{Left-Turn Volume}}{\text{Left Approach Capacity (including shared lane)}}.$$

$$\text{V/C (Through)} = \frac{\text{Through Volume}}{\text{Through Approach Capacity (excluding shared lane)}}.$$

Similarly, if ALV (Through) is greater than ALV then full dedication to the through approach is warranted, and left-turn and through V/C ratios are calculated as follows:

$$\text{V/C (Left)} = \frac{\text{Left-Turn Volume}}{\text{Left Approach Capacity (excluding shared lane)}}.$$

$$\text{V/C (Through)} = \frac{\text{Through Volume}}{\text{Through Approach Capacity (including shared lane)}}.$$

4. Lane Dedication is not Warranted

If ALV (Left) and ALV (Through) are both less than ALV, the left/through lane is assumed to be truly shared and each left, left/through or through approach lane carries an evenly distributed volume of traffic equal to ALV. A combined left/through V/C ratio is calculated as follows:

$$\text{V/C (Left/Through)} = \frac{\text{Left-Turn Volume + Through Volume}}{\text{Total Left + Through Approach Capacity (including shared lane)}}.$$

This V/C (Left/Through) ratio is assigned as the V/C (Through) ratio for the critical movement analysis and ICU summary listing.

If split phasing has not been designated for this approach, the relative proportion of V/C (Through) that is attributed to the left-turn volume is estimated as follows:

If approach has more than one left-turn (including shared lane), then:

$$\text{V/C (Left)} = \text{V/C (Through)}$$

If approach has only one left-turn lane (shared lane), then:

$$\text{V/C (Left)} = \frac{\text{Left-Turn Volume}}{\text{Single Approach Lane Capacity}}.$$

If this left-turn movement is determined to be a critical movement, the V/C (Left) value is posted in brackets on the ICU summary printout.

These same steps are carried out for shared through/right lanes. If full dedication of a shared through/right lane to the right-turn movement is warranted, the right-turn V/C value calculated in step three is checked against the RTOR and RTOG capacity availability if the option to include right-turns in the V/C ratio calculations is selected. If the V/C value that is determined using the shared lane methodology described here is reduced due to RTOR and RTOG capacity availability, the V/C value for the through/right lanes is posted in brackets.

When an approach contains more than one shared lane (e.g., left/through and through/right), steps one and two listed above are carried out for the three turn movements combined. Step four is carried out if dedication is not warranted for either of the shared lanes. If dedication of one of the shared lanes is warranted to one movement or another, step three is carried out for the two movements involved, and then steps one through four are repeated for the two movements involved in the other shared lane.

1. The Old Road & Rye Canyon

Existing Counts

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1600	311	.19*	268	.17*
NBR	f		1026		818	
SBL	1	1600	261	.16*	243	.15*
SBT	2	3200	189	.06	267	.08
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1600	252	.16*	378	.24*
WBT	0	0	0		0	
WBR	f		990		1231	
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .61 .66

Current GP - Existing Lanes

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1600	1180	.74*	1350	.84*
NBR	f		1590		1280	
SBL	1	1600	280	.18*	980	.61*
SBT	2	3200	430	.13	990	.31
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1600	890	.56*	1220	.76*
WBT	0	0	0		0	
WBR	f		950		1270	
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION 1.58 2.31

OVOV GP - Existing Lanes

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1600	1060	.66*	1300	.81*
NBR	f		1640		1330	
SBL	1	1600	700	.44*	890	.56*
SBT	2	3200	450	.14	870	.27
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1600	860	.54*	1320	.83*
WBT	0	0	0		0	
WBR	f		910		1250	
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION 1.74 2.30

Current GP - Buildout Lanes

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	4800	1180	.25*	1350	.28*
NBR	2	3200	1590	.50	1280	.40
SBL	2	2880	280	.10*	980	.34*
SBT	3	4800	430	.09	990	.21
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	3	4320	890	.21*	1220	.28*
WBT	0	0	0		0	
WBR	2	3200	950	.30	1270	.40
Right Turn Adjustment			NBR	.04*		
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for WBR NBR

TOTAL CAPACITY UTILIZATION .70 1.00

1. The Old Road & Rye Canyon

OVOV GP - Buildout Lanes

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	4800	1060	.22*	1300	.27*
NBR	2	3200	1640	.51	1330	.42
SBL	2	2880	700	.24*	890	.31*
SBT	3	4800	450	.09	870	.18
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	3	4320	860	.20*	1320	.31*
WBT	0	0	0		0	
WBR	2	3200	910	.28	1250	.39
Right Turn Adjustment			NBR	.09*		
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for WBR NBR

TOTAL CAPACITY UTILIZATION .85 .99

2. The Old Road & Magic Mountain

Existing Counts

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	2880	17	.01	16	.01
NBT	3	4800	411	.09*	451	.09*
NBR	1	1600	70	.04	184	.12
SBL	2	2880	143	.05*	215	.07*
SBT	3	4800	287	.06	414	.09
SBR	1	1600	2	.00	1	.00
EBL	2	2880	26	.01	20	.01
EBT	4	6400	21	.00*	51	.01*
EBR	1	1600	4	.00	9	.01
WBL	2	2880	123	.04*	151	.05*
WBT	4	6400	17	.00	9	.00
WBR	f		976		797	
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .28 .32

Current GP - Existing Lanes

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	2880	470	.16	440	.15*
NBT	3	4800	580	.12*	400	.08
NBR	1	1600	120	.08	110	.07
SBL	2	2880	670	.23*	520	.18
SBT	3	4800	100	.02	640	.13*
SBR	1	1600	320	.20	840	.52
EBL	2	2880	510	.18*	500	.17
EBT	4	6400	1620	.25	2180	.34*
EBR	1	1600	190	.12	570	.36
WBL	2	2880	150	.05	140	.05*
WBT	4	6400	1020	.16*	1380	.22
WBR	f		1460		1480	
Right Turn Adjustment					SBR	.26*
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .79 1.03

OVOV GP - Existing Lanes

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	2880	400	.14	430	.15*
NBT	3	4800	540	.11*	390	.08
NBR	1	1600	140	.09	130	.08
SBL	2	2880	630	.22*	480	.17
SBT	3	4800	120	.03	650	.14*
SBR	1	1600	340	.21	870	.54
EBL	2	2880	540	.19*	520	.18*
EBT	4	6400	1720	.27	2230	.35
EBR	1	1600	140	.09	540	.34
WBL	2	2880	180	.06	160	.06
WBT	4	6400	1020	.16*	1490	.23*
WBR	f		1390		1460	
Right Turn Adjustment					SBR	.26*
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .78 1.06

Current GP - Buildout Lanes

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	2880	470	.16	440	.15*
NBT	3	4800	580	.12*	400	.08
NBR	1	1600	120	.08	110	.07
SBL	2	2880	670	.23*	520	.18
SBT	2.5	6400	100	.03	640	.20*
SBR	1.5		320	.10	840	
EBL	2	2880	510	.18*	500	.17*
EBT	5	8000	1620	.20	2180	.27
EBR	1	1600	190	.12	570	.36
WBL	2	2880	150	.05	140	.05
WBT	4	6400	1020	.16*	1380	.22*
WBR	f		1460		1480	
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .79 .84

2. The Old Road & Magic Mountain

OVOV GP - Buildout Lanes

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	2880	400	.14	430	.15*
NBT	3	4800	540	.11*	390	.08
NBR	1	1600	140	.09	130	.08
SBL	2	2880	630	.22*	480	.17
SBT	2.5	6400	120	.04	650	.20*
SBR	1.5		340		870	.27
EBL	2	2880	540	.19*	520	.18*
EBT	5	8000	1720	.22	2230	.28
EBR	1	1600	140	.09	540	.34
WBL	2	2880	180	.06	160	.06
WBT	4	6400	1020	.16*	1490	.23*
WBR	f		1390		1460	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.78**		**.86**

3. The Old Road & Valencia

Existing Counts

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	2880	668	.23*	96	.03
NBT	3	4800	257	.05	497	.10*
NBR	1	1600	107	.07	247	.15
SBL	2	2880	121	.04	201	.07*
SBT	3	4800	157	.03*	422	.09
SBR	1	1600	233	.15	93	.06
EBL	2	2880	312	.11*	77	.03
EBT	4	6400	886	.14	209	.03*
EBR	1	1600	542	.34	61	.04
WBL	2	2880	107	.04	395	.14*
WBT	3	4800	756	.16*	248	.05
WBR	f		137		330	
Right Turn Adjustment			SBR	.04*		
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.67**		**.44**

Current GP - Existing Lanes

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	2880	770	.27*	470	.16*
NBT	3	4800	390	.08	740	.15
NBR	1	1600	110	.07	510	.32
SBL	2	2880	140	.05	400	.14
SBT	3	4800	270	.06*	700	.15*
SBR	1	1600	170	.11	210	.13
EBL	2	2880	290	.10*	230	.08*
EBT	4	6400	2200	.34	1600	.25
EBR	1	1600	420	.26	780	.49
WBL	2	2880	90	.03	490	.17
WBT	3	4800	1520	.32*	2080	.43*
WBR	f		370		540	
Right Turn Adjustment					EBR	.03*
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.85**		**.95**

OVOV GP - Existing Lanes

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	2880	730	.25*	430	.15*
NBT	3	4800	300	.06	620	.13
NBR	1	1600	110	.07	420	.26
SBL	2	2880	130	.05	320	.11
SBT	3	4800	200	.04*	760	.16*
SBR	1	1600	200	.13	210	.13
EBL	2	2880	300	.10*	240	.08*
EBT	4	6400	2380	.37	1790	.28
EBR	1	1600	370	.23	750	.47
WBL	2	2880	90	.03	480	.17
WBT	3	4800	1610	.34*	2190	.46*
WBR	f		350		570	
Right Turn Adjustment			SBR	.01*		
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.84**		**.95**

Current GP - Buildout Lanes

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	2880	770	.27*	470	.16*
NBT	3	4800	390	.08	740	.15
NBR	1	1600	110	.07	510	.32
SBL	2	2880	140	.05	400	.14
SBT	3	4800	270	.06*	700	.15*
SBR	1	1600	170	.11	210	.13
EBL	2	2880	290	.10*	230	.08*
EBT	4	6400	2200	.34	1600	.25
EBR	1	1600	420	.26	780	.49
WBL	2	2880	90	.03	490	.17
WBT	3	4800	1520	.32*	2080	.43*
WBR	f		370		540	
Clearance Interval				.10*		.10*
Note: Assumes Right-Turn Overlap for EBR						
TOTAL CAPACITY UTILIZATION				**.85**		**.92**

3. The Old Road & Valencia

OVOV GP - Buildout Lanes

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	2880	730	.25*	430	.15*
NBT	3	4800	300	.06	620	.13
NBR	1	1600	110	.07	420	.26
SBL	2	2880	130	.05	320	.11
SBT	3	4800	200	.04*	760	.16*
SBR	1	1600	200	.13	210	.13
EBL	2	2880	300	.10*	240	.08*
EBT	4	6400	2380	.37	1790	.28
EBR	1	1600	370	.23	750	.47
WBL	2	2880	90	.03	480	.17
WBT	3	4800	1610	.34*	2190	.46*
WBR	f		350		570	
Right Turn Adjustment			SBR	.01*		
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for EBR

TOTAL CAPACITY UTILIZATION .84 .95

4. The Old Road & Stevenson Ranch

Existing Counts

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	63	.04*	232	.15*
NBT	3	4800	326	.07	546	.11
NBR	1	1600	103	.06	632	.40
SBL	1	1600	67	.04	79	.05
SBT	2	3200	458	.14*	589	.18*
SBR	1	1600	369	.23	278	.17
EBL	2	2880	614	.21*	197	.07
EBT	3	4800	616	.13	369	.08*
EBR	1	1600	184	.12	136	.09
WBL	2	2880	337	.12	720	.25*
WBT	2	3200	216	.09*	568	.20
WBR	0	0	73		68	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.58**		**.76**

Current GP - Existing Lanes

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	70	.04	170	.11
NBT	3	4800	540	.11*	1020	.21*
NBR	1	1600	330	.21	620	.39
SBL	1	1600	240	.15*	450	.28*
SBT	2	3200	310	.10	1110	.35
SBR	1	1600	20	.01	210	.13
EBL	2	2880	110	.04	220	.08*
EBT	3	4800	970	.20*	400	.08
EBR	1	1600	130	.08	90	.06
WBL	2	2880	250	.09*	890	.31
WBT	2	3200	220	.14	850	.38*
WBR	0	0	640	.40	350	
Right Turn Adjustment			Multi	.07*		
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.72**		**1.05**

OVOV GP - Existing Lanes

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	60	.04	140	.09
NBT	3	4800	390	.08*	840	.18*
NBR	1	1600	300	.19	640	.40
SBL	1	1600	170	.11*	620	.39*
SBT	2	3200	260	.08	900	.28
SBR	1	1600	20	.01	260	.16
EBL	2	2880	130	.05	210	.07*
EBT	3	4800	1110	.23*	470	.10
EBR	1	1600	120	.08	90	.06
WBL	2	2880	250	.09*	870	.30
WBT	2	3200	250	.16	960	.38*
WBR	0	0	630	.39	270	
Right Turn Adjustment			Multi	.08*		
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.69**		**1.12**

Current GP - Buildout Lanes

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	70	.04	170	.11*
NBT	3	4800	540	.11*	1020	.21
NBR	1	1600	330	.21	620	.39
SBL	2	2880	240	.08*	450	.16
SBT	2	3200	310	.10	1110	.35*
SBR	1	1600	20	.01	210	.13
EBL	2	2880	110	.04	220	.08
EBT	3	4800	970	.20*	400	.08*
EBR	1	1600	130	.08	90	.06
WBL	2	2880	250	.09*	890	.31*
WBT	2	3200	220	.07	850	.27
WBR	1	1600	640	.40	350	.22
Right Turn Adjustment			Multi	.10*		
Clearance Interval				.10*		.10*
Note: Assumes Right-Turn Overlap for NBR						
TOTAL CAPACITY UTILIZATION				**.68**		**.95**

4. The Old Road & Stevenson Ranch

OVOV GP - Buildout Lanes

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	60	.04	140	.09
NBT	3	4800	390	.08*	840	.18*
NBR	1	1600	300	.19	640	.40
SBL	2	2880	170	.06*	620	.22*
SBT	2	3200	260	.08	900	.28
SBR	1	1600	20	.01	260	.16
EBL	2	2880	130	.05	210	.07
EBT	3	4800	1110	.23*	470	.10*
EBR	1	1600	120	.08	90	.06
WBL	2	2880	250	.09*	870	.30*
WBT	2	3200	250	.08	960	.30
WBR	1	1600	630	.39	270	.17
Right Turn Adjustment			Multi	.09*		
Clearance Interval				.10*		.10*
Note: Assumes Right-Turn Overlap for NBR						
TOTAL CAPACITY UTILIZATION				**.65**		**.90**

5. The Old Road & Pico Canyon

Existing Counts

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	86	.05*	170	.11
NBT	2	3200	338	.13	411	.15*
NBR	0	0	80		64	
SBL	2	2880	341	.12	543	.19*
SBT	1	1600	520	.33*	304	.19
SBR	1	1600	28	.02	54	.03
EBL	1	1600	69	.04	48	.03*
EBT	2	3200	760	.24*	431	.13
EBR	1	1600	86	.05	30	.02
WBL	1	1600	67	.04*	49	.03
WBT	2	3200	349	.11	753	.24*
WBR	f		391		778	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.76**		**.71**

Current GP - Existing Lanes

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	170	.11	180	.11
NBT	2	3200	370	.13*	840	.31*
NBR	0	0	60		140	
SBL	2	2880	330	.11*	520	.18*
SBT	1	1600	180	.11	550	.34
SBR	1	1600	180	.11	500	.31
EBL	1	1600	400	.25*	100	.06*
EBT	2	3200	730	.23	1090	.34
EBR	1	1600	100	.06	270	.17
WBL	1	1600	10	.01	10	.01
WBT	2	3200	1470	.46*	1390	.43*
WBR	f		300		620	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**1.05**		**1.08**

OVOV GP - Existing Lanes

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	120	.08*	190	.12
NBT	2	3200	220	.08	660	.24*
NBR	0	0	50		100	
SBL	2	2880	320	.11	510	.18*
SBT	1	1600	170	.11*	360	.23
SBR	1	1600	130	.08	470	.29
EBL	1	1600	380	.24*	90	.06*
EBT	2	3200	590	.18	890	.28
EBR	1	1600	100	.06	250	.16
WBL	1	1600	10	.01	10	.01
WBT	2	3200	1270	.40*	1300	.41*
WBR	f		260		570	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.93**		**.99**

Current GP - Buildout Lanes

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	2880	170	.06	180	.06
NBT	2	3200	370	.13*	840	.31*
NBR	0	0	60		140	
SBL	2	2880	330	.11*	520	.18*
SBT	2	3200	180	.11	550	.33
SBR	0	0	180		500	
EBL	1	1600	400	.25*	100	.06*
EBT	2	3200	730	.23	1090	.34
EBR	1	1600	100	.06	270	.17
WBL	1	1600	10	.01	10	.01
WBT	3	4800	1470	.37*	1390	.42*
WBR	0	0	300		620	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.96**		**1.07**

5. The Old Road & Pico Canyon

OVOV GP - Buildout Lanes

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	2880	120	.04	190	.07
NBT	2	3200	220	.08*	660	.24*
NBR	0	0	50		100	
SBL	2	2880	320	.11*	510	.18*
SBT	2	3200	170	.09	360	.23
SBR	0	0	130		470	.29
EBL	1	1600	380	.24*	90	.06*
EBT	2	3200	590	.18	890	.28
EBR	1	1600	100	.06	250	.16
WBL	1	1600	10	.01	10	.01
WBT	3	4800	1270	.32*	1300	.39*
WBR	0	0	260		570	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.85**		**.97**

6. Rye/Copper Hill & Newhall Ranch

Existing Counts

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	41	.01*	115	.03
NBT	3	5250	381	.07	1070	.20*
NBR	f		32		219	
SBL	2	3500	133	.04	220	.06*
SBT	3	5250	1240	.24*	516	.10
SBR	f		358		192	
EBL	2	3500	441	.13*	922	.26*
EBT	4	7000	510	.07	983	.14
EBR	1	1750	76	.04	43	.02
WBL	2	3500	366	.10	168	.05
WBT	4	7000	1038	.15*	553	.08*
WBR	f		217		148	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.63**		**.70**

Current GP - Existing Lanes

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	360	.10*	270	.08
NBT	3	5250	1100	.21	1460	.28*
NBR	f		40		80	
SBL	2	3500	80	.02	280	.08*
SBT	3	5250	1680	.32*	950	.18
SBR	f		1270		770	
EBL	2	3500	500	.14*	980	.28
EBT	4	7000	530	.08	2100	.30*
EBR	1	1750	260	.15	430	.25
WBL	2	3500	370	.11	470	.13*
WBT	4	7000	1350	.19*	990	.14
WBR	f		700		270	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.85**		**.89**

OVOV GP - Existing Lanes

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	430	.12*	390	.11
NBT	3	5250	1190	.23	1350	.26*
NBR	f		220		90	
SBL	2	3500	90	.03	280	.08*
SBT	3	5250	1640	.31*	960	.18
SBR	f		1260		820	
EBL	2	3500	360	.10*	1040	.30*
EBT	4	7000	540	.08	1990	.28
EBR	1	1750	280	.16	530	.30
WBL	2	3500	330	.09	470	.13
WBT	4	7000	1230	.18*	1050	.15*
WBR	f		660		290	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.81**		**.89**

7. McBean & Newhall Ranch

Existing Counts

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	394	.11*	353	.10
NBT	3	5250	431	.08	1499	.29*
NBR	1	1750	212	.12	690	.39
SBL	2	3500	275	.08	206	.06*
SBT	4	7000	1542	.22*	706	.10
SBR	f		187		48	
EBL	2	3500	103	.03*	198	.06
EBT	4	7000	566	.08	1402	.20*
EBR	1	1750	193	.11	323	.18
WBL	2	3500	639	.18	440	.13*
WBT	3	5250	1397	.27*	727	.14
WBR	1	1750	111	.06	270	.15
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .73 .78

Current GP - Existing Lanes

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	250	.07	280	.08
NBT	3	5250	880	.17*	1960	.37*
NBR	1	1750	160	.09	1210	.69
SBL	2	3500	480	.14*	180	.05*
SBT	4	7000	1700	.24	1320	.19
SBR	f		230		70	
EBL	2	3500	100	.03*	320	.09*
EBT	4	7000	680	.10	2040	.29
EBR	1	1750	280	.16	610	.35
WBL	2	3500	970	.28	240	.07
WBT	3	5250	1890	.36*	1590	.30*
WBR	1	1750	60	.03	450	.26
Right Turn Adjustment					NBR	.24*
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .80 1.15

OVOV GP - Existing Lanes

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	250	.07	280	.08
NBT	3	5250	910	.17*	2020	.38*
NBR	1	1750	160	.09	1220	.70
SBL	2	3500	530	.15*	180	.05*
SBT	4	7000	1770	.25	1340	.19
SBR	f		200		60	
EBL	2	3500	100	.03	250	.07*
EBT	4	7000	910	.13*	1990	.28
EBR	1	1750	310	.18	640	.37
WBL	2	3500	970	.28*	280	.08
WBT	3	5250	1760	.34	1740	.33*
WBR	1	1750	60	.03	480	.27
Right Turn Adjustment					NBR	.23*
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .83 1.16

Current GP - Buildout Lanes

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	250	.07	280	.08
NBT	3	5250	880	.17*	1960	.37*
NBR	2	3500	160	.05	1210	.35
SBL	2	3500	480	.14*	180	.05*
SBT	4	7000	1700	.24	1320	.19
SBR	f		230		70	
EBL	2	3500	100	.03	320	.09
EBT	4	7000	680	.10*	2040	.29*
EBR	1	1750	280	.16	610	.35
WBL	2	3500	970	.28*	240	.07*
WBT	4	7000	1890	.27	1590	.23
WBR	1	1750	60	.03	450	.26
Right Turn Adjustment			EBR	.01*		
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .80 .88

7. McBean & Newhall Ranch

OVOV GP - Buildout Lanes

			AM PK HOUR		PM PK HOUR	
	LANES	CAPACITY	VOL	V/C	VOL	V/C
NBL	2	3500	250	.07	280	.08
NBT	3	5250	910	.17*	2020	.38*
NBR	2	3500	160	.05	1220	.35
SBL	2	3500	530	.15*	180	.05*
SBT	4	7000	1770	.25	1340	.19
SBR	f		200		60	
EBL	2	3500	100	.03	250	.07
EBT	4	7000	910	.13*	1990	.28*
EBR	1	1750	310	.18	640	.37
WBL	2	3500	970	.28*	280	.08*
WBT	4	7000	1760	.25	1740	.25
WBR	1	1750	60	.03	480	.27
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.83**		**.89**

8. McBean & Magic Mountain

Existing Counts

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	50	.01*	94	.03
NBT	3	5250	900	.17	1384	.26*
NBR	f		21		98	
SBL	2	3500	387	.11	250	.07*
SBT	4	7000	1871	.27*	1296	.19
SBR	f		534		203	
EBL	2	3500	592	.17*	570	.16*
EBT	2	3500	475	.14	548	.16
EBR	1	1750	107	.06	126	.07
WBL	2	3500	58	.02	172	.05
WBT	3	5250	330	.06*	369	.07*
WBR	1	1750	113	.06	387	.22
Right Turn Adjustment					WBR	.10*
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .61 .76

Current GP - Existing Lanes

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	240	.07	290	.08
NBT	3	5250	1310	.25*	2380	.45*
NBR	f		40		280	
SBL	2	3500	430	.12*	160	.05*
SBT	4	7000	1920	.27	2260	.32
SBR	f		800		130	
EBL	2	3500	500	.14	510	.15
EBT	2	3500	1340	.38*	1930	.55*
EBR	1	1750	130	.07	280	.16
WBL	2	3500	70	.02*	220	.06*
WBT	3	5250	880	.17	1390	.26
WBR	1	1750	410	.23	450	.26
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .87 1.21

OVOV GP - Existing Lanes

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	200	.06	390	.11
NBT	3	5250	1260	.24*	2460	.47*
NBR	f		50		270	
SBL	2	3500	580	.17*	340	.10*
SBT	4	7000	1960	.28	2110	.30
SBR	f		690		120	
EBL	2	3500	530	.15	470	.13
EBT	2	3500	1550	.44*	1780	.51*
EBR	1	1750	150	.09	400	.23
WBL	2	3500	70	.02*	220	.06*
WBT	3	5250	820	.16	1330	.25
WBR	1	1750	370	.21	590	.34
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .97 1.24

Current GP - Buildout Lanes

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	240	.07*	290	.08*
NBT	4	7000	1310	.19	2380	.34
NBR	f		40		280	
SBL	2	3500	430	.12	160	.05
SBT	4	7000	1920	.27*	2260	.32*
SBR	f		800		130	
EBL	2	3500	500	.14*	510	.15
EBT	3	5250	1340	.26	1930	.37*
EBR	1	1750	130	.07	280	.16
WBL	2	3500	70	.02	220	.06*
WBT	3	5250	880	.17*	1390	.26
WBR	1	1750	410	.23	450	.26
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for WBR

TOTAL CAPACITY UTILIZATION .75 .93

8. McBean & Magic Mountain

OVOV GP - Buildout Lanes

			AM PK HOUR		PM PK HOUR	
	LANES	CAPACITY	VOL	V/C	VOL	V/C
NBL	2	3500	200	.06	390	.11
NBT	4	7000	1260	.18*	2460	.35*
NBR	f		50		270	
SBL	2	3500	580	.17*	340	.10*
SBT	4	7000	1960	.28	2110	.30
SBR	f		690		120	
EBL	2	3500	530	.15	470	.13
EBT	3	5250	1550	.30*	1780	.34*
EBR	1	1750	150	.09	400	.23
WBL	2	3500	70	.02*	220	.06*
WBT	3	5250	820	.16	1330	.25
WBR	1	1750	370	.21	590	.34
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for WBR

TOTAL CAPACITY UTILIZATION	**.77**	**.95**

9. McBean & Valencia

Existing Counts

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	218	.06*	193	.06
NBT	3	5250	772	.15	1105	.21*
NBR	2	3500	182	.05	342	.10
SBL	2	3500	97	.03	195	.06*
SBT	3	5250	672	.13*	931	.18
SBR	2	3500	584	.17	296	.08
EBL	2	3500	360	.10*	535	.15
EBT	3	5250	722	.14	1213	.23*
EBR	1	1750	78	.04	57	.03
WBL	2	3500	314	.09	505	.14*
WBT	3	5250	1149	.22*	890	.17
WBR	1	1750	31	.02	116	.07
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION .61 .74

Current GP - Existing Lanes

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	270	.08*	160	.05
NBT	3	5250	1060	.20	1350	.26*
NBR	2	3500	250	.07	700	.20
SBL	2	3500	70	.02	270	.08*
SBT	3	5250	880	.17*	1310	.25
SBR	2	3500	970	.28	980	.28
EBL	2	3500	450	.13*	940	.27*
EBT	3	5250	860	.16	1400	.27
EBR	1	1750	20	.01	370	.21
WBL	2	3500	360	.10	600	.17
WBT	3	5250	1180	.22*	930	.18*
WBR	1	1750	290	.17	290	.17
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION .70 .89

OVOV GP - Existing Lanes

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	280	.08*	190	.05
NBT	3	5250	1020	.19	1370	.26*
NBR	2	3500	320	.09	710	.20
SBL	2	3500	70	.02	220	.06*
SBT	3	5250	960	.18*	1350	.26
SBR	2	3500	900	.26	970	.28
EBL	2	3500	530	.15*	1000	.29*
EBT	3	5250	1170	.22	1270	.24
EBR	1	1750	20	.01	340	.19
WBL	2	3500	420	.12	730	.21
WBT	3	5250	1060	.20*	1200	.23*
WBR	1	1750	220	.13	350	.20
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION .71 .94

Current GP - Buildout Lanes

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	270	.08*	160	.05*
NBT	4	7000	1060	.15	1350	.19
NBR	1	1750	250	.14	700	.40
SBL	2	3500	70	.02	270	.08
SBT	3	5250	880	.17*	1310	.25*
SBR	2	3500	970	.28	980	.28
EBL	2	3500	450	.13*	940	.27
EBT	3	5250	860	.16	1400	.27*
EBR	1	1750	20	.01	370	.21
WBL	2	3500	360	.10	600	.17*
WBT	4	7000	1180	.17*	930	.13
WBR	1	1750	290	.17	290	.17
Right Turn Adjustment			SBR	.01*	NBR	.01*
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for NBR

TOTAL CAPACITY UTILIZATION .66 .85

9. McBean & Valencia

OVOV GP - Buildout Lanes

			AM PK HOUR		PM PK HOUR	
	LANES	CAPACITY	VOL	V/C	VOL	V/C
NBL	2	3500	280	.08*	190	.05*
NBT	4	7000	1020	.15	1370	.20
NBR	1	1750	320	.18	710	.41
SBL	2	3500	70	.02	220	.06
SBT	3	5250	960	.18*	1350	.26*
SBR	2	3500	900	.26	970	.28
EBL	2	3500	530	.15	1000	.29*
EBT	3	5250	1170	.22*	1270	.24
EBR	1	1750	20	.01	340	.19
WBL	2	3500	420	.12*	730	.21
WBT	4	7000	1060	.15	1200	.17*
WBR	1	1750	220	.13	350	.20
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for NBR

TOTAL CAPACITY UTILIZATION	**.70**	**.87**

10. Orchard Village & McBean

Existing Counts

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		327		215	
NBT	0.5	3500	39	.10*	17	.07*
NBR	2	3500	592	.17	757	.22
SBL	0	0	25		64	
SBT	1	1750	32	.03*	40	.06*
SBR	d	1750	19	.01	31	.02
EBL	1	1750	38	.02	28	.02
EBT	3	5250	436	.12*	860	.22*
EBR	0	0	253	.14	319	
WBL	2	3500	778	.22*	799	.23*
WBT	3	5250	507	.11	566	.11
WBR	0	0	48		19	
Clearance Interval				.10*		.10*

Note: Assumes N/S Split Phasing
Note: Assumes Right-Turn Overlap for NBR

TOTAL CAPACITY UTILIZATION .57 .68

Current GP - Existing Lanes

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		980		880	
NBT	0.5	3500	60	.30*	60	.27*
NBR	2	3500	830	.24	1100	.31
SBL	0	0	10		60	
SBT	1	1750	20	.02*	70	.07*
SBR	d	1750	10	.01	30	.02
EBL	1	1750	50	.03	40	.02
EBT	3	5250	550	.16*	970	.28*
EBR	0	0	840	.48	1150	.66
WBL	2	3500	850	.24*	1140	.33*
WBT	3	5250	620	.12	910	.18
WBR	0	0	30		20	
Right Turn Adjustment			EBR	.09*	EBR	.18*
Clearance Interval				.10*		.10*

Note: Assumes N/S Split Phasing
Note: Assumes Right-Turn Overlap for NBR

TOTAL CAPACITY UTILIZATION .91 1.23

OVOV GP - Existing Lanes

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		960		910	
NBT	0.5	3500	60	.29*	60	.28*
NBR	2	3500	850	.24	1110	.32
SBL	0	0	10		60	
SBT	1	1750	20	.02*	70	.07*
SBR	d	1750	10	.01	30	.02
EBL	1	1750	50	.03	40	.02
EBT	3	5250	440	.13*	900	.26*
EBR	0	0	880	.50	1200	.69
WBL	2	3500	860	.25*	1140	.33*
WBT	3	5250	650	.13	950	.18
WBR	0	0	30		20	
Right Turn Adjustment			EBR	.15*	EBR	.22*
Clearance Interval				.10*		.10*

Note: Assumes N/S Split Phasing
Note: Assumes Right-Turn Overlap for NBR

TOTAL CAPACITY UTILIZATION .94 1.26

Current GP - Buildout Lanes

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		980		880	
NBT	0.5	3500	60	.30*	60	.27*
NBR	2	3500	830	.24	1100	.31
SBL	1.5		10	.01	60	
SBT	1.5	5250	20	.01*	70	.02*
SBR	1	1750	10	.01	30	.02
EBL	1	1750	50	.03	40	.02
EBT	2.5	7000	550	{.14}*	970	{.25}*
EBR	1.5		840		1150	
WBL	2	3500	850	.24*	1140	.33*
WBT	3	5250	620	.12	910	.17
WBR	1	1750	30	.02	20	.01
Clearance Interval				.10*		.10*

Note: Assumes N/S Split Phasing
Note: Assumes Right-Turn Overlap for NBR

TOTAL CAPACITY UTILIZATION .79 .97

10. Orchard Village & McBean

OVOV GP - Buildout Lanes

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		960		910	
NBT	0.5	3500	60	.29*	60	.28*
NBR	2	3500	850	.24	1110	.32
SBL	1.5		10	.01	60	
SBT	1.5	5250	20	.01*	70	.02*
SBR	1	1750	10	.01	30	.02
EBL	1	1750	50	.03	40	.02
EBT	2.5	7000	440	.13*	900	{.25}*
EBR	1.5		880	.25	1200	
WBL	2	3500	860	.25*	1140	.33*
WBT	3	5250	650	.12	950	.18
WBR	1	1750	30	.02	20	.01
Clearance Interval				.10*		.10*

Note: Assumes N/S Split Phasing
Note: Assumes Right-Turn Overlap for NBR

TOTAL CAPACITY UTILIZATION .78 .98

11. Orchard Village & Wiley Cyn

Existing Counts

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	218	.12*	132	.08
NBT	2	3500	754	.25	807	.27*
NBR	0	0	113		153	
SBL	1	1750	117	.07	124	.07*
SBT	2	3500	777	.22*	731	.21
SBR	1	1750	283	.16	215	.12
EBL	2	3500	172	.05	282	.08
EBT	2	3500	125	.07*	254	.12*
EBR	0	0	272	.16	179	
WBL	1	1750	152	.09*	98	.06*
WBT	2	3500	268	.08	240	.07
WBR	1	1750	96	.05	101	.06
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .60 .62

Current GP - Existing Lanes

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	30	.02	80	.05
NBT	2	3500	750	.31*	1080	.47*
NBR	0	0	320		570	
SBL	1	1750	510	.29*	640	.37*
SBT	2	3500	670	.19	1090	.31
SBR	1	1750	280	.16	160	.09
EBL	2	3500	190	.05	290	.08
EBT	2	3500	300	.11*	730	.26*
EBR	0	0	70		170	
WBL	1	1750	340	.19*	380	.22*
WBT	2	3500	540	.15	580	.17
WBR	1	1750	500	.29	500	.29
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION 1.00 1.42

OVOV GP - Existing Lanes

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	50	.03	80	.05
NBT	2	3500	710	.30*	1050	.47*
NBR	0	0	330		610	
SBL	1	1750	530	.30*	650	.37*
SBT	2	3500	610	.17	1140	.33
SBR	1	1750	340	.19	150	.09
EBL	2	3500	230	.07	320	.09
EBT	2	3500	370	.13*	760	.26*
EBR	0	0	90		140	
WBL	1	1750	370	.21*	390	.22*
WBT	2	3500	690	.20	710	.20
WBR	1	1750	460	.26	540	.31
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION 1.04 1.42

Current GP - Buildout Lanes

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	30	.02	80	.05
NBT	3	5250	750	.20*	1080	.31*
NBR	0	0	320		570	.33
SBL	2	3500	510	.15*	640	.18*
SBT	2	3500	670	.27	1090	.36
SBR	0	0	280		160	
EBL	1	1750	190	.11*	290	.17
EBT	3	5250	300	.07	730	.17*
EBR	0	0	70		170	
WBL	1	1750	340	.19	380	.22*
WBT	3	5250	540	.15*	580	.17
WBR	0	0	500	.29	500	.29
Right Turn Adjustment			WBR	.03*		
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .74 .98

11. Orchard Village & Wiley Cyn

OVOV GP - Buildout Lanes

			AM PK HOUR		PM PK HOUR	
	LANES	CAPACITY	VOL	V/C	VOL	V/C
NBL	1	1750	50	.03	80	.05
NBT	3	5250	710	.20*	1050	.30*
NBR	0	0	330		610	.35
SBL	2	3500	530	.15*	650	.19*
SBT	2	3500	610	.27	1140	.37
SBR	0	0	340		150	
EBL	1	1750	230	.13*	320	.18
EBT	3	5250	370	.09	760	.17*
EBR	0	0	90		140	
WBL	1	1750	370	.21	390	.22*
WBT	3	5250	690	.20*	710	.20
WBR	0	0	460	.26	540	.31
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.78**		**.98**

12. Valencia & Magic Mountain

Existing Counts

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	32	.02*	56	.03
NBT	3	5250	682	.14	1406	.30*
NBR	0	0	71		154	
SBL	1	1750	25	.01	56	.03*
SBT	3	5250	1632	.31*	1115	.21
SBR	2	3500	429	.12	371	.11
EBL	2	3500	145	.04	500	.14*
EBT	2	3500	153	.05*	420	.13
EBR	0	0	29		29	
WBL	1	1750	176	.10*	148	.08
WBT	2	3500	351	.10	303	.09*
WBR	1	1750	26	.01	61	.03
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .58 .66

Current GP - Existing Lanes

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	80	.05*	100	.06
NBT	3	5250	730	.18	1710	.42*
NBR	0	0	220		500	
SBL	1	1750	50	.03	130	.07*
SBT	3	5250	1610	.31*	1150	.22
SBR	2	3500	720	.21	650	.19
EBL	2	3500	450	.13	740	.21
EBT	2	3500	920	.27*	1380	.40*
EBR	0	0	40		30	
WBL	1	1750	440	.25*	240	.14*
WBT	2	3500	1190	.34	1120	.32
WBR	1	1750	90	.05	130	.07
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .98 1.13

OVOV GP - Existing Lanes

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	80	.05*	130	.07
NBT	3	5250	830	.21	1760	.47*
NBR	0	0	270		690	
SBL	1	1750	20	.01	50	.03*
SBT	3	5250	1640	.31*	1250	.24
SBR	2	3500	750	.21	580	.17
EBL	2	3500	530	.15	700	.20
EBT	2	3500	910	.29*	1300	.38*
EBR	0	0	100		40	
WBL	1	1750	610	.35*	470	.27*
WBT	2	3500	1040	.30	970	.28
WBR	1	1750	70	.04	40	.02
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION 1.10 1.25

Current GP - Buildout Lanes

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	80	.05*	100	.06
NBT	3	5250	730	.14	1710	.33*
NBR	1	1750	220	.13	500	.29
SBL	1	1750	50	.03	130	.07*
SBT	3	5250	1610	.31*	1150	.22
SBR	2	3500	720	.21	650	.19
EBL	2	3500	450	.13*	740	.21*
EBT	3	5250	920	.18	1380	.27
EBR	0	0	40		30	
WBL	2	3500	440	.13	240	.07
WBT	3	5250	1190	.24*	1120	.24*
WBR	0	0	90		130	
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for NBR

TOTAL CAPACITY UTILIZATION .83 .95

12. Valencia & Magic Mountain

OVOV GP - Buildout Lanes

			AM PK HOUR		PM PK HOUR	
	LANES	CAPACITY	VOL	V/C	VOL	V/C
NBL	1	1750	80	.05*	130	.07
NBT	3	5250	830	.16	1760	.34*
NBR	1	1750	270	.15	690	.39
SBL	1	1750	20	.01	50	.03*
SBT	3	5250	1640	.31*	1250	.24
SBR	2	3500	750	.21	580	.17
EBL	2	3500	530	.15*	700	.20*
EBT	3	5250	910	.19	1300	.26
EBR	0	0	100		40	
WBL	2	3500	610	.17	470	.13
WBT	3	5250	1040	.21*	970	.19*
WBR	0	0	70		40	
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for NBR

TOTAL CAPACITY UTILIZATION	**.82**	**.86**

13. Bouquet Canyon & Plum Canyon

Existing Counts

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	14	.01	66	.04
NBT	2	3500	209	.06*	648	.19*
NBR	1	1750	633	.36	891	.51
SBL	1	1750	182	.10*	169	.10*
SBT	2	3500	476	.14	332	.10
SBR	0	0	2		4	
EBL	0	0	6		5	
EBT	1	1750	10	.03*	8	.02*
EBR	0	0	43		30	
WBL	1.5		1364		786	
WBT	0.5	3500	5	.39*	21	.23*
WBR	1	1750	133	.08	181	.10
Right Turn Adjustment					NBR	.09*
Clearance Interval				.10*		.10*

Note: Assumes E/W Split Phasing
Note: Assumes Right-Turn Overlap for NBR

TOTAL CAPACITY UTILIZATION .68 .73

Current GP - Existing Lanes

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	10	.01	60	.03
NBT	2	3500	310	.09*	1040	.30*
NBR	1	1750	610	.35	850	.49
SBL	1	1750	400	.23*	250	.14*
SBT	2	3500	900	.26	390	.11
SBR	0	0	10		10	
EBL	0	0	10		10	
EBT	1	1750	50	.07*	10	.03*
EBR	0	0	60		30	
WBL	1.5		1060		620	
WBT	0.5	3500	20	.31*	20	.18*
WBR	1	1750	310	.18	230	.13
Right Turn Adjustment					NBR	.01*
Clearance Interval				.10*		.10*

Note: Assumes E/W Split Phasing
Note: Assumes Right-Turn Overlap for NBR

TOTAL CAPACITY UTILIZATION .80 .76

OVOV GP - Existing Lanes

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	10	.01	60	.03
NBT	2	3500	330	.09*	1050	.30*
NBR	1	1750	600	.34	810	.46
SBL	1	1750	400	.23*	260	.15*
SBT	2	3500	940	.27	350	.10
SBR	0	0	10		10	
EBL	0	0	10		10	
EBT	1	1750	50	.07*	10	.03*
EBR	0	0	60		30	
WBL	1.5		1050		630	
WBT	0.5	3500	20	.31*	20	.19*
WBR	1	1750	310	.18	250	.14
Clearance Interval				.10*		.10*

Note: Assumes E/W Split Phasing
Note: Assumes Right-Turn Overlap for NBR

TOTAL CAPACITY UTILIZATION .80 .77

14. Bouquet Canyon & Newhall Ranch

Existing Counts

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	291	.08*	445	.13
NBT	4	7000	561	.08	2044	.29*
NBR	1	1750	33	.02	44	.03
SBL	1	1750	324	.19	210	.12*
SBT	4	7000	2079	.30*	1328	.19
SBR	1	1750	584	.33	356	.20
EBL	3	5250	260	.05*	1020	.19*
EBT	2	3500	369	.11	786	.22
EBR	2	3500	261	.07	454	.13
WBL	2	3500	120	.03	209	.06
WBT	4	7000	890	.13*	634	.09*
WBR	1	1750	89	.05	359	.21
Right Turn Adjustment					WBR	.03*
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for SBR EBR

TOTAL CAPACITY UTILIZATION .66 .82

Current GP - Existing Lanes

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	670	.19*	810	.23*
NBT	4	7000	500	.07	2350	.34
NBR	1	1750	300	.17	620	.35
SBL	1	1750	110	.06	70	.04
SBT	4	7000	2000	.29*	1370	.20*
SBR	1	1750	810	.46	410	.23
EBL	3	5250	260	.05	690	.13
EBT	2	3500	710	.20*	2020	.58*
EBR	2	3500	890	.25	1100	.31
WBL	2	3500	570	.16*	170	.05*
WBT	4	7000	1340	.19	930	.13
WBR	1	1750	50	.03	100	.06
Right Turn Adjustment			SBR	.03*		
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for SBR EBR

TOTAL CAPACITY UTILIZATION .97 1.16

OVOV GP - Existing Lanes

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	550	.16*	890	.25*
NBT	4	7000	530	.08	2490	.36
NBR	1	1750	270	.15	600	.34
SBL	1	1750	110	.06	70	.04
SBT	4	7000	2190	.31*	1430	.20*
SBR	1	1750	750	.43	440	.25
EBL	3	5250	270	.05	690	.13
EBT	2	3500	930	.27*	2040	.58*
EBR	2	3500	850	.24	1050	.30
WBL	2	3500	570	.16*	150	.04*
WBT	4	7000	1420	.20	970	.14
WBR	1	1750	70	.04	100	.06
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for SBR EBR

TOTAL CAPACITY UTILIZATION 1.00 1.17

Current GP - Buildout Lanes

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	670	.19*	810	.23*
NBT	4	7000	500	.07	2350	.34
NBR	1	1750	300	.17	620	.35
SBL	2	3500	110	.03	70	.02
SBT	4	7000	2000	.29*	1370	.20*
SBR	2	3500	810	.23	410	.12
EBL	2	3500	260	.07*	690	.20
EBT	4	7000	710	.10	2020	.29*
EBR	2	3500	890	.25	1100	.31
WBL	2	3500	570	.16	170	.05*
WBT	4	7000	1340	.19*	930	.13
WBR	1	1750	50	.03	100	.06
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for SBR WBR EBR

TOTAL CAPACITY UTILIZATION .84 .87

14. Bouquet Canyon & Newhall Ranch

OVOV GP - Buildout Lanes

			AM PK HOUR		PM PK HOUR	
	LANES	CAPACITY	VOL	V/C	VOL	V/C
NBL	2	3500	550	.16*	890	.25*
NBT	4	7000	530	.08	2490	.36
NBR	1	1750	270	.15	600	.34
SBL	2	3500	110	.03	70	.02
SBT	4	7000	2190	.31*	1430	.20*
SBR	2	3500	750	.21	440	.13
EBL	2	3500	270	.08	690	.20*
EBT	4	7000	930	.13*	2040	.29
EBR	2	3500	850	.24	1050	.30
WBL	2	3500	570	.16*	150	.04
WBT	4	7000	1420	.20	970	.14*
WBR	1	1750	70	.04	100	.06
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for SBR WBR EBR

TOTAL CAPACITY UTILIZATION .86 .89

15. Bouquet Canyon & Soledad Canyon

Existing Counts

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	21	.01*	24	.01
NBT	3	5250	399	.08	1109	.21*
NBR	1	1750	182	.10	286	.16
SBL	3	5250	331	.06	461	.09*
SBT	2.5	7000	1218	{.30}*	832	{.18}
SBR	1.5		917		669	
EBL	3	5250	240	.05*	986	.19*
EBT	3	5250	499	.10	1366	.26
EBR	0	0	9		4	
WBL	3	5250	307	.06	315	.06
WBT	2.5	7000	1139	.22*	947	{.18}*
WBR	1.5		230		391	{.16}
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.68**		**.77**

Current GP - Existing Lanes

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	20	.01*	100	.06
NBT	3	5250	620	.12	1770	.34*
NBR	1	1750	110	.06	470	.27
SBL	3	5250	290	.06	530	.10*
SBT	2.5	7000	1890	{.44}*	1210	{.25}
SBR	1.5		1240		910	
EBL	3	5250	340	.06*	1370	.26*
EBT	3	5250	840	.18	1240	.24
EBR	0	0	120		40	
WBL	3	5250	120	.02	290	.06
WBT	2.5	7000	1020	{.19}*	970	{.19}*
WBR	1.5		380		490	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.80**		**.99**

OVOV GP - Existing Lanes

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	20	.01*	100	.06
NBT	3	5250	660	.13	1760	.34*
NBR	1	1750	230	.13	500	.29
SBL	3	5250	400	.08	430	.08*
SBT	2.5	7000	1910	{.44}*	1400	{.27}
SBR	1.5		1250		820	
EBL	3	5250	300	.06	1300	.25*
EBT	3	5250	910	.20*	1130	.24
EBR	0	0	120		120	
WBL	3	5250	160	.03*	400	.08
WBT	2.5	7000	880	.17	950	{.23}*
WBR	1.5		280		780	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.78**		**1.00**

Current GP - Buildout Lanes

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	20	.01*	100	.06
NBT	4	7000	620	.09	1770	.25*
NBR	1	1750	110	.06	470	.27
SBL	3	5250	290	.06	530	.10*
SBT	2.5	7000	1890	{.44}*	1210	{.25}
SBR	1.5		1240		910	
EBL	3	5250	340	.06*	1370	.26*
EBT	3	5250	840	.18	1240	.24
EBR	0	0	120		40	
WBL	3	5250	120	.02	290	.06
WBT	2.5	7000	1020	{.19}*	970	{.19}*
WBR	1.5		380		490	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.80**		**.90**

15. Bouquet Canyon & Soledad Canyon

OVOV GP - Buildout Lanes

			AM PK HOUR		PM PK HOUR	
	LANES	CAPACITY	VOL	V/C	VOL	V/C
NBL	1	1750	20	.01*	100	.06*
NBT	4	7000	660	.09	1760	.25
NBR	1	1750	230	.13	500	.29
SBL	3	5250	400	.08	430	.08
SBT	2.5	7000	1910	{.44}*	1400	{.27}*
SBR	1.5		1250		820	
EBL	3	5250	300	.06	1300	.25*
EBT	3	5250	910	.20*	1130	.24
EBR	0	0	120		120	
WBL	3	5250	160	.03*	400	.08
WBT	2.5	7000	880	.17	950	{.22}*
WBR	1.5		280		780	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.78**		**.90**

16. Railroad & Lyons

Existing Counts

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	172	.10*	140	.08*
NBT	2	3500	702	.20	1097	.31
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3500	1095	.31*	903	.26*
SBR	1	1750	220	.13	312	.18
EBL	2	3500	218	.06*	411	.12*
EBT	0	0	0		0	
EBR	1	1750	122	.07	136	.08
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .57 .56

Current GP - Existing Lanes

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	60	.03	0	.00
NBT	2	3500	820	.26*	1050	.33*
NBR	0	0	80		100	
SBL	2	3500	270	.08*	480	.14*
SBT	2	3500	770	.22	810	.23
SBR	1	1750	190	.11	390	.22
EBL	1.5		180		300	
EBT	1.5	5250	330	.12*	610	.19*
EBR	0		120		100	
WBL	1	1750	70	.04	70	.04
WBT	2	3500	410	.12*	620	.18*
WBR	1	1750	370	.21	290	.17
Right Turn Adjustment			WBR	.03*		
Clearance Interval				.10*		.10*

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION .71 .94

OVOV GP - Existing Lanes

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	50	.03	0	.00
NBT	2	3500	700	.22*	970	.30*
NBR	0	0	70		70	
SBL	2	3500	210	.06*	380	.11*
SBT	2	3500	680	.19	730	.21
SBR	1	1750	200	.11	420	.24
EBL	1.5		190		300	
EBT	1.5	5250	340	.13*	540	.18*
EBR	0		130		80	
WBL	1	1750	50	.03	50	.03
WBT	2	3500	320	.09*	500	.14*
WBR	1	1750	250	.14	200	.11
Clearance Interval				.10*		.10*

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION .60 .83

Current GP - Buildout Lanes

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	60	.03	0	.00
NBT	2	3500	820	.26*	1050	.33*
NBR	0	0	80		100	
SBL	2	3500	270	.08*	480	.14*
SBT	2	3500	770	.22	810	.23
SBR	1	1750	190	.11	390	.22
EBL	1.5		180		300	
EBT	1.5	5250	330	.12*	610	.19*
EBR	0		120		100	
WBL	1	1750	70	.04	70	.04
WBT	2	3500	410	.12*	620	.18*
WBR	1	1750	370	.21	290	.17
Right Turn Adjustment			WBR	.03*		
Clearance Interval				.10*		.10*

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION .71 .94

16. Railroad & Lyons

OVOV GP - Buildout Lanes

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	50	.03	0	.00
NBT	2	3500	700	.22*	970	.30*
NBR	0	0	70		70	
SBL	2	3500	210	.06*	380	.11*
SBT	2	3500	680	.19	730	.21
SBR	1	1750	200	.11	420	.24
EBL	1.5		190		300	
EBT	1.5	5250	340	.13*	540	.18*
EBR	0		130		80	
WBL	1	1750	50	.03	50	.03
WBT	2	3500	320	.09*	500	.14*
WBR	1	1750	250	.14	200	.11
Clearance Interval				.10*		.10*

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION .60 .83

17. Sierra Highway & Newhall

Existing Counts

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	70	.02*	286	.08
NBT	2	3500	47	.02	672	.22*
NBR	0	0	21		91	
SBL	1	1750	125	.07	39	.02*
SBT	3	5250	467	.13*	54	.02
SBR	0	0	270	.15	226	.13
EBL	2	3500	130	.04	342	.10*
EBT	3	5250	1144	.26*	967	.20
EBR	0	0	235		76	
WBL	1	1750	105	.06*	34	.02
WBT	3	5250	693	.13	1047	.20*
WBR	1	1750	16	.01	328	.19
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.57**		**.64**

Current GP - Existing Lanes

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	420	.12*	480	.14
NBT	2	3500	400	.23	790	.45*
NBR	0	0	400		1200	.69
SBL	1	1750	120	.07	10	.01*
SBT	3	5250	830	.18*	290	.06
SBR	0	0	120		10	
EBL	2	3500	30	.01	140	.04
EBT	3	5250	1000	.28*	1440	.37*
EBR	0	0	470		520	
WBL	1	1750	1100	.63*	630	.36*
WBT	3	5250	1320	.25	1220	.23
WBR	1	1750	0	.00	160	.09
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**1.31**		**1.29**

OVOV GP - Existing Lanes

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	210	.06*	430	.12
NBT	2	3500	180	.10	890	.51*
NBR	0	0	260	.15	1090	.62
SBL	1	1750	60	.03	10	.01*
SBT	3	5250	770	.16*	160	.03
SBR	0	0	90		20	
EBL	2	3500	50	.01	240	.07
EBT	3	5250	860	.25*	1560	.35*
EBR	0	0	460	.26	300	
WBL	1	1750	1000	.57*	450	.26*
WBT	3	5250	1460	.28	1190	.23
WBR	1	1750	10	.01	80	.05
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**1.14**		**1.23**

Current GP - Buildout Lanes

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	420	.12*	480	.14
NBT	1.5	5250	400	{.11}	790	{.33}*
NBR	1.5		400		1200	
SBL	1	1750	120	.07	10	.01*
SBT	3	5250	830	.18*	290	.06
SBR	0	0	120		10	
EBL	2	3500	30	.01	140	.04
EBT	3	5250	1000	.28*	1440	.37*
EBR	0	0	470		520	
WBL	2	3500	1100	.31*	630	.18*
WBT	3	5250	1320	.25	1220	.26
WBR	0	0	0		160	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.99**		**.99**

17. Sierra Highway & Newhall

OVOV GP - Buildout Lanes

			AM PK HOUR		PM PK HOUR	
	LANES	CAPACITY	VOL	V/C	VOL	V/C
NBL	2	3500	210	.06*	430	.12
NBT	1.5	5250	180	{.05}	890	{.34}*
NBR	1.5		260		1090	
SBL	1	1750	60	.03	10	.01*
SBT	3	5250	770	.16*	160	.03
SBR	0	0	90		20	
EBL	2	3500	50	.01	240	.07
EBT	3	5250	860	.25*	1560	.35*
EBR	0	0	460	.26	300	
WBL	2	3500	1000	.29*	450	.13*
WBT	3	5250	1460	.28	1190	.24
WBR	0	0	10		80	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.86**		**.93**

18. Whites Canyon & Soledad Canyon

Existing Counts

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	297	.08*	284	.08
NBT	2	3500	468	.13	863	.25*
NBR	1	1750	87	.05	17	.01
SBL	2	3500	443	.13	497	.14*
SBT	2	3500	815	.23*	496	.14
SBR	1	1750	383	.22	196	.11
EBL	2	3500	165	.05*	381	.11
EBT	3	5250	611	.15	1461	.33*
EBR	0	0	184		263	
WBL	2	3500	101	.03	138	.04*
WBT	3	5250	1357	.34*	850	.24
WBR	0	0	438		449	.26
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.80**		**.86**

Current GP - Existing Lanes

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	400	.11*	350	.10
NBT	2	3500	650	.19	1170	.33*
NBR	1	1750	110	.06	560	.32
SBL	2	3500	560	.16	320	.09*
SBT	2	3500	1280	.37*	1120	.32
SBR	1	1750	200	.11	240	.14
EBL	2	3500	90	.03*	430	.12
EBT	3	5250	640	.14	1400	.34*
EBR	0	0	120		370	
WBL	2	3500	510	.15	200	.06*
WBT	3	5250	1250	.28*	740	.21
WBR	0	0	240		420	.24
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.89**		**.92**

OVOV GP - Existing Lanes

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	430	.12*	400	.11
NBT	2	3500	560	.16	1160	.33*
NBR	1	1750	140	.08	500	.29
SBL	2	3500	590	.17	310	.09*
SBT	2	3500	1110	.32*	1070	.31
SBR	1	1750	230	.13	260	.15
EBL	2	3500	100	.03	460	.13
EBT	3	5250	730	.16*	1300	.33*
EBR	0	0	130		430	
WBL	2	3500	570	.16*	210	.06*
WBT	3	5250	1140	.26	820	.23
WBR	0	0	220		460	.26
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.86**		**.91**

Current GP - Buildout Lanes

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	400	.11*	350	.10
NBT	3	5250	650	.14	1170	.33*
NBR	0	0	110		560	
SBL	2	3500	560	.16	320	.09*
SBT	3	5250	1280	.28*	1120	.26
SBR	0	0	200		240	
EBL	2	3500	90	.03*	430	.12
EBT	3	5250	640	.14	1400	.34*
EBR	0	0	120		370	
WBL	2	3500	510	.15	200	.06*
WBT	3	5250	1250	.28*	740	.21
WBR	0	0	240		420	.24
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.80**		**.92**

18. Whites Canyon & Soledad Canyon

OVOV GP - Buildout Lanes

			AM PK HOUR		PM PK HOUR	
	LANES	CAPACITY	VOL	V/C	VOL	V/C
NBL	2	3500	430	.12*	400	.11
NBT	3	5250	560	.13	1160	.32*
NBR	0	0	140		500	
SBL	2	3500	590	.17	310	.09*
SBT	3	5250	1110	.26*	1070	.25
SBR	0	0	230		260	
EBL	2	3500	100	.03	460	.13
EBT	3	5250	730	.16*	1300	.33*
EBR	0	0	130		430	
WBL	2	3500	570	.16*	210	.06*
WBT	3	5250	1140	.26	820	.23
WBR	0	0	220		460	.26
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .80 .90

19. Sierra Highway & Soledad Canyon

Existing Counts

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	385	.11*	624	.18*
NBT	2	3500	202	.06	468	.13
NBR	1	1750	153	.09	270	.15
SBL	1	1750	42	.02	124	.07
SBT	2	3500	476	.14*	379	.11*
SBR	1	1750	402	.23	326	.19
EBL	2	3500	193	.06*	504	.14
EBT	2	3500	649	.19	1045	.30*
EBR	1	1750	422	.24	468	.27
WBL	2	3500	284	.08	236	.07*
WBT	3	5250	1122	.22*	597	.12
WBR	0	0	25		42	
Right Turn Adjustment			SBR	.04*		
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .67 .76

Current GP - Existing Lanes

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	180	.05	150	.04
NBT	2	3500	890	.25*	1190	.34*
NBR	1	1750	80	.05	250	.14
SBL	1	1750	240	.14*	630	.36*
SBT	2	3500	1130	.32	1080	.31
SBR	1	1750	650	.37	580	.33
EBL	2	3500	500	.14*	640	.18
EBT	2	3500	730	.21	1320	.38*
EBR	1	1750	120	.07	120	.07
WBL	2	3500	320	.09	160	.05*
WBT	3	5250	1140	.27*	540	.15
WBR	0	0	260		340	.19
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .90 1.23

OVOV GP - Existing Lanes

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	160	.05	190	.05
NBT	2	3500	810	.23*	960	.27*
NBR	1	1750	100	.06	240	.14
SBL	1	1750	300	.17*	620	.35*
SBT	2	3500	930	.27	1010	.29
SBR	1	1750	850	.49	630	.36
EBL	2	3500	550	.16*	740	.21*
EBT	2	3500	780	.22	990	.28
EBR	1	1750	110	.06	120	.07
WBL	2	3500	280	.08	220	.06
WBT	3	5250	790	.18*	610	.17*
WBR	0	0	180		390	.22
Right Turn Adjustment			SBR	.02*		
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .86 1.10

Current GP - Buildout Lanes

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	180	.05*	150	.04
NBT	3	5250	890	.18	1190	.27*
NBR	0	0	80		250	
SBL	2	3500	240	.07	630	.18*
SBT	3	5250	1130	.32*	1080	.31
SBR	0	0	650	.37	580	.33
EBL	2	3500	500	.14*	640	.18*
EBT	3	5250	730	.16	1320	.27
EBR	0	0	120		120	
WBL	2	3500	320	.09	160	.05
WBT	3	5250	1140	.27*	540	.15*
WBR	0	0	260		340	.19
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .88 .88

19. Sierra Highway & Soledad Canyon

OVOV GP - Buildout Lanes

			AM PK HOUR		PM PK HOUR	
	LANES	CAPACITY	VOL	V/C	VOL	V/C
NBL	2	3500	160	.05*	190	.05
NBT	3	5250	810	.17	960	.23*
NBR	0	0	100		240	
SBL	2	3500	300	.09	620	.18*
SBT	3	5250	930	.27*	1010	.29
SBR	0	0	850	.49	630	.36
EBL	2	3500	550	.16*	740	.21*
EBT	3	5250	780	.17	990	.21
EBR	0	0	110		120	
WBL	2	3500	280	.08	220	.06
WBT	3	5250	790	.18*	610	.17*
WBR	0	0	180		390	.22
Right Turn Adjustment			SBR	.10*		
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.86**		**.89**

20. Commerce Center & Magic Mountain

Current GP - Buildout Lanes

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	2880	840	.29*	1110	.39*
SBT	0	0	0		0	
SBR	1	1600	110	.07	650	.41
EBL	2	2880	650	.23*	220	.08*
EBT	3	4800	900	.19	1010	.21
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	4800	680	.14*	800	.17*
WBR	f		1040		1310	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.76**		**.74**

OVOV GP - Buildout Lanes

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	2880	860	.30*	1190	.41*
SBT	0	0	0		0	
SBR	1	1600	110	.07	600	.38
EBL	2	2880	620	.22*	220	.08*
EBT	3	4800	960	.20	960	.20
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	4800	670	.14*	840	.18*
WBR	f		980		1350	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.76**		**.77**

21. Pico Canyon & Valencia

Current GP - Buildout Lanes

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	2880	750	.26*	910	.32*
NBT	0	0	0		0	
NBR	1	1600	20	.01	10	.01
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	4800	1720	.48*	1160	.36*
EBR	0	0	590		1270	.79
WBL	1	1600	10	.01*	20	.01*
WBT	3	4800	880	.18	1590	.33
WBR	0	0	0		0	
Right Turn Adjustment					EBR	.19*
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .85 .98

OVOV GP - Buildout Lanes

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	2880	530	.18*	800	.28*
NBT	0	0	0		0	
NBR	1	1600	20	.01	10	.01
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	4800	1780	.46*	1300	.41*
EBR	0	0	430		990	.62
WBL	1	1600	10	.01*	30	.02*
WBT	3	4800	850	.18	1640	.34
WBR	0	0	0		0	
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .75 .81

22. Magic Mountain & Via Princessa

Current GP - Buildout Lanes

			AM PK HOUR		PM PK HOUR	
	LANES	CAPACITY	VOL	V/C	VOL	V/C
NBL	1	1750	30	.02	20	.01
NBT	1	1750	40	.02*	30	.02*
NBR	1	1750	60	.03	30	.02
SBL	2	3500	380	.11*	1310	.37*
SBT	1	1750	10	.01	60	.03
SBR	1	1750	260	.15	400	.23
EBL	1	1750	250	.14*	270	.15*
EBT	3	5250	880	.17	1110	.22
EBR	0	0	10		40	
WBL	1	1750	20	.01	50	.03
WBT	3	5250	1030	.20*	860	.16*
WBR	f		1250		1100	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.57**		**.80**

OVOV GP - Buildout Lanes

			AM PK HOUR		PM PK HOUR	
	LANES	CAPACITY	VOL	V/C	VOL	V/C
NBL	1	1750	130	.07	60	.03
NBT	1	1750	180	.10*	80	.05*
NBR	1	1750	140	.08	80	.05
SBL	2	3500	290	.08*	1140	.33*
SBT	1	1750	30	.02	210	.12
SBR	1	1750	260	.15	420	.24
EBL	1	1750	250	.14*	290	.17*
EBT	3	5250	810	.16	1040	.22
EBR	0	0	20		120	
WBL	1	1750	50	.03	120	.07
WBT	3	5250	1020	.19*	860	.16*
WBR	f		1110		740	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.61**		**.81**

23. Golden Valley & Via Princessa

Current GP - Buildout Lanes

			AM PK HOUR		PM PK HOUR	
	LANES	CAPACITY	VOL	V/C	VOL	V/C
NBL	2	3500	620	.18*	990	.28*
NBT	3	5250	1340	.26	1170	.22
NBR	1	1750	30	.02	100	.06
SBL	2	3500	60	.02	610	.17
SBT	3	5250	620	.12*	1080	.21*
SBR	1	1750	570	.33	570	.33
EBL	2	3500	600	.17*	400	.11
EBT	3	5250	320	.06	1110	.21*
EBR	2	3500	800	.23	1260	.36
WBL	2	3500	210	.06	50	.01*
WBT	3	5250	1370	.26*	460	.09
WBR	1	1750	280	.16	70	.04
Right Turn Adjustment			SBR	.08*	SBR	.02*
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.91**		**.83**

OVOV GP - Buildout Lanes

			AM PK HOUR		PM PK HOUR	
	LANES	CAPACITY	VOL	V/C	VOL	V/C
NBL	2	3500	550	.16	770	.22*
NBT	3	5250	1300	.25*	870	.17
NBR	1	1750	40	.02	60	.03
SBL	2	3500	100	.03*	510	.15
SBT	3	5250	320	.06	920	.18*
SBR	1	1750	590	.34	540	.31
EBL	2	3500	500	.14*	320	.09
EBT	3	5250	410	.08	1130	.22*
EBR	2	3500	590	.17	1240	.35
WBL	2	3500	140	.04	50	.01*
WBT	3	5250	1310	.25*	550	.10
WBR	1	1750	200	.11	100	.06
Right Turn Adjustment			SBR	.11*	SBR	.03*
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.88**		**.76**

Appendix B

LAND USE AND TRIP GENERATION COMPARISON

1. 2004 and OVOV Buildout Plan
2. Current City General Plan/County Area Plan and OVOV Buildout Plan

See Appendix D for Traffic Analysis Zone (TAZ) map and trip generation rates.

Land Use and Trip Generation Comparison – 2004 and OVOV Buildout								
			2004		OVOV Buildout		Difference	
Zone	Land Use Category	Units	Amount	ADT	Amount	ADT	Amount	ADT
1	1 SF Residential	DU	345.00	3,416	567.00	5,613	222.00	2,197
	5 Industrial Park	TSF	--	--	275.00	1,650	275.00	1,650
	SUB-TOTAL			3,416		7,263		3,847
2	1 SF Residential	DU	336.00	3,326	535.00	5,297	199.00	1,971
	SUB-TOTAL			3,326		5,297		1,971
3	1 SF Residential	DU	641.00	6,346	3,313.00	32,799	2,672.00	26,453
	2 MF Residential	DU	--	--	1,288.00	9,600	1,288.00	9,600
	3 Commercial Retail	TSF	150.00	8,109	320.00	17,299	170.00	9,190
	5 Industrial Park	TSF	77.49	395	334.29	1,936	256.80	1,541
	6 Other	--	--	885	--	1,088	--	203
	SUB-TOTAL			15,735		62,722		46,987
5	1 SF Residential	DU	1.00	10	229.00	2,267	228.00	2,257
	3 Commercial Retail	TSF	2.01	74	27.01	2,201	25.00	2,127
	SUB-TOTAL			84		4,468		4,384
6	1 SF Residential	DU	10.00	99	409.00	4,049	399.00	3,950
	SUB-TOTAL			99		4,049		3,950
7	1 SF Residential	DU	--	--	722.00	7,148	722.00	7,148
	SUB-TOTAL			--		7,148		7,148
8	1 SF Residential	DU	10.00	99	97.00	960	87.00	861
	SUB-TOTAL			99		960		861
9	1 SF Residential	DU	1.00	10	320.00	3,168	319.00	3,158
	SUB-TOTAL			10		3,168		3,158
10	1 SF Residential	DU	12.00	119	12.00	119	0.00	0
	2 MF Residential	DU	184.00	1,472	184.00	1,472	0.00	0
	3 Commercial Retail	TSF	33.64	1,348	300.00	12,018	266.36	10,670
	SUB-TOTAL			2,939		13,609		10,670
11	1 SF Residential	DU	23.00	228	108.00	1,070	85.00	842
	2 MF Residential	DU	138.00	1,104	237.00	1,817	99.00	713
	3 Commercial Retail	TSF	29.67	2,756	62.97	5,589	33.30	2,833
	4 Commercial Office	TSF	1.23	14	1.23	14	0.00	0
	5 Industrial Park	TSF	--	--	41.82	251	41.82	251
	6 Other	--		--	--	5	--	5
	SUB-TOTAL			4,102		8,746		4,644
12	1 SF Residential	DU	213.00	2,109	252.00	2,495	39.00	386
	6 Other	--		--	--	996	--	996
	SUB-TOTAL			2,109		3,491		1,382
13	1 SF Residential	DU	464.00	4,594	641.00	6,346	177.00	1,752
	2 MF Residential	DU	54.00	432	54.00	432	0.00	0
	3 Commercial Retail	TSF	--	--	25.00	2,127	25.00	2,127
	SUB-TOTAL			5,026		8,905		3,879

Land Use and Trip Generation Comparison – 2004 and OVOV Buildout								
			2004		OVOV Buildout		Difference	
Zone	Land Use Category	Units	Amount	ADT	Amount	ADT	Amount	ADT
14	1 SF Residential	DU	19.00	188	117.00	1,158	98.00	970
	SUB-TOTAL			188		1,158		970
15	1 SF Residential	DU	78.00	772	370.00	3,663	292.00	2,891
	SUB-TOTAL			772		3,663		2,891
16	1 SF Residential	DU	--	--	291.00	2,881	291.00	2,881
	SUB-TOTAL			--		2,881		2,881
17	1 SF Residential	DU	146.00	1,445	380.00	3,762	234.00	2,317
	SUB-TOTAL			1,445		3,762		2,317
18	1 SF Residential	DU	188.00	1,523	568.00	5,285	380.00	3,762
	2 MF Residential	DU	--	--	109.00	872	109.00	872
	3 Commercial Retail	TSF	--	--	21.00	1,786	21.00	1,786
	6 Other	--		--	--	18	--	18
	SUB-TOTAL			1,523		7,961		6,438
19	1 SF Residential	DU	1,306.00	12,929	1,577.00	15,612	271.00	2,683
	6 Other	--	--	2,828	--	4,022	--	1,194
	SUB-TOTAL			15,757		19,634		3,877
20	1 SF Residential	DU	245.00	2,426	245.00	2,426	0.00	0
	2 MF Residential	DU	136.00	1,088	136.00	1,088	0.00	0
	5 Industrial Park	TSF	50.00	300	174.00	1,044	124.00	744
	SUB-TOTAL			3,814		4,558		744
21	1 SF Residential	DU	620.00	6,138	655.00	6,485	35.00	347
	3 Commercial Retail	TSF	--	--	70.00	5,954	70.00	5,954
	SUB-TOTAL			6,138		12,439		6,301
22	1 SF Residential	DU	350.00	3,465	350.00	3,465	0.00	0
	SUB-TOTAL			3,465		3,465		0
23	1 SF Residential	DU	--	--	373.00	3,693	373.00	3,693
	SUB-TOTAL			--		3,693		3,693
24	1 SF Residential	DU	--	--	422.00	4,178	422.00	4,178
	SUB-TOTAL			--		4,178		4,178
25	6 Other	--		--	--	1,088	--	1,088
	SUB-TOTAL			--		1,088		1,088
26	3 Commercial Retail	TSF	--	--	72.90	2,702	72.90	2,702
	SUB-TOTAL			--		2,702		2,702
27	2 MF Residential	DU	--	--	256.00	1,766	256.00	1,766
	SUB-TOTAL			--		1,766		1,766

Land Use and Trip Generation Comparison – 2004 and OVOV Buildout								
			2004		OVOV Buildout		Difference	
Zone	Land Use Category	Units	Amount	ADT	Amount	ADT	Amount	ADT
28	1 SF Residential	DU	91.00	901	1,077.00	10,662	986.00	9,761
	6 Other	--		--	--	1,088	--	1,088
	SUB-TOTAL			901		11,750		10,849
29	6 Other	--		--	--	52	--	52
	SUB-TOTAL			--		52		52
30	2 MF Residential	DU	--	--	275.00	2,200	275.00	2,200
	SUB-TOTAL			--		2,200		2,200
31	1 SF Residential	DU	--	--	65.00	644	65.00	644
	2 MF Residential	DU	--	--	200.00	1,600	200.00	1,600
	6 Other	--	--	1,160	--	1,740	--	580
	SUB-TOTAL			1,160		3,984		2,824
32	2 MF Residential	DU	--	--	94.00	752	94.00	752
	SUB-TOTAL			--		752		752
33	3 Commercial Retail	TSF	--	--	61.00	5,189	61.00	5,189
	SUB-TOTAL			--		5,189		5,189
34	3 Commercial Retail	TSF	--	--	107.10	5,790	107.10	5,790
	SUB-TOTAL			--		5,790		5,790
35	1 SF Residential	DU	--	--	616.00	6,098	616.00	6,098
	2 MF Residential	DU	--	--	260.00	1,860	260.00	1,860
	SUB-TOTAL			--		7,958		7,958
36	1 SF Residential	DU	190.00	1,881	190.00	1,881	0.00	0
	2 MF Residential	DU	268.00	2,144	268.00	2,144	0.00	0
	SUB-TOTAL			4,025		4,025		0
37	1 SF Residential	DU	212.00	2,099	212.00	2,099	0.00	0
	2 MF Residential	DU	128.00	1,024	128.00	1,024	0.00	0
	6 Other	--	--	186	--	186	--	0
	SUB-TOTAL			3,309		3,309		0
38	2 MF Residential	DU	--	--	331.00	2,399	331.00	2,399
	3 Commercial Retail	TSF	--	--	50.00	4,253	50.00	4,253
	SUB-TOTAL			--		6,652		6,652
39	3 Commercial Retail	TSF	--	--	150.40	8,131	150.40	8,131
	5 Industrial Park	TSF	35.40	212	4,000.00	24,000	3,964.60	23,788
	SUB-TOTAL			212		32,131		31,919
40	3 Commercial Retail	TSF	--	--	200.00	10,812	200.00	10,812
	4 Commercial Office	TSF	--	--	116.70	1,190	116.70	1,190
	6 Other	--	--	24	--	24	--	0
	SUB-TOTAL			24		12,026		12,002

Land Use and Trip Generation Comparison – 2004 and OVOV Buildout								
			2004		OVOV Buildout		Difference	
Zone	Land Use Category	Units	Amount	ADT	Amount	ADT	Amount	ADT
41	4 Commercial Office	TSF	--	--	177.60	2,053	177.60	2,053
	5 Industrial Park	TSF	91.90	551	685.94	4,116	594.04	3,565
	SUB-TOTAL			551		6,169		5,618
42	4 Commercial Office	TSF	--	--	696.85	8,056	696.85	8,056
	SUB-TOTAL			--		8,056		8,056
43	3 Commercial Retail	TSF	--	--	27.00	1,001	27.00	1,001
	4 Commercial Office	TSF	--	--	100.75	1,165	100.75	1,165
	SUB-TOTAL			--		2,166		2,166
44	1 SF Residential	DU	445.00	4,406	445.00	4,406	0.00	0
	3 Commercial Retail	TSF	10.00	371	35.00	2,498	25.00	2,127
	6 Other	--	--	725	--	1,450	--	725
	SUB-TOTAL			5,502		8,354		2,852
45	4 Commercial Office	TSF	--	--	464.94	5,375	464.94	5,375
	5 Industrial Park	TSF	--	--	1,215.00	7,290	1,215.00	7,290
	SUB-TOTAL			--		12,665		12,665
46	3 Commercial Retail	TSF	77.00	2,854	77.00	2,854	0.00	0
	5 Industrial Park	TSF	161.65	970	445.80	2,675	284.15	1,705
	SUB-TOTAL			3,824		5,529		1,705
47	5 Industrial Park	TSF	2,403.65	14,422	4,254.10	25,525	1,850.45	11,103
	SUB-TOTAL			14,422		25,525		11,103
48	5 Industrial Park	TSF	--	--	720.00	4,320	720.00	4,320
	SUB-TOTAL			--		4,320		4,320
49	5 Industrial Park	TSF	600.20	3,601	764.30	4,586	164.10	985
	SUB-TOTAL			3,601		4,586		985
50	1 SF Residential	DU	100.00	990	350.00	3,465	250.00	2,475
	6 Other	--	--	1,000	--	2,000	--	1,000
	SUB-TOTAL			1,990		5,465		3,475
51	5 Industrial Park	TSF	--	--	1,221.36	7,328	1,221.36	7,328
	SUB-TOTAL			--		7,328		7,328
52	1 SF Residential	DU	10.00	99	100.00	990	90.00	891
	SUB-TOTAL			99		990		891
53	1 SF Residential	DU	--	--	35.00	347	35.00	347
	SUB-TOTAL			--		347		347

Land Use and Trip Generation Comparison – 2004 and OVOV Buildout								
			2004		OVOV Buildout		Difference	
Zone	Land Use Category	Units	Amount	ADT	Amount	ADT	Amount	ADT
54	1 SF Residential	DU	--	--	62.00	614	62.00	614
	2 MF Residential	DU	--	--	589.00	4,712	589.00	4,712
	SUB-TOTAL			--		5,326		5,326
55	1 SF Residential	DU	--	--	164.00	1,624	164.00	1,624
	2 MF Residential	DU	--	--	922.00	7,376	922.00	7,376
	6 Other	--		--	--	15	--	15
	SUB-TOTAL			--		9,015		9,015
56	1 SF Residential	DU	--	--	19.00	188	19.00	188
	2 MF Residential	DU	--	--	23.00	184	23.00	184
	SUB-TOTAL			--		372		372
57	3 Commercial Retail	TSF	--	--	55.40	4,712	55.40	4,712
	4 Commercial Office	TSF	--	--	1,274.60	13,144	1,274.60	13,144
	SUB-TOTAL			--		17,856		17,856
58	5 Industrial Park	TSF	850.20	5,101	1,123.00	6,738	272.80	1,637
	SUB-TOTAL			5,101		6,738		1,637
59	5 Industrial Park	TSF	764.00	3,820	764.00	3,820	0.00	0
	SUB-TOTAL			3,820		3,820		0
60	3 Commercial Retail	TSF	--	--	34.80	1,290	34.80	1,290
	4 Commercial Office	TSF	--	--	27.20	314	27.20	314
	5 Industrial Park	TSF	--	--	160.50	963	160.50	963
	SUB-TOTAL			--		2,567		2,567
61	4 Commercial Office	TSF	--	--	48.80	564	48.80	564
	5 Industrial Park	TSF	--	--	825.65	4,954	825.65	4,954
	SUB-TOTAL			--		5,518		5,518
62	3 Commercial Retail	TSF	--	--	19.50	723	19.50	723
	5 Industrial Park	TSF	--	--	430.64	2,584	430.64	2,584
	SUB-TOTAL			--		3,307		3,307
63	5 Industrial Park	TSF	250.02	1,500	575.00	3,450	324.98	1,950
	6 Other	--		--	--	2,444	--	2,444
	SUB-TOTAL			1,500		5,894		4,394
64	5 Industrial Park	TSF	2,742.00	16,452	3,161.48	18,969	419.48	2,517
	SUB-TOTAL			16,452		18,969		2,517
65	3 Commercial Retail	TSF	--	--	155.00	8,379	155.00	8,379
	5 Industrial Park	TSF	329.00	1,974	329.00	1,974	0.00	0
	SUB-TOTAL			1,974		10,353		8,379

Land Use and Trip Generation Comparison – 2004 and OVOV Buildout								
			2004		OVOV Buildout		Difference	
Zone	Land Use Category	Units	Amount	ADT	Amount	ADT	Amount	ADT
66	3 Commercial Retail	TSF	102.60	5,547	170.45	9,215	67.85	3,668
	5 Industrial Park	TSF	329.00	1,974	329.00	1,974	0.00	0
	SUB-TOTAL			7,521		11,189		3,668
67	1 SF Residential	DU	--	--	163.00	1,614	163.00	1,614
	2 MF Residential	DU	--	--	90.00	720	90.00	720
	SUB-TOTAL			--		2,334		2,334
68	2 MF Residential	DU	156.00	1,076	208.00	1,435	52.00	359
	SUB-TOTAL			1,076		1,435		359
69	1 SF Residential	DU	--	--	76.00	752	76.00	752
	SUB-TOTAL			--		752		752
70	3 Commercial Retail	TSF	67.00	3,622	147.00	7,947	80.00	4,325
	5 Industrial Park	TSF	472.00	2,765	604.00	3,557	132.00	792
	6 Other	--	--	3,518	--	3,518	--	0
	SUB-TOTAL			9,905		15,022		5,117
71	6 Other	--	--	4,475	--	4,475	--	0
	SUB-TOTAL			4,475		4,475		0
72	3 Commercial Retail	TSF	--	--	60.00	2,224	60.00	2,224
	6 Other	--	--	508	--	508	--	0
	SUB-TOTAL			508		2,732		2,224
74	1 SF Residential	DU	--	--	153.00	1,515	153.00	1,515
	2 MF Residential	DU	--	--	147.00	1,176	147.00	1,176
	SUB-TOTAL			--		2,691		2,691
75	2 MF Residential	DU	--	--	149.00	1,192	149.00	1,192
	6 Other	--		--	--	46	--	46
	SUB-TOTAL			--		1,238		1,238
76	2 MF Residential	DU	--	--	188.00	1,297	188.00	1,297
	3 Commercial Retail	TSF	--	--	11.00	936	11.00	936
	SUB-TOTAL			--		2,233		2,233
78	5 Industrial Park	TSF	1,615.00	9,690	1,776.00	10,656	161.00	966
	SUB-TOTAL			9,690		10,656		966
79	5 Industrial Park	TSF	685.00	4,110	685.00	4,110	0.00	0
	SUB-TOTAL			4,110		4,110		0
80	5 Industrial Park	TSF	828.00	4,968	880.00	5,280	52.00	312
	SUB-TOTAL			4,968		5,280		312
81	5 Industrial Park	TSF	711.00	4,266	711.00	4,266	0.00	0
	SUB-TOTAL			4,266		4,266		0

Land Use and Trip Generation Comparison – 2004 and OVOV Buildout								
			2004		OVOV Buildout		Difference	
Zone	Land Use Category	Units	Amount	ADT	Amount	ADT	Amount	ADT
82	5 Industrial Park	TSF	714.00	4,284	1,007.55	6,045	293.55	1,761
	SUB-TOTAL			4,284		6,045		1,761
83	5 Industrial Park	TSF	876.00	5,256	876.00	5,256	0.00	0
	SUB-TOTAL			5,256		5,256		0
84	5 Industrial Park	TSF	333.00	1,998	333.00	1,998	0.00	0
	SUB-TOTAL			1,998		1,998		0
86	3 Commercial Retail	TSF	62.26	7,436	82.76	8,196	20.50	760
	6 Other	--	--	296	--	296	--	0
	SUB-TOTAL			7,732		8,492		760
89	6 Other	--	--	2,000	--	3,000	--	1,000
	SUB-TOTAL			2,000		3,000		1,000
90	2 MF Residential	DU	--	--	360.00	2,880	360.00	2,880
	3 Commercial Retail	TSF	--	--	1,305.35	57,648	1,305.35	57,648
	5 Industrial Park	TSF	63.88	383	163.88	983	100.00	600
	SUB-TOTAL			383		61,511		61,128
91	3 Commercial Retail	TSF	43.38	2,345	247.38	13,373	204.00	11,028
	SUB-TOTAL			2,345		13,373		11,028
92	2 MF Residential	DU	--	--	1,333.00	10,664	1,333.00	10,664
	3 Commercial Retail	TSF	--	--	618.00	24,757	618.00	24,757
	4 Commercial Office	TSF	--	--	629.00	7,271	629.00	7,271
	6 Other	--		--	--	2,469	--	2,469
	SUB-TOTAL			--		45,161		45,161
93	3 Commercial Retail	TSF	11.00	408	20.00	741	9.00	333
	6 Other	--	--	1,391	--	1,391	--	0
	SUB-TOTAL			1,799		2,132		333
94	6 Other	--	--	16,000	--	24,000	--	8,000
	SUB-TOTAL			16,000		24,000		8,000
96	1 SF Residential	DU	--	--	123.00	1,218	123.00	1,218
	2 MF Residential	DU	--	--	881.00	7,048	881.00	7,048
	SUB-TOTAL			--		8,266		8,266
97	6 Other	--	--	2,620	--	2,620	--	0
	SUB-TOTAL			2,620		2,620		0
98	3 Commercial Retail	TSF	--	--	6.20	527	6.20	527
	4 Commercial Office	TSF	--	--	691.50	7,053	691.50	7,053
	SUB-TOTAL			--		7,580		7,580

Land Use and Trip Generation Comparison – 2004 and OVOV Buildout								
			2004		OVOV Buildout		Difference	
Zone	Land Use Category	Units	Amount	ADT	Amount	ADT	Amount	ADT
99	2 MF Residential	DU	--	--	470.00	3,760	470.00	3,760
	6 Other	--		--	--	53	--	53
	SUB-TOTAL			--		3,813		3,813
100	3 Commercial Retail	TSF	--	--	23.00	1,956	23.00	1,956
	4 Commercial Office	TSF	--	--	220.00	2,543	220.00	2,543
	SUB-TOTAL			--		4,499		4,499
101	3 Commercial Retail	TSF	--	--	491.60	19,693	491.60	19,693
	SUB-TOTAL			--		19,693		19,693
102	1 SF Residential	DU	--	--	38.00	376	38.00	376
	2 MF Residential	DU	--	--	460.00	3,510	460.00	3,510
	3 Commercial Retail	TSF	--	--	10.50	893	10.50	893
	4 Commercial Office	TSF	--	--	9.50	110	9.50	110
	SUB-TOTAL			--		4,889		4,889
103	1 SF Residential	DU	--	--	95.00	940	95.00	940
	2 MF Residential	DU	--	--	169.00	1,352	169.00	1,352
	3 Commercial Retail	TSF	--	--	48.00	3,627	48.00	3,627
	6 Other	--		--	--	1,130	--	1,130
	SUB-TOTAL			--		7,049		7,049
104	1 SF Residential	DU	--	--	175.00	1,732	175.00	1,732
	2 MF Residential	DU	--	--	363.00	2,737	363.00	2,737
	3 Commercial Retail	TSF	--	--	252.00	13,623	252.00	13,623
	4 Commercial Office	TSF	--	--	370.00	4,277	370.00	4,277
	SUB-TOTAL			--		22,369		22,369
105	2 MF Residential	DU	--	--	144.00	994	144.00	994
	3 Commercial Retail	TSF	--	--	27.10	2,305	27.10	2,305
	4 Commercial Office	TSF	--	--	315.90	3,652	315.90	3,652
	SUB-TOTAL			--		6,951		6,951
106	2 MF Residential	DU	--	--	520.00	3,588	520.00	3,588
	SUB-TOTAL			--		3,588		3,588
107	1 SF Residential	DU	--	--	461.00	4,564	461.00	4,564
	2 MF Residential	DU	--	--	326.00	2,608	326.00	2,608
	6 Other	--		--	--	6,268	--	6,268
	SUB-TOTAL			--		13,440		13,440
108	2 MF Residential	DU	--	--	2,189.00	17,512	2,189.00	17,512
	6 Other	--		--	--	1,111	--	1,111
	SUB-TOTAL			--		18,623		18,623
109	1 SF Residential	DU	--	--	38.00	376	38.00	376
	SUB-TOTAL			--		376		376

Land Use and Trip Generation Comparison – 2004 and OVOV Buildout								
			2004		OVOV Buildout		Difference	
Zone	Land Use Category	Units	Amount	ADT	Amount	ADT	Amount	ADT
110	1 SF Residential	DU	--	--	184.00	1,822	184.00	1,822
	2 MF Residential	DU	--	--	548.00	4,384	548.00	4,384
	6 Other	--		--	--	1,112	--	1,112
	SUB-TOTAL			--		7,318		7,318
111	6 Other	--		--	--	238	--	238
	SUB-TOTAL			--		238		238
112	1 SF Residential	DU	--	--	246.00	2,435	246.00	2,435
	6 Other	--		--	--	1,433	--	1,433
	SUB-TOTAL			--		3,868		3,868
113	2 MF Residential	DU	--	--	354.00	2,832	354.00	2,832
	SUB-TOTAL			--		2,832		2,832
114	2 MF Residential	DU	--	--	560.00	4,480	560.00	4,480
	SUB-TOTAL			--		4,480		4,480
115	1 SF Residential	DU	--	--	603.00	5,970	603.00	5,970
	SUB-TOTAL			--		5,970		5,970
116	2 MF Residential	DU	--	--	1,262.00	10,096	1,262.00	10,096
	3 Commercial Retail	TSF	--	--	628.50	25,178	628.50	25,178
	SUB-TOTAL			--		35,274		35,274
117	2 MF Residential	DU	--	--	1,261.00	10,088	1,261.00	10,088
	3 Commercial Retail	TSF	--	--	628.50	25,178	628.50	25,178
	SUB-TOTAL			--		35,266		35,266
118	2 MF Residential	DU	--	--	161.00	1,288	161.00	1,288
	SUB-TOTAL			--		1,288		1,288
119	2 MF Residential	DU	--	--	1,679.00	11,585	1,679.00	11,585
	SUB-TOTAL			--		11,585		11,585
120	2 MF Residential	DU	--	--	2,425.00	19,400	2,425.00	19,400
	3 Commercial Retail	TSF	--	--	283.30	15,043	283.30	15,043
	4 Commercial Office	TSF	--	--	75.00	867	75.00	867
	6 Other	--		--	--	1,110	--	1,110
	SUB-TOTAL			--		36,420		36,420
121	1 SF Residential	DU	--	--	168.00	1,663	168.00	1,663
	2 MF Residential	DU	--	--	418.00	3,344	418.00	3,344
	SUB-TOTAL			--		5,007		5,007
122	2 MF Residential	DU	--	--	176.00	1,408	176.00	1,408
	SUB-TOTAL			--		1,408		1,408

Land Use and Trip Generation Comparison – 2004 and OVOV Buildout								
			2004		OVOV Buildout		Difference	
Zone	Land Use Category	Units	Amount	ADT	Amount	ADT	Amount	ADT
123	1 SF Residential	DU	--	--	452.00	4,475	452.00	4,475
	2 MF Residential	DU	--	--	272.00	2,176	272.00	2,176
	3 Commercial Retail	TSF	--	--	17.20	637	17.20	637
	SUB-TOTAL			--		7,288		7,288
124	2 MF Residential	DU	--	--	1,343.00	4,983	1,343.00	4,983
	SUB-TOTAL			--		4,983		4,983
125	6 Other	--		--	--	6,215	--	6,215
	SUB-TOTAL			--		6,215		6,215
126	3 Commercial Retail	TSF	--	--	150.00	8,109	150.00	8,109
	4 Commercial Office	TSF	--	--	336.00	3,884	336.00	3,884
	SUB-TOTAL			--		11,993		11,993
127	2 MF Residential	DU	--	--	888.00	7,104	888.00	7,104
	SUB-TOTAL			--		7,104		7,104
128	1 SF Residential	DU	--	--	450.00	4,455	450.00	4,455
	SUB-TOTAL			--		4,455		4,455
129	1 SF Residential	DU	--	--	177.00	1,752	177.00	1,752
	SUB-TOTAL			--		1,752		1,752
130	1 SF Residential	DU	708.00	7,009	708.00	7,009	0.00	0
	SUB-TOTAL			7,009		7,009		0
131	1 SF Residential	DU	--	--	14.00	139	14.00	139
	2 MF Residential	DU	--	--	1,273.00	10,184	1,273.00	10,184
	6 Other	--		--	--	249	--	249
	SUB-TOTAL			--		10,572		10,572
132	1 SF Residential	DU	436.00	4,316	436.00	4,316	0.00	0
	6 Other	--	--	1,130	--	1,130	--	0
	SUB-TOTAL			5,446		5,446		0
133	3 Commercial Retail	TSF	27.00	1,460	27.00	1,460	0.00	0
	SUB-TOTAL			1,460		1,460		0
134	1 SF Residential	DU	482.00	4,772	482.00	4,772	0.00	0
	SUB-TOTAL			4,772		4,772		0
135	1 SF Residential	DU	20.00	198	174.00	1,723	154.00	1,525
	2 MF Residential	DU	172.00	1,376	172.00	1,376	0.00	0
	6 Other	--	--	1,656	--	1,656	--	0
	SUB-TOTAL			3,230		4,755		1,525
137	4 Commercial Office	TSF	--	--	72.00	832	72.00	832
	SUB-TOTAL			--		832		832

Land Use and Trip Generation Comparison – 2004 and OVOV Buildout								
			2004		OVOV Buildout		Difference	
Zone	Land Use Category	Units	Amount	ADT	Amount	ADT	Amount	ADT
138	3 Commercial Retail	TSF	100.00	5,406	120.00	6,487	20.00	1,081
	SUB-TOTAL			5,406		6,487		1,081
139	2 MF Residential	DU	96.00	662	474.00	3,271	378.00	2,609
	SUB-TOTAL			662		3,271		2,609
140	1 SF Residential	DU	--	--	428.00	4,237	428.00	4,237
	2 MF Residential	DU	--	--	1,266.00	10,128	1,266.00	10,128
	3 Commercial Retail	TSF	--	--	20.00	1,701	20.00	1,701
	4 Commercial Office	TSF	--	--	31.00	358	31.00	358
	6 Other	--		--	--	593	--	593
	SUB-TOTAL			--		17,017		17,017
141	3 Commercial Retail	TSF	30.40	7,657	30.40	7,657	0.00	0
	4 Commercial Office	TSF	--	--	50.00	578	50.00	578
	SUB-TOTAL			7,657		8,235		578
142	2 MF Residential	DU	--	--	670.00	5,360	670.00	5,360
	SUB-TOTAL			--		5,360		5,360
143	1 SF Residential	DU	484.00	4,791	578.00	5,722	94.00	931
	2 MF Residential	DU	80.00	640	160.00	1,280	80.00	640
	6 Other	--		--	--	2,846	--	2,846
	SUB-TOTAL			5,431		9,848		4,417
144	1 SF Residential	DU	--	--	6.00	59	6.00	59
	SUB-TOTAL			--		59		59
145	3 Commercial Retail	TSF	874.22	40,255	874.22	40,255	0.00	0
	5 Industrial Park	TSF	74.50	380	74.50	380	0.00	0
	SUB-TOTAL			40,635		40,635		0
146	1 SF Residential	DU	314.00	3,109	314.00	3,109	0.00	0
	2 MF Residential	DU	296.00	2,368	296.00	2,368	0.00	0
	SUB-TOTAL			5,477		5,477		0
147	1 SF Residential	DU	46.00	455	140.00	1,386	94.00	931
	2 MF Residential	DU	--	--	667.00	4,712	667.00	4,712
	6 Other	--	--	1,088	--	1,101	--	13
	SUB-TOTAL			1,543		7,199		5,656
148	3 Commercial Retail	TSF	196.58	13,426	196.58	13,426	0.00	0
	SUB-TOTAL			13,426		13,426		0
149	1 SF Residential	DU	535.00	5,297	535.00	5,297	0.00	0
	2 MF Residential	DU	500.00	4,000	500.00	4,000	0.00	0
	3 Commercial Retail	TSF	34.85	2,964	34.85	2,964	0.00	0
	SUB-TOTAL			12,261		12,261		0

Land Use and Trip Generation Comparison – 2004 and OVOV Buildout								
			2004		OVOV Buildout		Difference	
Zone	Land Use Category	Units	Amount	ADT	Amount	ADT	Amount	ADT
150	1 SF Residential	DU	114.00	1,129	114.00	1,129	0.00	0
	SUB-TOTAL			1,129		1,129		0
151	1 SF Residential	DU	--	--	71.00	703	71.00	703
	SUB-TOTAL			--		703		703
152	1 SF Residential	DU	279.00	2,762	892.00	8,831	613.00	6,069
	6 Other	--		--	--	47	--	47
	SUB-TOTAL			2,762		8,878		6,116
153	1 SF Residential	DU	--	--	424.00	4,198	424.00	4,198
	SUB-TOTAL			--		4,198		4,198
159	1 SF Residential	DU	4.00	40	4.00	40	0.00	0
	5 Industrial Park	TSF	--	--	16.00	80	16.00	80
	6 Other	--		--	--	233	--	233
	SUB-TOTAL			40		353		313
160	1 SF Residential	DU	--	--	95.00	940	95.00	940
	2 MF Residential	DU	--	--	95.00	352	95.00	352
	SUB-TOTAL			--		1,292		1,292
161	1 SF Residential	DU	533.00	5,277	640.00	6,336	107.00	1,059
	2 MF Residential	DU	531.00	4,248	650.00	5,200	119.00	952
	3 Commercial Retail	TSF	54.86	11,598	151.82	18,358	96.96	6,760
	4 Commercial Office	TSF	61.66	713	282.41	3,265	220.75	2,552
	6 Other	--	--	2,329	--	2,329	--	0
	SUB-TOTAL			24,165		35,488		11,323
162	1 SF Residential	DU	83.00	822	335.00	3,055	252.00	2,233
	3 Commercial Retail	TSF	--	--	102.42	5,537	102.42	5,537
	5 Industrial Park	TSF	--	--	240.00	1,440	240.00	1,440
	SUB-TOTAL			822		10,032		9,210
163	5 Industrial Park	TSF	--	--	1,000.00	6,000	1,000.00	6,000
	SUB-TOTAL			--		6,000		6,000
164	1 SF Residential	DU	100.00	990	204.00	2,020	104.00	1,030
	2 MF Residential	DU	--	--	86.00	319	86.00	319
	5 Industrial Park	TSF	--	--	30.00	180	30.00	180
	6 Other	--	--	73	--	73	--	0
	SUB-TOTAL			1,063		2,592		1,529

Land Use and Trip Generation Comparison – 2004 and OVOV Buildout								
			2004		OVOV Buildout		Difference	
Zone	Land Use Category	Units	Amount	ADT	Amount	ADT	Amount	ADT
165	1 SF Residential	DU	36.00	356	86.00	851	50.00	495
	2 MF Residential	DU	80.00	640	287.00	2,296	207.00	1,656
	3 Commercial Retail	TSF	61.78	3,740	127.83	6,188	66.05	2,448
	4 Commercial Office	TSF	13.81	160	13.81	160	0.00	0
	5 Industrial Park	TSF	14.71	86	3,402.47	20,413	3,387.76	20,327
	6 Other	--	--	414	--	414	--	0
	SUB-TOTAL			5,396		30,322		24,926
166	1 SF Residential	DU	431.00	4,267	431.00	4,267	0.00	0
	2 MF Residential	DU	217.00	1,736	462.00	3,696	245.00	1,960
	3 Commercial Retail	TSF	54.36	4,349	74.36	7,082	20.00	2,733
	4 Commercial Office	TSF	30.10	348	30.10	348	0.00	0
	5 Industrial Park	TSF	11.00	56	11.00	56	0.00	0
	6 Other	--		--	--	242	--	242
	SUB-TOTAL			10,756		15,691		4,935
167	1 SF Residential	DU	180.00	1,782	196.00	1,940	16.00	158
	SUB-TOTAL			1,782		1,940		158
168	1 SF Residential	DU	247.00	2,445	247.00	2,445	0.00	0
	SUB-TOTAL			2,445		2,445		0
169	1 SF Residential	DU	127.00	1,257	127.00	1,257	0.00	0
	2 MF Residential	DU	94.00	752	94.00	752	0.00	0
	3 Commercial Retail	TSF	200.00	8,012	300.00	12,018	100.00	4,006
	4 Commercial Office	TSF	--	--	20.00	684	20.00	684
	6 Other	--		--	--	152	--	152
	SUB-TOTAL			10,021		14,863		4,842
170	1 SF Residential	DU	60.00	594	60.00	594	0.00	0
	SUB-TOTAL			594		594		0
171	1 SF Residential	DU	32.00	317	60.00	594	28.00	277
	6 Other	--	--	979	--	1,088	--	109
	SUB-TOTAL			1,296		1,682		386
172	1 SF Residential	DU	185.00	1,831	185.00	1,831	0.00	0
	SUB-TOTAL			1,831		1,831		0
173	1 SF Residential	DU	336.00	3,326	386.00	3,821	50.00	495
	SUB-TOTAL			3,326		3,821		495
174	2 MF Residential	DU	--	--	400.00	2,342	400.00	2,342
	3 Commercial Retail	TSF	35.00	1,892	350.00	18,535	315.00	16,643
	4 Commercial Office	TSF	--	--	350.00	4,046	350.00	4,046
	6 Other	--		--	--	2,469	--	2,469
	SUB-TOTAL			1,892		27,392		25,500

Land Use and Trip Generation Comparison – 2004 and OVOV Buildout								
			2004		OVOV Buildout		Difference	
Zone	Land Use Category	Units	Amount	ADT	Amount	ADT	Amount	ADT
175	1 SF Residential	DU	162.00	1,604	380.00	3,108	218.00	1,504
	2 MF Residential	DU	160.00	1,280	210.00	1,625	50.00	345
	3 Commercial Retail	TSF	98.01	5,298	98.01	5,298	0.00	0
	6 Other	--	--	1,295	--	1,295	--	0
	SUB-TOTAL			9,477		11,326		1,849
176	1 SF Residential	DU	686.00	6,791	762.00	7,544	76.00	753
	2 MF Residential	DU	135.00	1,080	270.00	2,012	135.00	932
	3 Commercial Retail	TSF	337.59	13,100	337.59	13,100	0.00	0
	6 Other	--		--	--	326	--	326
	SUB-TOTAL			20,971		22,982		2,011
177	1 SF Residential	DU	477.00	4,722	477.00	4,722	0.00	0
	2 MF Residential	DU	264.00	2,112	264.00	2,112	0.00	0
	3 Commercial Retail	TSF	97.57	5,275	97.57	5,275	0.00	0
	6 Other	--	--	776	--	1,264	--	488
	SUB-TOTAL			12,885		13,373		488
178	1 SF Residential	DU	333.00	3,297	333.00	3,297	0.00	0
	3 Commercial Retail	TSF	28.31	1,419	28.31	1,419	0.00	0
	4 Commercial Office	TSF	14.81	171	50.81	587	36.00	416
	6 Other	--		--	--	102	--	102
	SUB-TOTAL			4,887		5,405		518
179	1 SF Residential	DU	167.00	1,653	167.00	1,653	0.00	0
	2 MF Residential	DU	--	--	209.00	775	209.00	775
	3 Commercial Retail	TSF	21.78	807	28.78	4,280	7.00	3,473
	4 Commercial Office	TSF	24.83	849	52.00	1,778	27.17	929
	6 Other	--	--	207	--	207	--	0
	SUB-TOTAL			3,516		8,693		5,177
180	1 SF Residential	DU	428.00	4,237	428.00	4,237	0.00	0
	6 Other	--		--	--	653	--	653
	SUB-TOTAL			4,237		4,890		653
181	1 SF Residential	DU	282.00	2,792	282.00	2,792	0.00	0
	6 Other	--	--	1,088	--	1,088	--	0
	SUB-TOTAL			3,880		3,880		0
182	1 SF Residential	DU	276.00	2,732	276.00	2,732	0.00	0
	2 MF Residential	DU	229.00	1,832	238.00	1,904	9.00	72
	3 Commercial Retail	TSF	76.23	4,121	96.23	5,202	20.00	1,081
	6 Other	--	--	280	--	280	--	0
	SUB-TOTAL			8,965		10,118		1,153
183	2 MF Residential	DU	634.00	5,072	634.00	5,072	0.00	0
	3 Commercial Retail	TSF	--	--	3.50	298	3.50	298
	6 Other	--	--	5,838	--	6,956	--	1,118
	SUB-TOTAL			10,910		12,326		1,416

Land Use and Trip Generation Comparison – 2004 and OVOV Buildout								
			2004		OVOV Buildout		Difference	
Zone	Land Use Category	Units	Amount	ADT	Amount	ADT	Amount	ADT
184	4 Commercial Office	TSF	--	--	100.00	1,156	100.00	1,156
	6 Other	--		--	--	528	--	528
	SUB-TOTAL			--		1,684		1,684
185	1 SF Residential	DU	344.00	3,406	344.00	3,406	0.00	0
	SUB-TOTAL			3,406		3,406		0
186	1 SF Residential	DU	150.00	1,485	150.00	1,485	0.00	0
	4 Commercial Office	TSF	108.90	3,724	402.00	13,748	293.10	10,024
	6 Other	--	--	2,104	--	5,720	--	3,616
	SUB-TOTAL			7,313		20,953		13,640
187	1 SF Residential	DU	111.00	1,099	111.00	1,099	0.00	0
	2 MF Residential	DU	307.00	2,456	426.00	2,897	119.00	441
	6 Other	--	--	36	--	36	--	0
	SUB-TOTAL			3,591		4,032		441
188	1 SF Residential	DU	72.00	713	72.00	713	0.00	0
	2 MF Residential	DU	216.00	1,728	216.00	1,728	0.00	0
	SUB-TOTAL			2,441		2,441		0
189	3 Commercial Retail	TSF	--	--	3.00	255	3.00	255
	6 Other	--	--	20,856	--	30,800	--	9,944
	SUB-TOTAL			20,856		31,055		10,199
190	1 SF Residential	DU	171.00	1,693	171.00	1,693	0.00	0
	SUB-TOTAL			1,693		1,693		0
191	4 Commercial Office	TSF	--	--	78.56	2,687	78.56	2,687
	SUB-TOTAL			--		2,687		2,687
192	1 SF Residential	DU	164.00	1,624	164.00	1,624	0.00	0
	2 MF Residential	DU	660.00	5,280	660.00	5,280	0.00	0
	6 Other	--		--	--	520	--	520
	SUB-TOTAL			6,904		7,424		520
193	4 Commercial Office	TSF	250.00	2,550	250.00	2,550	0.00	0
	SUB-TOTAL			2,550		2,550		0
194	6 Other	--	--	796	--	796	--	0
	SUB-TOTAL			796		796		0
195	2 MF Residential	DU	76.00	608	76.00	608	0.00	0
	SUB-TOTAL			608		608		0

Land Use and Trip Generation Comparison – 2004 and OVOV Buildout								
			2004		OVOV Buildout		Difference	
Zone	Land Use Category	Units	Amount	ADT	Amount	ADT	Amount	ADT
196	2 MF Residential	DU	--	--	10.00	80	10.00	80
	3 Commercial Retail	TSF	--	--	2.50	93	2.50	93
	4 Commercial Office	TSF	--	--	34.55	399	34.55	399
	6 Other	--		--	--	1,646	--	1,646
	SUB-TOTAL			--		2,218		2,218
197	3 Commercial Retail	TSF	--	--	13.00	1,106	13.00	1,106
	4 Commercial Office	TSF	--	--	400.00	4,080	400.00	4,080
	SUB-TOTAL			--		5,186		5,186
198	1 SF Residential	DU	331.00	3,277	331.00	3,277	0.00	0
	SUB-TOTAL			3,277		3,277		0
199	3 Commercial Retail	TSF	5.00	652	5.00	652	0.00	0
	6 Other	--	--	1,951	--	1,951	--	0
	SUB-TOTAL			2,603		2,603		0
200	4 Commercial Office	TSF	385.10	3,928	578.00	5,896	192.90	1,968
	SUB-TOTAL			3,928		5,896		1,968
201	4 Commercial Office	TSF	--	--	160.00	1,632	160.00	1,632
	SUB-TOTAL			--		1,632		1,632
202	2 MF Residential	DU	50.00	345	560.00	3,864	510.00	3,519
	3 Commercial Retail	TSF	13.00	482	22.00	815	9.00	333
	4 Commercial Office	TSF	13.00	150	13.00	150	0.00	0
	6 Other	--	--	4,218	--	4,218	--	0
	SUB-TOTAL			5,195		9,047		3,852
203	2 MF Residential	DU	--	--	450.00	3,105	450.00	3,105
	3 Commercial Retail	TSF	742.00	29,725	2,000.00	80,120	1,258.00	50,395
	4 Commercial Office	TSF	--	--	125.00	1,445	125.00	1,445
	SUB-TOTAL			29,725		84,670		54,945
204	3 Commercial Retail	TSF	62.00	2,298	62.00	2,298	0.00	0
	4 Commercial Office	TSF	400.00	4,624	400.00	4,624	0.00	0
	6 Other	--	--	5,808	--	5,808	--	0
	SUB-TOTAL			12,730		12,730		0
205	3 Commercial Retail	TSF	47.30	2,557	100.00	5,406	52.70	2,849
	4 Commercial Office	TSF	198.89	2,299	850.00	9,826	651.11	7,527
	6 Other	--	--	1,700	--	3,399	--	1,699
	SUB-TOTAL			6,556		18,631		12,075
206	3 Commercial Retail	TSF	141.99	8,876	187.61	11,782	45.62	2,906
	SUB-TOTAL			8,876		11,782		2,906

Land Use and Trip Generation Comparison – 2004 and OVOV Buildout								
			2004		OVOV Buildout		Difference	
Zone	Land Use Category	Units	Amount	ADT	Amount	ADT	Amount	ADT
207	3 Commercial Retail	TSF	--	--	6.00	782	6.00	782
	4 Commercial Office	TSF	230.00	2,659	350.00	4,046	120.00	1,387
	SUB-TOTAL			2,659		4,828		2,169
208	2 MF Residential	DU	234.00	1,872	234.00	1,872	0.00	0
	SUB-TOTAL			1,872		1,872		0
209	1 SF Residential	DU	414.00	4,099	414.00	4,099	0.00	0
	2 MF Residential	DU	352.00	2,816	352.00	2,816	0.00	0
	6 Other	--	--	1,088	--	1,088	--	0
	SUB-TOTAL			8,003		8,003		0
210	1 SF Residential	DU	205.00	2,029	205.00	2,029	0.00	0
	2 MF Residential	DU	208.00	1,664	208.00	1,664	0.00	0
	3 Commercial Retail	TSF	148.10	8,006	148.10	8,006	0.00	0
	SUB-TOTAL			11,699		11,699		0
211	1 SF Residential	DU	167.00	1,653	167.00	1,653	0.00	0
	SUB-TOTAL			1,653		1,653		0
212	1 SF Residential	DU	252.00	2,495	252.00	2,495	0.00	0
	2 MF Residential	DU	272.00	2,176	272.00	2,176	0.00	0
	6 Other	--	--	179	--	179	--	0
	SUB-TOTAL			4,850		4,850		0
213	1 SF Residential	DU	275.00	2,723	275.00	2,723	0.00	0
	6 Other	--	--	233	--	233	--	0
	SUB-TOTAL			2,956		2,956		0
214	1 SF Residential	DU	--	--	49.00	485	49.00	485
	2 MF Residential	DU	107.00	738	181.00	1,330	74.00	592
	6 Other	--		--	--	74	--	74
	SUB-TOTAL			738		1,889		1,151
215	1 SF Residential	DU	80.00	792	80.00	792	0.00	0
	2 MF Residential	DU	52.00	416	52.00	416	0.00	0
	3 Commercial Retail	TSF	143.56	7,020	143.56	7,020	0.00	0
	6 Other	--	--	5,056	--	6,027	--	971
	SUB-TOTAL			13,284		14,255		971
216	1 SF Residential	DU	22.00	218	22.00	218	0.00	0
	2 MF Residential	DU	128.00	1,024	448.00	3,507	320.00	2,483
	3 Commercial Retail	TSF	149.96	8,107	204.96	11,080	55.00	2,973
	4 Commercial Office	TSF	10.45	121	65.45	757	55.00	636
	SUB-TOTAL			9,470		15,562		6,092

Land Use and Trip Generation Comparison – 2004 and OVOV Buildout								
			2004		OVOV Buildout		Difference	
Zone	Land Use Category	Units	Amount	ADT	Amount	ADT	Amount	ADT
217	1 SF Residential	DU	202.00	2,000	202.00	2,000	0.00	0
	2 MF Residential	DU	16.00	128	386.00	3,011	370.00	2,883
	3 Commercial Retail	TSF	65.75	3,554	110.75	5,222	45.00	1,668
	4 Commercial Office	TSF	22.44	259	22.44	259	0.00	0
	5 Industrial Park	TSF	22.44	135	22.44	135	0.00	0
	SUB-TOTAL			6,076		10,627		4,551
218	1 SF Residential	DU	458.00	4,081	511.00	4,606	53.00	525
	2 MF Residential	DU	641.00	5,128	810.00	6,414	169.00	1,286
	3 Commercial Retail	TSF	64.25	2,381	557.87	24,488	493.62	22,107
	6 Other	--	--	88	--	1,176	--	1,088
	SUB-TOTAL			11,678		36,684		25,006
219	1 SF Residential	DU	--	--	20.00	198	20.00	198
	2 MF Residential	DU	--	--	250.00	2,000	250.00	2,000
	4 Commercial Office	TSF	--	--	100.00	1,020	100.00	1,020
	SUB-TOTAL			--		3,218		3,218
220	1 SF Residential	DU	2.00	20	8.00	79	6.00	59
	4 Commercial Office	TSF	--	--	100.00	1,020	100.00	1,020
	6 Other	--	--	1,348	--	1,348	--	0
	SUB-TOTAL			1,368		2,447		1,079
221	1 SF Residential	DU	309.00	2,969	380.00	3,672	71.00	703
	2 MF Residential	DU	6.00	48	6.00	48	0.00	0
	4 Commercial Office	TSF	--	--	50.00	510	50.00	510
	5 Industrial Park	TSF	144.40	866	144.40	866	0.00	0
	6 Other	--	--	1,417	--	1,417	--	0
	SUB-TOTAL			5,300		6,513		1,213
222	1 SF Residential	DU	33.00	327	55.00	545	22.00	218
	6 Other	--	--	3,091	--	3,861	--	770
	SUB-TOTAL			3,418		4,406		988
223	3 Commercial Retail	TSF	43.38	2,345	110.00	5,947	66.62	3,602
	4 Commercial Office	TSF	0.36	4	248.00	2,867	247.64	2,863
	5 Industrial Park	TSF	70.36	422	242.00	1,452	171.64	1,030
	6 Other	--		--	--	823	--	823
	SUB-TOTAL			2,771		11,089		8,318
224	1 SF Residential	DU	260.00	2,484	280.00	2,682	20.00	198
	2 MF Residential	DU	500.00	4,000	550.00	4,400	50.00	400
	3 Commercial Retail	TSF	81.68	3,027	116.68	4,324	35.00	1,297
	6 Other	--	--	2,469	--	4,011	--	1,542
	SUB-TOTAL			11,980		15,417		3,437
225	1 SF Residential	DU	156.00	1,544	156.00	1,544	0.00	0
	6 Other	--	--	1,776	--	1,776	--	0
	SUB-TOTAL			3,320		3,320		0

Land Use and Trip Generation Comparison – 2004 and OVOV Buildout								
			2004		OVOV Buildout		Difference	
Zone	Land Use Category	Units	Amount	ADT	Amount	ADT	Amount	ADT
226	1 SF Residential	DU	300.00	2,970	300.00	2,970	0.00	0
	2 MF Residential	DU	292.00	2,336	292.00	2,336	0.00	0
	3 Commercial Retail	TSF	69.70	2,583	85.38	3,917	15.68	1,334
	6 Other	--		--	--	354	--	354
	SUB-TOTAL			7,889		9,577		1,688
227	1 SF Residential	DU	100.00	990	118.00	1,168	18.00	178
	2 MF Residential	DU	184.00	1,472	786.00	6,288	602.00	4,816
	6 Other	--		--	--	1,088	--	1,088
	SUB-TOTAL			2,462		8,544		6,082
228	1 SF Residential	DU	358.00	3,544	385.00	3,811	27.00	267
	SUB-TOTAL			3,544		3,811		267
229	1 SF Residential	DU	74.00	733	178.00	1,763	104.00	1,030
	SUB-TOTAL			733		1,763		1,030
230	1 SF Residential	DU	1.00	10	10.00	99	9.00	89
	SUB-TOTAL			10		99		89
231	1 SF Residential	DU	--	--	5.00	50	5.00	50
	2 MF Residential	DU	--	--	51.00	408	51.00	408
	6 Other	--		--	--	69	--	69
	SUB-TOTAL			--		527		527
232	1 SF Residential	DU	--	--	10.00	99	10.00	99
	2 MF Residential	DU	--	--	850.00	5,865	850.00	5,865
	SUB-TOTAL			--		5,964		5,964
234	3 Commercial Retail	TSF	--	--	100.00	5,406	100.00	5,406
	4 Commercial Office	TSF	--	--	470.24	4,796	470.24	4,796
	SUB-TOTAL			--		10,202		10,202
235	3 Commercial Retail	TSF	60.20	3,254	240.00	12,974	179.80	9,720
	4 Commercial Office	TSF	24.00	245	80.00	816	56.00	571
	SUB-TOTAL			3,499		13,790		10,291
236	1 SF Residential	DU	--	--	808.00	8,000	808.00	8,000
	6 Other	--		--	--	1,101	--	1,101
	SUB-TOTAL			--		9,101		9,101
237	1 SF Residential	DU	--	--	225.00	2,228	225.00	2,228
	2 MF Residential	DU	--	--	570.00	3,933	570.00	3,933
	4 Commercial Office	TSF	--	--	99.00	1,144	99.00	1,144
	6 Other	--		--	--	63	--	63
	SUB-TOTAL			--		7,368		7,368

Land Use and Trip Generation Comparison – 2004 and OVOV Buildout								
			2004		OVOV Buildout		Difference	
Zone	Land Use Category	Units	Amount	ADT	Amount	ADT	Amount	ADT
238	1 SF Residential	DU	--	--	399.00	3,950	399.00	3,950
	2 MF Residential	DU	--	--	123.00	984	123.00	984
	3 Commercial Retail	TSF	--	--	184.00	12,479	184.00	12,479
	4 Commercial Office	TSF	--	--	340.00	3,621	340.00	3,621
	5 Industrial Park	TSF	--	--	944.00	5,664	944.00	5,664
	6 Other	--		--	--	67	--	67
	SUB-TOTAL			--		26,765		26,765
239	3 Commercial Retail	TSF	87.12	3,229	337.29	12,500	250.17	9,271
	4 Commercial Office	TSF	170.26	1,968	262.87	3,039	92.61	1,071
	5 Industrial Park	TSF	310.00	1,860	387.07	2,322	77.07	462
	6 Other	--	--	895	--	895	--	0
	SUB-TOTAL			7,952		18,756		10,804
240	3 Commercial Retail	TSF	--	--	181.00	14,181	181.00	14,181
	SUB-TOTAL			--		14,181		14,181
241	4 Commercial Office	TSF	--	--	1,228.00	13,198	1,228.00	13,198
	6 Other	--		--	--	1,128	--	1,128
	SUB-TOTAL			--		14,326		14,326
242	4 Commercial Office	TSF	--	--	368.00	3,910	368.00	3,910
	SUB-TOTAL			--		3,910		3,910
243	1 SF Residential	DU	--	--	211.00	2,089	211.00	2,089
	2 MF Residential	DU	--	--	816.00	6,099	816.00	6,099
	3 Commercial Retail	TSF	--	--	129.00	10,188	129.00	10,188
	4 Commercial Office	TSF	--	--	164.00	1,896	164.00	1,896
	SUB-TOTAL			--		20,272		20,272
244	1 SF Residential	DU	322.00	3,188	322.00	3,188	0.00	0
	SUB-TOTAL			3,188		3,188		0
245	1 SF Residential	DU	20.00	198	20.00	198	0.00	0
	6 Other	--	--	34	--	34	--	0
	SUB-TOTAL			232		232		0
246	5 Industrial Park	TSF	58.81	300	120.00	612	61.19	312
	SUB-TOTAL			300		612		312
247	3 Commercial Retail	TSF	71.37	3,858	500.00	20,030	428.63	16,172
	SUB-TOTAL			3,858		20,030		16,172
248	1 SF Residential	DU	2.00	20	2.00	20	0.00	0
	2 MF Residential	DU	4.00	32	4.00	32	0.00	0
	5 Industrial Park	TSF	882.09	5,293	1,200.00	7,200	317.91	1,907
	SUB-TOTAL			5,345		7,252		1,907

Land Use and Trip Generation Comparison – 2004 and OVOV Buildout								
			2004		OVOV Buildout		Difference	
Zone	Land Use Category	Units	Amount	ADT	Amount	ADT	Amount	ADT
249	4 Commercial Office	TSF	--	--	250.00	2,890	250.00	2,890
	5 Industrial Park	TSF	291.68	1,488	291.68	1,488	0.00	0
	SUB-TOTAL			1,488		4,378		2,890
250	2 MF Residential	DU	--	--	450.00	3,435	450.00	3,435
	3 Commercial Retail	TSF	58.00	2,149	448.66	17,799	390.66	15,650
	4 Commercial Office	TSF	--	--	300.00	3,264	300.00	3,264
	SUB-TOTAL			2,149		24,498		22,349
251	5 Industrial Park	TSF	--	--	400.00	2,400	400.00	2,400
	SUB-TOTAL			--		2,400		2,400
252	4 Commercial Office	TSF	--	--	858.00	8,752	858.00	8,752
	SUB-TOTAL			--		8,752		8,752
253	1 SF Residential	DU	--	--	32.00	317	32.00	317
	SUB-TOTAL			--		317		317
254	3 Commercial Retail	TSF	8.71	323	116.21	6,134	107.50	5,811
	SUB-TOTAL			323		6,134		5,811
255	1 SF Residential	DU	2.00	20	20.00	198	18.00	178
	SUB-TOTAL			20		198		178
256	1 SF Residential	DU	20.00	198	20.00	198	0.00	0
	SUB-TOTAL			198		198		0
257	1 SF Residential	DU	103.00	1,020	170.00	1,683	67.00	663
	SUB-TOTAL			1,020		1,683		663
258	1 SF Residential	DU	54.00	535	130.00	1,287	76.00	752
	5 Industrial Park	TSF	--	--	125.00	638	125.00	638
	6 Other	--		--	--	3,324	--	3,324
	SUB-TOTAL			535		5,249		4,714
259	1 SF Residential	DU	--	--	10.00	99	10.00	99
	SUB-TOTAL			--		99		99
260	1 SF Residential	DU	27.00	267	402.00	3,980	375.00	3,713
	SUB-TOTAL			267		3,980		3,713
261	1 SF Residential	DU	10.00	99	25.00	247	15.00	148
	SUB-TOTAL			99		247		148
262	1 SF Residential	DU	346.00	3,425	790.00	7,821	444.00	4,396
	2 MF Residential	DU	--	--	100.00	800	100.00	800
	6 Other	--	--	1,088	--	1,088	--	0
	SUB-TOTAL			4,513		9,709		5,196

Land Use and Trip Generation Comparison – 2004 and OVOV Buildout								
			2004		OVOV Buildout		Difference	
Zone	Land Use Category	Units	Amount	ADT	Amount	ADT	Amount	ADT
263	2 MF Residential	DU	--	--	200.00	1,600	200.00	1,600
	SUB-TOTAL			--		1,600		1,600
264	1 SF Residential	DU	63.00	624	63.00	624	0.00	0
	2 MF Residential	DU	264.00	2,026	264.00	2,026	0.00	0
	SUB-TOTAL			2,650		2,650		0
265	2 MF Residential	DU	670.00	4,975	670.00	4,975	0.00	0
	SUB-TOTAL			4,975		4,975		0
266	2 MF Residential	DU	200.00	742	200.00	742	0.00	0
	3 Commercial Retail	TSF	101.04	5,462	120.00	6,487	18.96	1,025
	5 Industrial Park	TSF	--	--	75.00	383	75.00	383
	SUB-TOTAL			6,204		7,612		1,408
267	3 Commercial Retail	TSF	100.00	5,406	200.00	10,812	100.00	5,406
	SUB-TOTAL			5,406		10,812		5,406
268	2 MF Residential	DU	180.00	1,440	180.00	1,440	0.00	0
	3 Commercial Retail	TSF	182.33	9,857	182.33	9,857	0.00	0
	5 Industrial Park	TSF	75.00	383	112.00	571	37.00	188
	SUB-TOTAL			11,680		11,868		188
269	1 SF Residential	DU	173.00	1,713	266.00	2,633	93.00	920
	2 MF Residential	DU	--	--	25.00	93	25.00	93
	6 Other	--	--	8	--	737	--	729
	SUB-TOTAL			1,721		3,463		1,742
270	1 SF Residential	DU	8.00	79	308.00	3,049	300.00	2,970
	2 MF Residential	DU	--	--	75.00	278	75.00	278
	SUB-TOTAL			79		3,327		3,248
271	2 MF Residential	DU	--	--	171.00	1,180	171.00	1,180
	3 Commercial Retail	TSF	--	--	630.00	25,238	630.00	25,238
	SUB-TOTAL			--		26,418		26,418
272	1 SF Residential	DU	819.00	8,108	967.00	9,573	148.00	1,465
	2 MF Residential	DU	180.00	1,440	180.00	1,440	0.00	0
	3 Commercial Retail	TSF	8.12	691	8.12	691	0.00	0
	6 Other	--	--	1,088	--	1,088	--	0
	SUB-TOTAL			11,327		12,792		1,465
273	1 SF Residential	DU	6.00	59	101.00	1,000	95.00	941
	SUB-TOTAL			59		1,000		941
274	1 SF Residential	DU	--	--	80.00	792	80.00	792
	4 Commercial Office	TSF	--	--	110.06	1,123	110.06	1,123
	SUB-TOTAL			--		1,915		1,915

Land Use and Trip Generation Comparison – 2004 and OVOV Buildout								
			2004		OVOV Buildout		Difference	
Zone	Land Use Category	Units	Amount	ADT	Amount	ADT	Amount	ADT
275	1 SF Residential	DU	225.00	2,228	225.00	2,228	0.00	0
	SUB-TOTAL			2,228		2,228		0
276	1 SF Residential	DU	75.00	743	75.00	743	0.00	0
	2 MF Residential	DU	539.00	4,312	539.00	4,312	0.00	0
	3 Commercial Retail	TSF	98.01	8,337	98.01	8,337	0.00	0
	6 Other	--	--	73	--	73	--	0
	SUB-TOTAL			13,465		13,465		0
277	3 Commercial Retail	TSF	7.91	656	73.00	4,175	65.09	3,519
	4 Commercial Office	TSF	--	--	110.00	3,536	110.00	3,536
	5 Industrial Park	TSF	--	--	150.00	765	150.00	765
	SUB-TOTAL			656		8,476		7,820
278	2 MF Residential	DU	757.00	6,056	757.00	6,056	0.00	0
	3 Commercial Retail	TSF	81.89	6,966	81.89	6,966	0.00	0
	6 Other	--	--	398	--	398	--	0
	SUB-TOTAL			13,420		13,420		0
279	1 SF Residential	DU	313.00	2,160	313.00	2,160	0.00	0
	3 Commercial Retail	TSF	19.33	1,644	26.33	2,240	7.00	596
	4 Commercial Office	TSF	0.20	2	0.20	2	0.00	0
	5 Industrial Park	TSF	--	--	58.00	348	58.00	348
	SUB-TOTAL			3,806		4,750		944
280	4 Commercial Office	TSF	--	--	38.18	389	38.18	389
	SUB-TOTAL			--		389		389
281	2 MF Residential	DU	--	--	150.00	1,200	150.00	1,200
	SUB-TOTAL			--		1,200		1,200
282	2 MF Residential	DU	486.00	3,888	700.00	5,600	214.00	1,712
	3 Commercial Retail	TSF	17.90	968	17.90	968	0.00	0
	SUB-TOTAL			4,856		6,568		1,712
283	1 SF Residential	DU	161.00	1,594	175.00	1,732	14.00	138
	2 MF Residential	DU	400.00	3,200	667.00	5,336	267.00	2,136
	6 Other	--	--	1,618	--	1,740	--	122
	SUB-TOTAL			6,412		8,808		2,396
284	1 SF Residential	DU	2.00	20	2.00	20	0.00	0
	2 MF Residential	DU	254.00	2,032	254.00	2,032	0.00	0
	SUB-TOTAL			2,052		2,052		0
285	1 SF Residential	DU	--	--	80.00	792	80.00	792
	3 Commercial Retail	TSF	--	--	246.99	9,894	246.99	9,894
	4 Commercial Office	TSF	--	--	150.00	1,530	150.00	1,530
	SUB-TOTAL			--		12,216		12,216

Land Use and Trip Generation Comparison – 2004 and OVOV Buildout								
			2004		OVOV Buildout		Difference	
Zone	Land Use Category	Units	Amount	ADT	Amount	ADT	Amount	ADT
286	1 SF Residential	DU	--	--	182.00	1,802	182.00	1,802
	SUB-TOTAL			--		1,802		1,802
287	1 SF Residential	DU	--	--	35.00	347	35.00	347
	2 MF Residential	DU	--	--	120.00	960	120.00	960
	SUB-TOTAL			--		1,307		1,307
288	1 SF Residential	DU	--	--	167.00	1,653	167.00	1,653
	6 Other	--		--	--	4,475	--	4,475
	SUB-TOTAL			--		6,128		6,128
289	1 SF Residential	DU	--	--	166.00	1,643	166.00	1,643
	2 MF Residential	DU	--	--	350.00	2,415	350.00	2,415
	4 Commercial Office	TSF	--	--	57.17	583	57.17	583
	SUB-TOTAL			--		4,641		4,641
290	1 SF Residential	DU	64.00	634	104.00	1,030	40.00	396
	2 MF Residential	DU	93.00	744	93.00	744	0.00	0
	SUB-TOTAL			1,378		1,774		396
291	1 SF Residential	DU	--	--	74.00	733	74.00	733
	2 MF Residential	DU	--	--	350.00	2,415	350.00	2,415
	4 Commercial Office	TSF	8.60	88	181.63	1,853	173.03	1,765
	SUB-TOTAL			88		5,001		4,913
292	1 SF Residential	DU	140.00	1,386	140.00	1,386	0.00	0
	SUB-TOTAL			1,386		1,386		0
293	1 SF Residential	DU	133.00	1,317	180.00	1,782	47.00	465
	2 MF Residential	DU	368.00	2,944	684.00	5,217	316.00	2,273
	SUB-TOTAL			4,261		6,999		2,738
294	2 MF Residential	DU	--	--	276.00	1,904	276.00	1,904
	3 Commercial Retail	TSF	124.35	6,722	155.00	8,379	30.65	1,657
	5 Industrial Park	TSF	210.00	1,260	300.00	1,800	90.00	540
	SUB-TOTAL			7,982		12,083		4,101
295	4 Commercial Office	TSF	--	--	56.00	647	56.00	647
	5 Industrial Park	TSF	666.67	3,400	1,020.58	5,205	353.91	1,805
	6 Other	--	--	56	--	156	--	100
	SUB-TOTAL			3,456		6,008		2,552
296	3 Commercial Retail	TSF	--	--	20.00	1,701	20.00	1,701
	SUB-TOTAL			--		1,701		1,701
297	3 Commercial Retail	TSF	--	--	20.00	1,701	20.00	1,701
	SUB-TOTAL			--		1,701		1,701

Land Use and Trip Generation Comparison – 2004 and OVOV Buildout								
			2004		OVOV Buildout		Difference	
Zone	Land Use Category	Units	Amount	ADT	Amount	ADT	Amount	ADT
298	2 MF Residential	DU	830.00	5,727	830.00	5,727	0.00	0
	3 Commercial Retail	TSF	--	--	20.00	1,701	20.00	1,701
	SUB-TOTAL			5,727		7,428		1,701
299	3 Commercial Retail	TSF	184.00	9,947	184.00	9,947	0.00	0
	SUB-TOTAL			9,947		9,947		0
300	3 Commercial Retail	TSF	272.00	10,896	300.00	12,018	28.00	1,122
	SUB-TOTAL			10,896		12,018		1,122
301	3 Commercial Retail	TSF	49.24	1,825	49.24	1,825	0.00	0
	6 Other	--	--	7,904	--	8,635	--	731
	SUB-TOTAL			9,729		10,460		731
302	3 Commercial Retail	TSF	30.00	2,552	30.00	2,552	0.00	0
	6 Other	--	--	3,750	--	3,750	--	0
	SUB-TOTAL			6,302		6,302		0
303	6 Other	--	--	5,625	--	5,625	--	0
	SUB-TOTAL			5,625		5,625		0
304	3 Commercial Retail	TSF	48.00	3,739	48.00	3,739	0.00	0
	6 Other	--	--	3,113	--	3,113	--	0
	SUB-TOTAL			6,852		6,852		0
305	2 MF Residential	DU	--	--	76.00	524	76.00	524
	3 Commercial Retail	TSF	202.65	11,364	202.65	11,364	0.00	0
	5 Industrial Park	TSF	--	--	100.00	510	100.00	510
	SUB-TOTAL			11,364		12,398		1,034
306	2 MF Residential	DU	--	--	250.00	1,863	250.00	1,863
	3 Commercial Retail	TSF	80.50	4,352	143.90	7,779	63.40	3,427
	4 Commercial Office	TSF	--	--	50.00	1,710	50.00	1,710
	6 Other	--	--	336	--	336	--	0
	SUB-TOTAL			4,688		11,688		7,000
307	3 Commercial Retail	TSF	132.80	9,301	132.80	9,301	0.00	0
	SUB-TOTAL			9,301		9,301		0
308	2 MF Residential	DU	200.00	1,380	200.00	1,380	0.00	0
	3 Commercial Retail	TSF	175.11	14,895	175.11	14,895	0.00	0
	5 Industrial Park	TSF	29.40	150	45.00	230	15.60	80
	SUB-TOTAL			16,425		16,505		80
309	3 Commercial Retail	TSF	3.00	111	3.00	111	0.00	0
	SUB-TOTAL			111		111		0
310	6 Other	--	--	45	--	4,208	--	4,163
	SUB-TOTAL			45		4,208		4,163

Land Use and Trip Generation Comparison – 2004 and OVOV Buildout								
			2004		OVOV Buildout		Difference	
Zone	Land Use Category	Units	Amount	ADT	Amount	ADT	Amount	ADT
311	1 SF Residential	DU	132.00	1,307	132.00	1,307	0.00	0
	2 MF Residential	DU	63.00	504	63.00	504	0.00	0
	SUB-TOTAL			1,811		1,811		0
312	3 Commercial Retail	TSF	164.40	8,887	180.00	9,731	15.60	844
	6 Other	--	--	200	--	200	--	0
	SUB-TOTAL			9,087		9,931		844
313	2 MF Residential	DU	264.00	2,112	264.00	2,112	0.00	0
	SUB-TOTAL			2,112		2,112		0
314	3 Commercial Retail	TSF	178.00	9,623	178.00	9,623	0.00	0
	SUB-TOTAL			9,623		9,623		0
315	1 SF Residential	DU	56.00	554	56.00	554	0.00	0
	2 MF Residential	DU	168.00	1,344	168.00	1,344	0.00	0
	SUB-TOTAL			1,898		1,898		0
316	1 SF Residential	DU	121.00	1,198	121.00	1,198	0.00	0
	SUB-TOTAL			1,198		1,198		0
317	6 Other	--	--	1,135	--	1,135	--	0
	SUB-TOTAL			1,135		1,135		0
318	1 SF Residential	DU	21.00	208	21.00	208	0.00	0
	2 MF Residential	DU	252.00	2,016	252.00	2,016	0.00	0
	SUB-TOTAL			2,224		2,224		0
319	3 Commercial Retail	TSF	--	--	130.00	7,028	130.00	7,028
	6 Other	--		--	--	292	--	292
	SUB-TOTAL			--		7,320		7,320
320	1 SF Residential	DU	125.00	1,238	125.00	1,238	0.00	0
	SUB-TOTAL			1,238		1,238		0
321	1 SF Residential	DU	155.00	1,535	155.00	1,535	0.00	0
	2 MF Residential	DU	66.00	528	66.00	528	0.00	0
	SUB-TOTAL			2,063		2,063		0
322	1 SF Residential	DU	87.00	861	87.00	861	0.00	0
	SUB-TOTAL			861		861		0
323	1 SF Residential	DU	161.00	1,594	161.00	1,594	0.00	0
	2 MF Residential	DU	132.00	1,056	132.00	1,056	0.00	0
	SUB-TOTAL			2,650		2,650		0
325	1 SF Residential	DU	--	--	205.00	2,029	205.00	2,029
	SUB-TOTAL			--		2,029		2,029

Land Use and Trip Generation Comparison – 2004 and OVOV Buildout								
			2004		OVOV Buildout		Difference	
Zone	Land Use Category	Units	Amount	ADT	Amount	ADT	Amount	ADT
326	1 SF Residential	DU	101.00	1,000	101.00	1,000	0.00	0
	SUB-TOTAL			1,000		1,000		0
327	1 SF Residential	DU	105.00	1,040	105.00	1,040	0.00	0
	SUB-TOTAL			1,040		1,040		0
328	1 SF Residential	DU	110.00	1,089	110.00	1,089	0.00	0
	SUB-TOTAL			1,089		1,089		0
329	6 Other	--	--	1,088	--	1,088	--	0
	SUB-TOTAL			1,088		1,088		0
330	1 SF Residential	DU	143.00	1,416	143.00	1,416	0.00	0
	SUB-TOTAL			1,416		1,416		0
331	1 SF Residential	DU	167.00	1,653	167.00	1,653	0.00	0
	SUB-TOTAL			1,653		1,653		0
332	1 SF Residential	DU	114.00	1,129	114.00	1,129	0.00	0
	2 MF Residential	DU	102.00	816	102.00	816	0.00	0
	SUB-TOTAL			1,945		1,945		0
333	1 SF Residential	DU	803.00	7,950	803.00	7,950	0.00	0
	2 MF Residential	DU	360.00	2,880	360.00	2,880	0.00	0
	3 Commercial Retail	TSF	25.05	928	25.05	928	0.00	0
	6 Other	--	--	1,340	--	1,740	--	400
	SUB-TOTAL			13,098		13,498		400
334	1 SF Residential	DU	164.00	1,624	164.00	1,624	0.00	0
	SUB-TOTAL			1,624		1,624		0
335	1 SF Residential	DU	194.00	1,921	194.00	1,921	0.00	0
	SUB-TOTAL			1,921		1,921		0
336	1 SF Residential	DU	589.00	5,831	589.00	5,831	0.00	0
	6 Other	--	--	1,107	--	1,107	--	0
	SUB-TOTAL			6,938		6,938		0
337	1 SF Residential	DU	390.00	3,861	390.00	3,861	0.00	0
	SUB-TOTAL			3,861		3,861		0
338	3 Commercial Retail	TSF	92.00	4,974	92.00	4,974	0.00	0
	SUB-TOTAL			4,974		4,974		0
339	1 SF Residential	DU	289.00	2,861	289.00	2,861	0.00	0
	6 Other	--	--	1,106	--	1,106	--	0
	SUB-TOTAL			3,967		3,967		0

Land Use and Trip Generation Comparison – 2004 and OVOV Buildout								
			2004		OVOV Buildout		Difference	
Zone	Land Use Category	Units	Amount	ADT	Amount	ADT	Amount	ADT
340	1 SF Residential	DU	394.00	3,901	394.00	3,901	0.00	0
	2 MF Residential	DU	264.00	2,112	264.00	2,112	0.00	0
	SUB-TOTAL			6,013		6,013		0
341	2 MF Residential	DU	325.00	2,243	325.00	2,243	0.00	0
	6 Other	--	--	1,175	--	1,175	--	0
	SUB-TOTAL			3,418		3,418		0
342	2 MF Residential	DU	168.00	1,344	168.00	1,344	0.00	0
	SUB-TOTAL			1,344		1,344		0
343	1 SF Residential	DU	179.00	1,772	179.00	1,772	0.00	0
	2 MF Residential	DU	132.00	1,056	132.00	1,056	0.00	0
	SUB-TOTAL			2,828		2,828		0
344	1 SF Residential	DU	415.00	4,109	415.00	4,109	0.00	0
	3 Commercial Retail	TSF	--	--	40.00	2,162	40.00	2,162
	SUB-TOTAL			4,109		6,271		2,162
345	1 SF Residential	DU	23.00	228	81.00	802	58.00	574
	SUB-TOTAL			228		802		574
346	1 SF Residential	DU	--	--	10.00	99	10.00	99
	SUB-TOTAL			--		99		99
347	1 SF Residential	DU	313.00	3,099	313.00	3,099	0.00	0
	SUB-TOTAL			3,099		3,099		0
348	1 SF Residential	DU	517.00	5,118	517.00	5,118	0.00	0
	SUB-TOTAL			5,118		5,118		0
349	2 MF Residential	DU	83.00	664	388.00	3,104	305.00	2,440
	3 Commercial Retail	TSF	8.00	680	8.00	680	0.00	0
	6 Other	--	--	226	--	226	--	0
	SUB-TOTAL			1,570		4,010		2,440
350	6 Other	--	--	1,010	--	1,860	--	850
	SUB-TOTAL			1,010		1,860		850
352	1 SF Residential	DU	440.00	4,356	592.00	5,861	152.00	1,505
	6 Other	--		--	--	1,363	--	1,363
	SUB-TOTAL			4,356		7,224		2,868
353	1 SF Residential	DU	259.00	2,564	259.00	2,564	0.00	0
	6 Other	--		--	--	26	--	26
	SUB-TOTAL			2,564		2,590		26

Land Use and Trip Generation Comparison – 2004 and OVOV Buildout								
			2004		OVOV Buildout		Difference	
Zone	Land Use Category	Units	Amount	ADT	Amount	ADT	Amount	ADT
355	1 SF Residential	DU	--	--	500.00	4,950	500.00	4,950
	6 Other	--		--	--	1,101	--	1,101
	SUB-TOTAL			--		6,051		6,051
356	1 SF Residential	DU	385.00	3,811	385.00	3,811	0.00	0
	3 Commercial Retail	TSF	--	--	60.00	5,104	60.00	5,104
	SUB-TOTAL			3,811		8,915		5,104
357	1 SF Residential	DU	--	--	90.00	891	90.00	891
	SUB-TOTAL			--		891		891
358	1 SF Residential	DU	105.00	1,040	275.00	2,723	170.00	1,683
	2 MF Residential	DU	121.00	968	121.00	968	0.00	0
	6 Other	--	--	970	--	1,138	--	168
	SUB-TOTAL			2,978		4,829		1,851
359	1 SF Residential	DU	570.00	5,643	570.00	5,643	0.00	0
	2 MF Residential	DU	192.00	1,536	192.00	1,536	0.00	0
	SUB-TOTAL			7,179		7,179		0
360	1 SF Residential	DU	538.00	5,326	538.00	5,326	0.00	0
	2 MF Residential	DU	248.00	1,984	248.00	1,984	0.00	0
	3 Commercial Retail	TSF	119.00	10,122	135.00	11,483	16.00	1,361
	6 Other	--	--	938	--	1,088	--	150
	SUB-TOTAL			18,370		19,881		1,511
361	1 SF Residential	DU	188.00	1,861	601.00	5,407	413.00	3,546
	6 Other	--		--	--	28	--	28
	SUB-TOTAL			1,861		5,435		3,574
362	1 SF Residential	DU	173.00	1,713	173.00	1,713	0.00	0
	SUB-TOTAL			1,713		1,713		0
363	1 SF Residential	DU	6.00	59	44.00	436	38.00	377
	SUB-TOTAL			59		436		377
364	1 SF Residential	DU	199.00	1,970	199.00	1,970	0.00	0
	SUB-TOTAL			1,970		1,970		0
365	1 SF Residential	DU	201.00	1,990	201.00	1,990	0.00	0
	2 MF Residential	DU	102.00	816	102.00	816	0.00	0
	3 Commercial Retail	TSF	11.00	936	11.00	936	0.00	0
	SUB-TOTAL			3,742		3,742		0
366	1 SF Residential	DU	600.00	5,940	600.00	5,940	0.00	0
	SUB-TOTAL			5,940		5,940		0
367	1 SF Residential	DU	437.00	4,326	437.00	4,326	0.00	0
	SUB-TOTAL			4,326		4,326		0

Land Use and Trip Generation Comparison – 2004 and OVOV Buildout								
			2004		OVOV Buildout		Difference	
Zone	Land Use Category	Units	Amount	ADT	Amount	ADT	Amount	ADT
368	1 SF Residential	DU	1,070.00	10,593	1,070.00	10,593	0.00	0
	3 Commercial Retail	TSF	--	--	35.00	2,977	35.00	2,977
	6 Other	--	--	1,174	--	1,629	--	455
	SUB-TOTAL			11,767		15,199		3,432
369	1 SF Residential	DU	202.00	2,000	202.00	2,000	0.00	0
	SUB-TOTAL			2,000		2,000		0
370	1 SF Residential	DU	1,080.00	10,692	1,080.00	10,692	0.00	0
	6 Other	--	--	4,475	--	4,475	--	0
	SUB-TOTAL			15,167		15,167		0
371	1 SF Residential	DU	673.00	6,663	673.00	6,663	0.00	0
	6 Other	--	--	996	--	1,088	--	92
	SUB-TOTAL			7,659		7,751		92
372	1 SF Residential	DU	287.00	2,841	287.00	2,841	0.00	0
	2 MF Residential	DU	230.00	1,840	230.00	1,840	0.00	0
	3 Commercial Retail	TSF	80.00	4,325	80.00	4,325	0.00	0
	SUB-TOTAL			9,006		9,006		0
373	1 SF Residential	DU	236.00	2,336	236.00	2,336	0.00	0
	6 Other	--	--	889	--	1,307	--	418
	SUB-TOTAL			3,225		3,643		418
374	1 SF Residential	DU	--	--	300.00	2,970	300.00	2,970
	2 MF Residential	DU	--	--	304.00	2,098	304.00	2,098
	3 Commercial Retail	TSF	150.00	8,109	150.00	8,109	0.00	0
	6 Other	--		--	--	78	--	78
	SUB-TOTAL			8,109		13,255		5,146
375	3 Commercial Retail	TSF	5.00	2,481	45.00	5,883	40.00	3,402
	SUB-TOTAL			2,481		5,883		3,402
377	3 Commercial Retail	TSF	57.50	2,131	57.50	2,131	0.00	0
	SUB-TOTAL			2,131		2,131		0
378	1 SF Residential	DU	332.00	2,291	332.00	2,291	0.00	0
	2 MF Residential	DU	--	--	407.00	3,256	407.00	3,256
	3 Commercial Retail	TSF	41.00	1,519	51.00	1,890	10.00	371
	4 Commercial Office	TSF	56.00	571	56.00	571	0.00	0
	5 Industrial Park	TSF	--	--	110.00	660	110.00	660
	SUB-TOTAL			4,381		8,668		4,287
380	1 SF Residential	DU	--	--	125.00	1,238	125.00	1,238
	2 MF Residential	DU	--	--	400.00	2,760	400.00	2,760
	SUB-TOTAL			--		3,998		3,998

Land Use and Trip Generation Comparison – 2004 and OVOV Buildout								
			2004		OVOV Buildout		Difference	
Zone	Land Use Category	Units	Amount	ADT	Amount	ADT	Amount	ADT
381	6 Other	--	--	130	--	223	--	93
	SUB-TOTAL			130		223		93
382	6 Other	--	--	180	--	180	--	0
	SUB-TOTAL			180		180		0
383	1 SF Residential	DU	231.00	2,287	266.00	2,633	35.00	346
	3 Commercial Retail	TSF	8.71	323	8.71	323	0.00	0
	SUB-TOTAL			2,610		2,956		346
384	1 SF Residential	DU	354.00	3,505	354.00	3,505	0.00	0
	SUB-TOTAL			3,505		3,505		0
385	1 SF Residential	DU	--	--	75.00	743	75.00	743
	SUB-TOTAL			--		743		743
387	1 SF Residential	DU	304.00	3,010	800.00	7,920	496.00	4,910
	2 MF Residential	DU	180.00	1,440	700.00	5,600	520.00	4,160
	SUB-TOTAL			4,450		13,520		9,070
388	1 SF Residential	DU	--	--	99.00	980	99.00	980
	2 MF Residential	DU	--	--	400.00	3,200	400.00	3,200
	6 Other	--		--	--	2,320	--	2,320
	SUB-TOTAL			--		6,500		6,500
389	1 SF Residential	DU	1,187.00	11,751	1,236.00	12,236	49.00	485
	6 Other	--	--	766	--	1,088	--	322
	SUB-TOTAL			12,517		13,324		807
390	1 SF Residential	DU	150.00	1,485	150.00	1,485	0.00	0
	SUB-TOTAL			1,485		1,485		0
391	3 Commercial Retail	TSF	16.33	605	16.33	605	0.00	0
	5 Industrial Park	TSF	376.36	1,919	446.36	2,339	70.00	420
	SUB-TOTAL			2,524		2,944		420
392	1 SF Residential	DU	723.00	5,958	757.00	6,193	34.00	235
	3 Commercial Retail	TSF	20.80	771	102.48	5,187	81.68	4,416
	5 Industrial Park	TSF	--	--	500.00	2,550	500.00	2,550
	6 Other	--	--	1,088	--	1,088	--	0
	SUB-TOTAL			7,817		15,018		7,201
393	1 SF Residential	DU	162.00	1,604	162.00	1,604	0.00	0
	2 MF Residential	DU	100.00	800	100.00	800	0.00	0
	3 Commercial Retail	TSF	52.27	4,446	52.27	4,446	0.00	0
	6 Other	--	--	350	--	679	--	329
	SUB-TOTAL			7,200		7,529		329

Land Use and Trip Generation Comparison – 2004 and OVOV Buildout								
			2004		OVOV Buildout		Difference	
Zone	Land Use Category	Units	Amount	ADT	Amount	ADT	Amount	ADT
394	1 SF Residential	DU	325.00	3,217	325.00	3,217	0.00	0
	6 Other	--	--	5,527	--	5,571	--	44
	SUB-TOTAL			8,744		8,788		44
395	2 MF Residential	DU	185.00	1,277	185.00	1,277	0.00	0
	3 Commercial Retail	TSF	165.53	8,949	165.53	8,949	0.00	0
	6 Other	--	--	1,740	--	1,740	--	0
	SUB-TOTAL			11,966		11,966		0
396	3 Commercial Retail	TSF	76.23	6,484	110.00	9,357	33.77	2,873
	SUB-TOTAL			6,484		9,357		2,873
397	1 SF Residential	DU	220.00	1,665	549.00	3,935	329.00	2,270
	2 MF Residential	DU	579.00	4,558	579.00	4,558	0.00	0
	3 Commercial Retail	TSF	310.98	16,812	384.98	23,106	74.00	6,294
	6 Other	--		--	--	1,084	--	1,084
	SUB-TOTAL			23,035		32,683		9,648
398	1 SF Residential	DU	1,120.00	11,088	1,120.00	11,088	0.00	0
	2 MF Residential	DU	120.00	960	120.00	960	0.00	0
	3 Commercial Retail	TSF	261.13	22,465	261.13	22,465	0.00	0
	6 Other	--	--	2,533	--	2,533	--	0
	SUB-TOTAL			37,046		37,046		0
399	1 SF Residential	DU	859.00	8,504	880.00	8,712	21.00	208
	6 Other	--	--	790	--	1,228	--	438
	SUB-TOTAL			9,294		9,940		646
400	1 SF Residential	DU	--	--	12.00	119	12.00	119
	SUB-TOTAL			--		119		119
401	1 SF Residential	DU	--	--	835.00	8,267	835.00	8,267
	2 MF Residential	DU	--	--	482.00	3,856	482.00	3,856
	SUB-TOTAL			--		12,123		12,123
402	1 SF Residential	DU	300.00	2,970	1,129.00	11,177	829.00	8,207
	3 Commercial Retail	TSF	--	--	150.00	8,109	150.00	8,109
	6 Other	--	--	951	--	2,027	--	1,076
	SUB-TOTAL			3,921		21,313		17,392
403	1 SF Residential	DU	111.00	1,099	111.00	1,099	0.00	0
	2 MF Residential	DU	--	--	300.00	2,070	300.00	2,070
	3 Commercial Retail	TSF	12.00	1,021	46.00	3,913	34.00	2,892
	SUB-TOTAL			2,120		7,082		4,962
404	1 SF Residential	DU	10.00	99	177.00	1,752	167.00	1,653
	SUB-TOTAL			99		1,752		1,653

Land Use and Trip Generation Comparison – 2004 and OVOV Buildout								
			2004		OVOV Buildout		Difference	
Zone	Land Use Category	Units	Amount	ADT	Amount	ADT	Amount	ADT
405	1 SF Residential	DU	24.00	238	296.00	2,930	272.00	2,692
	SUB-TOTAL			238		2,930		2,692
406	1 SF Residential	DU	38.00	376	353.00	3,495	315.00	3,119
	SUB-TOTAL			376		3,495		3,119
407	1 SF Residential	DU	--	--	47.00	465	47.00	465
	SUB-TOTAL			--		465		465
408	1 SF Residential	DU	47.00	465	380.00	3,762	333.00	3,297
	SUB-TOTAL			465		3,762		3,297
409	1 SF Residential	DU	--	--	77.00	762	77.00	762
	SUB-TOTAL			--		762		762
410	1 SF Residential	DU	25.00	247	249.00	2,162	224.00	1,915
	5 Industrial Park	TSF	--	--	44.00	264	44.00	264
	SUB-TOTAL			247		2,426		2,179
411	1 SF Residential	DU	--	--	675.00	6,682	675.00	6,682
	6 Other	--		--	--	1,088	--	1,088
	SUB-TOTAL			--		7,770		7,770
412	1 SF Residential	DU	120.00	1,188	120.00	1,188	0.00	0
	3 Commercial Retail	TSF	--	--	40.00	2,162	40.00	2,162
	SUB-TOTAL			1,188		3,350		2,162
413	1 SF Residential	DU	29.00	287	146.00	1,325	117.00	1,038
	2 MF Residential	DU	246.00	1,697	514.00	3,547	268.00	1,850
	3 Commercial Retail	TSF	26.94	2,292	44.60	3,794	17.66	1,502
	4 Commercial Office	TSF	36.59	423	36.59	423	0.00	0
	5 Industrial Park	TSF	45.21	231	93.75	522	48.54	291
	SUB-TOTAL			4,930		9,611		4,681
414	1 SF Residential	DU	265.00	1,874	290.00	2,121	25.00	247
	2 MF Residential	DU	1,358.00	10,864	1,635.00	12,860	277.00	1,996
	3 Commercial Retail	TSF	95.83	3,551	175.00	6,486	79.17	2,935
	SUB-TOTAL			16,289		21,467		5,178
415	1 SF Residential	DU	75.00	743	75.00	743	0.00	0
	3 Commercial Retail	TSF	--	--	63.71	3,444	63.71	3,444
	5 Industrial Park	TSF	27.80	142	27.80	142	0.00	0
	SUB-TOTAL			885		4,329		3,444

Land Use and Trip Generation Comparison – 2004 and OVOV Buildout								
			2004		OVOV Buildout		Difference	
Zone	Land Use Category	Units	Amount	ADT	Amount	ADT	Amount	ADT
416	1 SF Residential	DU	496.00	4,250	496.00	4,250	0.00	0
	2 MF Residential	DU	57.00	456	57.00	456	0.00	0
	3 Commercial Retail	TSF	15.00	556	15.00	556	0.00	0
	4 Commercial Office	TSF	--	--	100.00	1,156	100.00	1,156
	6 Other	--	--	39	--	225	--	186
	SUB-TOTAL			5,301		6,643		1,342
417	1 SF Residential	DU	662.00	6,554	950.00	9,405	288.00	2,851
	2 MF Residential	DU	240.00	1,920	255.00	2,040	15.00	120
	3 Commercial Retail	TSF	--	--	10.00	851	10.00	851
	6 Other	--	--	1,088	--	16,488	--	15,400
	SUB-TOTAL			9,562		28,784		19,222
418	1 SF Residential	DU	90.00	621	90.00	621	0.00	0
	2 MF Residential	DU	706.00	5,393	1,229.00	9,002	523.00	3,609
	3 Commercial Retail	TSF	128.43	6,943	228.00	12,326	99.57	5,383
	SUB-TOTAL			12,957		21,949		8,992
419	2 MF Residential	DU	1,834.00	14,672	1,834.00	14,672	0.00	0
	SUB-TOTAL			14,672		14,672		0
420	2 MF Residential	DU	40.00	320	56.00	448	16.00	128
	SUB-TOTAL			320		448		128
421	1 SF Residential	DU	--	--	250.00	2,475	250.00	2,475
	2 MF Residential	DU	752.00	6,016	1,500.00	12,000	748.00	5,984
	3 Commercial Retail	TSF	--	--	400.00	21,624	400.00	21,624
	4 Commercial Office	TSF	--	--	600.00	6,936	600.00	6,936
	6 Other	--		--	--	1,677	--	1,677
	SUB-TOTAL			6,016		44,712		38,696
422	1 SF Residential	DU	100.00	750	100.00	750	0.00	0
	3 Commercial Retail	TSF	4.00	340	10.00	851	6.00	511
	6 Other	--	--	1,185	--	1,523	--	338
	SUB-TOTAL			2,275		3,124		849
423	1 SF Residential	DU	353.00	3,495	464.00	4,324	111.00	829
	3 Commercial Retail	TSF	98.01	8,337	98.01	8,337	0.00	0
	4 Commercial Office	TSF	10.89	126	10.89	126	0.00	0
	SUB-TOTAL			11,958		12,787		829
424	1 SF Residential	DU	86.00	851	350.00	3,465	264.00	2,614
	SUB-TOTAL			851		3,465		2,614
425	1 SF Residential	DU	39.00	386	114.00	1,129	75.00	743
	2 MF Residential	DU	--	--	80.00	640	80.00	640
	6 Other	--		--	--	81	--	81
	SUB-TOTAL			386		1,850		1,464

Land Use and Trip Generation Comparison – 2004 and OVOV Buildout								
			2004		OVOV Buildout		Difference	
Zone	Land Use Category	Units	Amount	ADT	Amount	ADT	Amount	ADT
426	1 SF Residential	DU	100.00	990	630.00	6,237	530.00	5,247
	5 Industrial Park	TSF	39.60	202	39.60	202	0.00	0
	SUB-TOTAL			1,192		6,439		5,247
427	1 SF Residential	DU	249.00	2,465	249.00	2,465	0.00	0
	SUB-TOTAL			2,465		2,465		0
428	1 SF Residential	DU	540.00	5,346	1,313.00	12,999	773.00	7,653
	3 Commercial Retail	TSF	--	--	86.60	5,896	86.60	5,896
	6 Other	--		--	--	1,088	--	1,088
	SUB-TOTAL			5,346		19,983		14,637
429	1 SF Residential	DU	42.00	416	55.00	545	13.00	129
	SUB-TOTAL			416		545		129
430	1 SF Residential	DU	2.00	20	2.00	20	0.00	0
	SUB-TOTAL			20		20		0
431	1 SF Residential	DU	3.00	30	3.00	30	0.00	0
	SUB-TOTAL			30		30		0
433	1 SF Residential	DU	8.00	79	155.00	1,535	147.00	1,456
	SUB-TOTAL			79		1,535		1,456
434	1 SF Residential	DU	25.00	247	25.00	247	0.00	0
	SUB-TOTAL			247		247		0
437	4 Commercial Office	TSF	--	--	250.00	2,550	250.00	2,550
	6 Other	--		--	--	1,284	--	1,284
	SUB-TOTAL			--		3,834		3,834
438	1 SF Residential	DU	--	--	10.00	99	10.00	99
	4 Commercial Office	TSF	--	--	250.00	2,550	250.00	2,550
	SUB-TOTAL			--		2,649		2,649
439	1 SF Residential	DU	164.00	1,624	175.00	1,732	11.00	108
	3 Commercial Retail	TSF	--	--	41.65	2,252	41.65	2,252
	SUB-TOTAL			1,624		3,984		2,360
440	5 Industrial Park	TSF	--	--	50.00	300	50.00	300
	SUB-TOTAL			--		300		300
441	1 SF Residential	DU	150.00	1,485	490.00	4,371	340.00	2,886
	3 Commercial Retail	TSF	--	--	30.00	1,112	30.00	1,112
	6 Other	--	--	522	--	1,088	--	566
	SUB-TOTAL			2,007		6,571		4,564
442	1 SF Residential	DU	288.00	2,851	328.00	3,247	40.00	396
	SUB-TOTAL			2,851		3,247		396

Land Use and Trip Generation Comparison – 2004 and OVOV Buildout								
			2004		OVOV Buildout		Difference	
Zone	Land Use Category	Units	Amount	ADT	Amount	ADT	Amount	ADT
443	1 SF Residential	DU	499.00	4,940	763.00	7,554	264.00	2,614
	3 Commercial Retail	TSF	30.00	1,112	30.00	1,112	0.00	0
	6 Other	--	--	1,088	--	1,088	--	0
	SUB-TOTAL			7,140		9,754		2,614
444	2 MF Residential	DU	440.00	3,520	440.00	3,520	0.00	0
	3 Commercial Retail	TSF	--	--	200.00	10,812	200.00	10,812
	6 Other	--	--	37	--	37	--	0
	SUB-TOTAL			3,557		14,369		10,812
445	1 SF Residential	DU	29.00	287	41.00	406	12.00	119
	SUB-TOTAL			287		406		119
446	1 SF Residential	DU	20.00	198	20.00	198	0.00	0
	SUB-TOTAL			198		198		0
447	1 SF Residential	DU	--	--	300.00	2,970	300.00	2,970
	6 Other	--	--	1,194	--	1,194	--	0
	SUB-TOTAL			1,194		4,164		2,970
448	1 SF Residential	DU	606.00	5,999	691.00	6,841	85.00	842
	SUB-TOTAL			5,999		6,841		842
449	1 SF Residential	DU	20.00	198	20.00	198	0.00	0
	SUB-TOTAL			198		198		0
450	1 SF Residential	DU	--	--	27.00	267	27.00	267
	SUB-TOTAL			--		267		267
451	1 SF Residential	DU	40.00	396	140.00	1,386	100.00	990
	5 Industrial Park	TSF	--	--	47.00	282	47.00	282
	SUB-TOTAL			396		1,668		1,272
452	1 SF Residential	DU	6.00	59	38.00	376	32.00	317
	SUB-TOTAL			59		376		317
453	1 SF Residential	DU	172.00	1,703	1,020.00	10,098	848.00	8,395
	3 Commercial Retail	TSF	--	--	16.00	593	16.00	593
	6 Other	--	--	711	--	1,088	--	377
	SUB-TOTAL			2,414		11,779		9,365
454	1 SF Residential	DU	116.00	1,148	650.00	6,435	534.00	5,287
	3 Commercial Retail	TSF	6.14	228	40.28	2,074	34.14	1,846
	6 Other	--	--	3,779	--	5,482	--	1,703
	SUB-TOTAL			5,155		13,991		8,836
455	1 SF Residential	DU	80.00	792	100.00	990	20.00	198
	SUB-TOTAL			792		990		198

Land Use and Trip Generation Comparison – 2004 and OVOV Buildout								
			Amount	**ADT**	**Amount**	**ADT**	**Amount**	**ADT**
1.	SF Residential	DU	48,251.00	471,153	81,395.00	795,563	33,144.00	324,410
2.	MF Residential	DU	24,387.00	191,023	67,679.00	514,809	43,292.00	323,786
3.	Commercial Retail	TSF	9,157.63	515,716	23,585.06	1,230,042	14,427.43	714,326
4.	Commercial Office	TSF	2,072.12	25,996	17,311.53	205,851	15,239.41	179,855
5.	Industrial Park	TSF	18,332.42	107,565	40,735.96	240,697	22,403.54	133,132
6.	Other	--	--	176,541	--	301,424	--	124,883
TOTAL				**1,487,994**		**3,288,386**		**1,800,392**

Land Use and Trip Generation Comparison – Current General Plan and OVOV Buildout								
			Amount	**ADT**	**Amount**	**ADT**	**Amount**	**ADT**
1	1 SF Residential	DU	567.00	5,613	567.00	5,613	0.00	0
	5 Industrial Park	TSF	--	--	275.00	1,650	275.00	1,650
	SUB-TOTAL			5,613		7,263		1,650
2	1 SF Residential	DU	535.00	5,297	535.00	5,297	0.00	0
	SUB-TOTAL			5,297		5,297		0
3	1 SF Residential	DU	3,753.00	37,155	3,313.00	32,799	-440.00	-4,356
	2 MF Residential	DU	648.00	5,184	1,288.00	9,600	640.00	4,416
	3 Commercial Retail	TSF	320.00	17,299	320.00	17,299	0.00	0
	5 Industrial Park	TSF	334.28	1,936	334.29	1,936	0.01	0
	6 Other	--	--	9,942	--	1,088	--	-8,854
	SUB-TOTAL			71,516		62,722		-8,794
4	5 Industrial Park	TSF	389.00	2,334	--	--	-389.00	-2,334
	SUB-TOTAL			2,334		--		-2,334
5	1 SF Residential	DU	651.00	6,445	229.00	2,267	-422.00	-4,178
	2 MF Residential	DU	100.00	800	--	--	-100.00	-800
	3 Commercial Retail	TSF	27.01	2,201	27.01	2,201	0.00	0
	6 Other	--	--	233		--	--	-233
	SUB-TOTAL			9,679		4,468		-5,211
6	1 SF Residential	DU	330.00	3,267	409.00	4,049	79.00	782
	2 MF Residential	DU	141.00	1,128	--	--	-141.00	-1,128
	SUB-TOTAL			4,395		4,049		-346
7	1 SF Residential	DU	714.00	7,069	722.00	7,148	8.00	79
	SUB-TOTAL			7,069		7,148		79
8	1 SF Residential	DU	70.00	693	97.00	960	27.00	267
	SUB-TOTAL			693		960		267
9	1 SF Residential	DU	166.00	1,643	320.00	3,168	154.00	1,525
	SUB-TOTAL			1,643		3,168		1,525
10	1 SF Residential	DU	12.00	119	12.00	119	0.00	0
	2 MF Residential	DU	184.00	1,472	184.00	1,472	0.00	0
	3 Commercial Retail	TSF	33.64	3,440	300.00	12,018	266.36	8,578
	SUB-TOTAL			5,031		13,609		8,578
11	1 SF Residential	DU	108.00	1,070	108.00	1,070	0.00	0
	2 MF Residential	DU	237.00	1,817	237.00	1,817	0.00	0
	3 Commercial Retail	TSF	62.97	5,589	62.97	5,589	0.00	0
	4 Commercial Office	TSF	1.23	14	1.23	14	0.00	0
	5 Industrial Park	TSF	41.82	251	41.82	251	0.00	0
	6 Other	--	--	5	--	5	--	0
	SUB-TOTAL			8,746		8,746		0

Land Use and Trip Generation Comparison – Current General Plan and OVOV Buildout								
			Amount	**ADT**	**Amount**	**ADT**	**Amount**	**ADT**
12	1 SF Residential	DU	252.00	2,495	252.00	2,495	0.00	0
	6 Other	--	--	996	--	996	--	0
	SUB-TOTAL			3,491		3,491		0
13	1 SF Residential	DU	641.00	6,346	641.00	6,346	0.00	0
	2 MF Residential	DU	54.00	432	54.00	432	0.00	0
	3 Commercial Retail	TSF	114.56	6,193	25.00	2,127	-89.56	-4,066
	4 Commercial Office	TSF	21.82	252	--	--	-21.82	-252
	5 Industrial Park	TSF	32.93	198	--	--	-32.93	-198
	SUB-TOTAL			13,421		8,905		-4,516
14	1 SF Residential	DU	291.00	2,881	117.00	1,158	-174.00	-1,723
	6 Other	--	--	1,194		--	--	-1,194
	SUB-TOTAL			4,075		1,158		-2,917
15	1 SF Residential	DU	294.00	2,911	370.00	3,663	76.00	752
	SUB-TOTAL			2,911		3,663		752
16	1 SF Residential	DU	14.00	139	291.00	2,881	277.00	2,742
	SUB-TOTAL			139		2,881		2,742
17	1 SF Residential	DU	248.00	2,455	380.00	3,762	132.00	1,307
	SUB-TOTAL			2,455		3,762		1,307
18	1 SF Residential	DU	474.00	4,354	568.00	5,285	94.00	931
	2 MF Residential	DU	109.00	872	109.00	872	0.00	0
	3 Commercial Retail	TSF	50.00	4,253	21.00	1,786	-29.00	-2,467
	6 Other	--	--	18	--	18	--	0
	SUB-TOTAL			9,497		7,961		-1,536
19	1 SF Residential	DU	1,577.00	15,612	1,577.00	15,612	0.00	0
	6 Other	--	--	4,392	--	4,022	--	-370
	SUB-TOTAL			20,004		19,634		-370
20	1 SF Residential	DU	245.00	2,426	245.00	2,426	0.00	0
	2 MF Residential	DU	136.00	1,088	136.00	1,088	0.00	0
	5 Industrial Park	TSF	174.00	1,044	174.00	1,044	0.00	0
	SUB-TOTAL			4,558		4,558		0
21	1 SF Residential	DU	655.00	6,485	655.00	6,485	0.00	0
	3 Commercial Retail	TSF	70.00	5,954	70.00	5,954	0.00	0
	SUB-TOTAL			12,439		12,439		0
22	1 SF Residential	DU	350.00	3,465	350.00	3,465	0.00	0
	SUB-TOTAL			3,465		3,465		0
23	1 SF Residential	DU	373.00	3,693	373.00	3,693	0.00	0
	SUB-TOTAL			3,693		3,693		0

Land Use and Trip Generation Comparison – Current General Plan and OVOV Buildout								
			Amount	**ADT**	**Amount**	**ADT**	**Amount**	**ADT**
24	1 SF Residential	DU	422.00	4,178	422.00	4,178	0.00	0
	SUB-TOTAL			4,178		4,178		0
25	6 Other	--	--	725	--	1,088	--	363
	SUB-TOTAL			725		1,088		363
26	3 Commercial Retail	TSF	72.90	2,702	72.90	2,702	0.00	0
	SUB-TOTAL			2,702		2,702		0
27	2 MF Residential	DU	256.00	1,766	256.00	1,766	0.00	0
	SUB-TOTAL			1,766		1,766		0
28	1 SF Residential	DU	1,077.00	10,662	1,077.00	10,662	0.00	0
	6 Other	--	--	725	--	1,088	--	363
	SUB-TOTAL			11,387		11,750		363
29	2 MF Residential	DU	115.00	794	--	--	-115.00	-794
	6 Other	--		--	--	52	--	52
	SUB-TOTAL			794		52		-742
30	2 MF Residential	DU	275.00	2,200	275.00	2,200	0.00	0
	SUB-TOTAL			2,200		2,200		0
31	1 SF Residential	DU	65.00	644	65.00	644	0.00	0
	2 MF Residential	DU	200.00	1,600	200.00	1,600	0.00	0
	6 Other	--	--	2,175	--	1,740	--	-435
	SUB-TOTAL			4,419		3,984		-435
32	2 MF Residential	DU	94.00	752	94.00	752	0.00	0
	SUB-TOTAL			752		752		0
33	3 Commercial Retail	TSF	61.00	5,189	61.00	5,189	0.00	0
	SUB-TOTAL			5,189		5,189		0
34	3 Commercial Retail	TSF	107.10	9,110	107.10	5,790	0.00	-3,320
	SUB-TOTAL			9,110		5,790		-3,320
35	1 SF Residential	DU	616.00	6,098	616.00	6,098	0.00	0
	2 MF Residential	DU	260.00	1,860	260.00	1,860	0.00	0
	SUB-TOTAL			7,958		7,958		0
36	1 SF Residential	DU	483.00	4,782	190.00	1,881	-293.00	-2,901
	2 MF Residential	DU	268.00	2,144	268.00	2,144	0.00	0
	SUB-TOTAL			6,926		4,025		-2,901
37	1 SF Residential	DU	212.00	2,099	212.00	2,099	0.00	0
	2 MF Residential	DU	128.00	1,024	128.00	1,024	0.00	0
	6 Other	--	--	186	--	186	--	0
	SUB-TOTAL			3,309		3,309		0

Land Use and Trip Generation Comparison – Current General Plan and OVOV Buildout								
			Amount	**ADT**	**Amount**	**ADT**	**Amount**	**ADT**
38	2 MF Residential	DU	331.00	2,399	331.00	2,399	0.00	0
	3 Commercial Retail	TSF	50.00	4,253	50.00	4,253	0.00	0
	SUB-TOTAL			6,652		6,652		0
39	3 Commercial Retail	TSF	150.40	8,131	150.40	8,131	0.00	0
	5 Industrial Park	TSF	4,000.00	24,000	4,000.00	24,000	0.00	0
	SUB-TOTAL			32,131		32,131		0
40	1 SF Residential	DU	45.00	445	--	--	-45.00	-445
	3 Commercial Retail	TSF	--	--	200.00	10,812	200.00	10,812
	4 Commercial Office	TSF	116.70	1,190	116.70	1,190	0.00	0
	6 Other	--	--	24	--	24	--	0
	SUB-TOTAL			1,659		12,026		10,367
41	4 Commercial Office	TSF	177.60	2,053	177.60	2,053	0.00	0
	5 Industrial Park	TSF	685.94	4,116	685.94	4,116	0.00	0
	SUB-TOTAL			6,169		6,169		0
42	4 Commercial Office	TSF	696.85	8,056	696.85	8,056	0.00	0
	SUB-TOTAL			8,056		8,056		0
43	3 Commercial Retail	TSF	27.00	1,001	27.00	1,001	0.00	0
	4 Commercial Office	TSF	100.75	1,165	100.75	1,165	0.00	0
	SUB-TOTAL			2,166		2,166		0
44	1 SF Residential	DU	445.00	4,406	445.00	4,406	0.00	0
	3 Commercial Retail	TSF	35.00	2,498	35.00	2,498	0.00	0
	6 Other	--	--	1,087	--	1,450	--	363
	SUB-TOTAL			7,991		8,354		363
45	4 Commercial Office	TSF	464.93	5,375	464.94	5,375	0.01	0
	5 Industrial Park	TSF	1,215.00	7,290	1,215.00	7,290	0.00	0
	SUB-TOTAL			12,665		12,665		0
46	3 Commercial Retail	TSF	77.00	2,854	77.00	2,854	0.00	0
	5 Industrial Park	TSF	445.80	2,675	445.80	2,675	0.00	0
	SUB-TOTAL			5,529		5,529		0
47	5 Industrial Park	TSF	4,254.10	25,525	4,254.10	25,525	0.00	0
	SUB-TOTAL			25,525		25,525		0
48	5 Industrial Park	TSF	720.00	4,320	720.00	4,320	0.00	0
	SUB-TOTAL			4,320		4,320		0
49	5 Industrial Park	TSF	764.30	4,586	764.30	4,586	0.00	0
	SUB-TOTAL			4,586		4,586		0

Land Use and Trip Generation Comparison – Current General Plan and OVOV Buildout								
			Amount	**ADT**	**Amount**	**ADT**	**Amount**	**ADT**
50	1 SF Residential	DU	133.00	1,317	350.00	3,465	217.00	2,148
	6 Other	--	--	2,000	--	2,000	--	0
	SUB-TOTAL			3,317		5,465		2,148
51	5 Industrial Park	TSF	1,221.36	7,328	1,221.36	7,328	0.00	0
	SUB-TOTAL			7,328		7,328		0
52	1 SF Residential	DU	1,015.00	10,049	100.00	990	-915.00	-9,059
	SUB-TOTAL			10,049		990		-9,059
53	1 SF Residential	DU	250.00	2,475	35.00	347	-215.00	-2,128
	SUB-TOTAL			2,475		347		-2,128
54	1 SF Residential	DU	62.00	614	62.00	614	0.00	0
	2 MF Residential	DU	589.00	4,712	589.00	4,712	0.00	0
	SUB-TOTAL			5,326		5,326		0
55	1 SF Residential	DU	164.00	1,624	164.00	1,624	0.00	0
	2 MF Residential	DU	922.00	7,376	922.00	7,376	0.00	0
	6 Other	--	--	15	--	15	--	0
	SUB-TOTAL			9,015		9,015		0
56	1 SF Residential	DU	19.00	188	19.00	188	0.00	0
	2 MF Residential	DU	23.00	184	23.00	184	0.00	0
	SUB-TOTAL			372		372		0
57	3 Commercial Retail	TSF	55.40	4,712	55.40	4,712	0.00	0
	4 Commercial Office	TSF	1,274.60	13,144	1,274.60	13,144	0.00	0
	SUB-TOTAL			17,856		17,856		0
58	5 Industrial Park	TSF	1,123.00	6,738	1,123.00	6,738	0.00	0
	SUB-TOTAL			6,738		6,738		0
59	5 Industrial Park	TSF	764.00	3,820	764.00	3,820	0.00	0
	SUB-TOTAL			3,820		3,820		0
60	3 Commercial Retail	TSF	34.80	1,290	34.80	1,290	0.00	0
	4 Commercial Office	TSF	27.20	314	27.20	314	0.00	0
	5 Industrial Park	TSF	160.50	963	160.50	963	0.00	0
	SUB-TOTAL			2,567		2,567		0
61	4 Commercial Office	TSF	48.80	564	48.80	564	0.00	0
	5 Industrial Park	TSF	825.65	4,954	825.65	4,954	0.00	0
	SUB-TOTAL			5,518		5,518		0
62	3 Commercial Retail	TSF	19.50	723	19.50	723	0.00	0
	5 Industrial Park	TSF	430.64	2,584	430.64	2,584	0.00	0
	SUB-TOTAL			3,307		3,307		0
63	5 Industrial Park	TSF	575.00	3,450	575.00	3,450	0.00	0

Land Use and Trip Generation Comparison – Current General Plan and OVOV Buildout								
			Amount	ADT	Amount	ADT	Amount	ADT
	6 Other	--		--	--	2,444	--	2,444
	SUB-TOTAL			3,450		5,894		2,444
64	5 Industrial Park	TSF	3,161.48	18,969	3,161.48	18,969	0.00	0
	SUB-TOTAL			18,969		18,969		0
65	3 Commercial Retail	TSF	155.00	6,209	155.00	8,379	0.00	2,170
	5 Industrial Park	TSF	329.00	1,974	329.00	1,974	0.00	0
	SUB-TOTAL			8,183		10,353		2,170
66	3 Commercial Retail	TSF	170.45	6,828	170.45	9,215	0.00	2,387
	5 Industrial Park	TSF	329.00	1,974	329.00	1,974	0.00	0
	SUB-TOTAL			8,802		11,189		2,387
67	1 SF Residential	DU	163.00	1,614	163.00	1,614	0.00	0
	2 MF Residential	DU	90.00	720	90.00	720	0.00	0
	SUB-TOTAL			2,334		2,334		0
68	2 MF Residential	DU	208.00	1,435	208.00	1,435	0.00	0
	SUB-TOTAL			1,435		1,435		0
69	1 SF Residential	DU	76.00	752	76.00	752	0.00	0
	SUB-TOTAL			752		752		0
70	3 Commercial Retail	TSF	147.00	7,947	147.00	7,947	0.00	0
	5 Industrial Park	TSF	604.00	3,557	604.00	3,557	0.00	0
	6 Other	--	--	3,518	--	3,518	--	0
	SUB-TOTAL			15,022		15,022		0
71	6 Other	--	--	4,475	--	4,475	--	0
	SUB-TOTAL			4,475		4,475		0
72	3 Commercial Retail	TSF	60.00	2,224	60.00	2,224	0.00	0
	6 Other	--	--	508	--	508	--	0
	SUB-TOTAL			2,732		2,732		0
74	1 SF Residential	DU	153.00	1,515	153.00	1,515	0.00	0
	2 MF Residential	DU	147.00	1,176	147.00	1,176	0.00	0
	SUB-TOTAL			2,691		2,691		0
75	2 MF Residential	DU	149.00	1,192	149.00	1,192	0.00	0
	6 Other	--	--	9	--	46	--	37
	SUB-TOTAL			1,201		1,238		37
76	2 MF Residential	DU	188.00	1,297	188.00	1,297	0.00	0
	3 Commercial Retail	TSF	11.00	936	11.00	936	0.00	0
	SUB-TOTAL			2,233		2,233		0
78	5 Industrial Park	TSF	1,776.00	10,656	1,776.00	10,656	0.00	0
	SUB-TOTAL			10,656		10,656		0

Land Use and Trip Generation Comparison – Current General Plan and OVOV Buildout								
			Amount	**ADT**	**Amount**	**ADT**	**Amount**	**ADT**
79	5 Industrial Park	TSF	685.00	4,110	685.00	4,110	0.00	0
	SUB-TOTAL			4,110		4,110		0
80	5 Industrial Park	TSF	880.00	5,280	880.00	5,280	0.00	0
	SUB-TOTAL			5,280		5,280		0
81	5 Industrial Park	TSF	711.00	4,266	711.00	4,266	0.00	0
	SUB-TOTAL			4,266		4,266		0
82	5 Industrial Park	TSF	1,007.55	6,045	1,007.55	6,045	0.00	0
	SUB-TOTAL			6,045		6,045		0
83	5 Industrial Park	TSF	876.00	5,256	876.00	5,256	0.00	0
	SUB-TOTAL			5,256		5,256		0
84	5 Industrial Park	TSF	333.00	1,998	333.00	1,998	0.00	0
	SUB-TOTAL			1,998		1,998		0
86	1 SF Residential	DU	346.00	3,425	--	--	-346.00	-3,425
	3 Commercial Retail	TSF	82.76	8,257	82.76	8,196	0.00	-61
	6 Other	--	--	296	--	296	--	0
	SUB-TOTAL			11,978		8,492		-3,486
87	5 Industrial Park	TSF	1,274.13	7,645	--	--	-1,274.13	-7,645
	SUB-TOTAL			7,645		--		-7,645
89	6 Other	--	--	3,000	--	3,000	--	0
	SUB-TOTAL			3,000		3,000		0
90	2 MF Residential	DU	360.00	2,880	360.00	2,880	0.00	0
	3 Commercial Retail	TSF	1,305.35	57,648	1,305.35	57,648	0.00	0
	5 Industrial Park	TSF	163.88	983	163.88	983	0.00	0
	SUB-TOTAL			61,511		61,511		0
91	3 Commercial Retail	TSF	247.38	13,373	247.38	13,373	0.00	0
	SUB-TOTAL			13,373		13,373		0
92	2 MF Residential	DU	1,333.00	10,664	1,333.00	10,664	0.00	0
	3 Commercial Retail	TSF	618.00	24,757	618.00	24,757	0.00	0
	4 Commercial Office	TSF	629.00	7,271	629.00	7,271	0.00	0
	6 Other	--	--	2,469	--	2,469	--	0
	SUB-TOTAL			45,161		45,161		0
93	3 Commercial Retail	TSF	20.00	741	20.00	741	0.00	0
	6 Other	--	--	1,391	--	1,391	--	0
	SUB-TOTAL			2,132		2,132		0
94	6 Other	--	--	24,000	--	24,000	--	0
	SUB-TOTAL			24,000		24,000		0

Land Use and Trip Generation Comparison – Current General Plan and OVOV Buildout								
			Amount	**ADT**	**Amount**	**ADT**	**Amount**	**ADT**
96	1 SF Residential	DU	123.00	1,218	123.00	1,218	0.00	0
	2 MF Residential	DU	881.00	7,048	881.00	7,048	0.00	0
	SUB-TOTAL			8,266		8,266		0
97	6 Other	--	--	2,620	--	2,620	--	0
	SUB-TOTAL			2,620		2,620		0
98	3 Commercial Retail	TSF	6.20	527	6.20	527	0.00	0
	4 Commercial Office	TSF	691.50	7,053	691.50	7,053	0.00	0
	SUB-TOTAL			7,580		7,580		0
99	2 MF Residential	DU	470.00	3,760	470.00	3,760	0.00	0
	6 Other	--	--	53	--	53	--	0
	SUB-TOTAL			3,813		3,813		0
100	3 Commercial Retail	TSF	23.00	1,956	23.00	1,956	0.00	0
	4 Commercial Office	TSF	220.00	2,543	220.00	2,543	0.00	0
	SUB-TOTAL			4,499		4,499		0
101	3 Commercial Retail	TSF	491.60	19,693	491.60	19,693	0.00	0
	SUB-TOTAL			19,693		19,693		0
102	1 SF Residential	DU	38.00	376	38.00	376	0.00	0
	2 MF Residential	DU	460.00	3,510	460.00	3,510	0.00	0
	3 Commercial Retail	TSF	10.50	893	10.50	893	0.00	0
	4 Commercial Office	TSF	9.50	110	9.50	110	0.00	0
	SUB-TOTAL			4,889		4,889		0
103	1 SF Residential	DU	95.00	940	95.00	940	0.00	0
	2 MF Residential	DU	169.00	1,352	169.00	1,352	0.00	0
	3 Commercial Retail	TSF	48.00	3,627	48.00	3,627	0.00	0
	6 Other	--	--	1,130	--	1,130	--	0
	SUB-TOTAL			7,049		7,049		0
104	1 SF Residential	DU	175.00	1,732	175.00	1,732	0.00	0
	2 MF Residential	DU	363.00	2,737	363.00	2,737	0.00	0
	3 Commercial Retail	TSF	252.00	13,623	252.00	13,623	0.00	0
	4 Commercial Office	TSF	370.00	4,277	370.00	4,277	0.00	0
	SUB-TOTAL			22,369		22,369		0
105	2 MF Residential	DU	144.00	994	144.00	994	0.00	0
	3 Commercial Retail	TSF	27.10	2,305	27.10	2,305	0.00	0
	4 Commercial Office	TSF	315.90	3,652	315.90	3,652	0.00	0
	SUB-TOTAL			6,951		6,951		0
106	2 MF Residential	DU	520.00	3,588	520.00	3,588	0.00	0
	SUB-TOTAL			3,588		3,588		0
107	1 SF Residential	DU	461.00	4,564	461.00	4,564	0.00	0

Land Use and Trip Generation Comparison – Current General Plan and OVOV Buildout								
			Amount	**ADT**	**Amount**	**ADT**	**Amount**	**ADT**
	2 MF Residential	DU	326.00	2,608	326.00	2,608	0.00	0
	6 Other	--	--	6,089	--	6,268	--	179
	SUB-TOTAL			13,261		13,440		179
108	2 MF Residential	DU	2,189.00	17,512	2,189.00	17,512	0.00	0
	6 Other	--	--	1,328	--	1,111	--	-217
	SUB-TOTAL			18,840		18,623		-217
109	1 SF Residential	DU	38.00	376	38.00	376	0.00	0
	SUB-TOTAL			376		376		0
110	1 SF Residential	DU	184.00	1,822	184.00	1,822	0.00	0
	2 MF Residential	DU	548.00	4,384	548.00	4,384	0.00	0
	6 Other	--	--	1,329	--	1,112	--	-217
	SUB-TOTAL			7,535		7,318		-217
111	6 Other	--	--	238	--	238	--	0
	SUB-TOTAL			238		238		0
112	1 SF Residential	DU	246.00	2,435	246.00	2,435	0.00	0
	6 Other	--	--	1,433	--	1,433	--	0
	SUB-TOTAL			3,868		3,868		0
113	2 MF Residential	DU	354.00	2,832	354.00	2,832	0.00	0
	SUB-TOTAL			2,832		2,832		0
114	2 MF Residential	DU	560.00	4,480	560.00	4,480	0.00	0
	SUB-TOTAL			4,480		4,480		0
115	1 SF Residential	DU	603.00	5,970	603.00	5,970	0.00	0
	SUB-TOTAL			5,970		5,970		0
116	2 MF Residential	DU	1,262.00	10,096	1,262.00	10,096	0.00	0
	3 Commercial Retail	TSF	628.50	25,178	628.50	25,178	0.00	0
	SUB-TOTAL			35,274		35,274		0
117	2 MF Residential	DU	1,261.00	10,088	1,261.00	10,088	0.00	0
	3 Commercial Retail	TSF	628.50	25,178	628.50	25,178	0.00	0
	SUB-TOTAL			35,266		35,266		0
118	2 MF Residential	DU	161.00	1,288	161.00	1,288	0.00	0
	SUB-TOTAL			1,288		1,288		0
119	2 MF Residential	DU	1,679.00	11,585	1,679.00	11,585	0.00	0
	SUB-TOTAL			11,585		11,585		0
120	2 MF Residential	DU	2,425.00	19,400	2,425.00	19,400	0.00	0
	3 Commercial Retail	TSF	283.30	15,043	283.30	15,043	0.00	0
	4 Commercial Office	TSF	75.00	867	75.00	867	0.00	0
	6 Other	--	--	1,327	--	1,110	--	-217

Land Use and Trip Generation Comparison – Current General Plan and OVOV Buildout								
			Amount	**ADT**	**Amount**	**ADT**	**Amount**	**ADT**
	SUB-TOTAL			36,637		36,420		-217
121	1 SF Residential	DU	168.00	1,663	168.00	1,663	0.00	0
	2 MF Residential	DU	418.00	3,344	418.00	3,344	0.00	0
	SUB-TOTAL			5,007		5,007		0
122	2 MF Residential	DU	176.00	1,408	176.00	1,408	0.00	0
	SUB-TOTAL			1,408		1,408		0
123	1 SF Residential	DU	452.00	4,475	452.00	4,475	0.00	0
	2 MF Residential	DU	272.00	2,176	272.00	2,176	0.00	0
	3 Commercial Retail	TSF	17.20	637	17.20	637	0.00	0
	SUB-TOTAL			7,288		7,288		0
124	2 MF Residential	DU	1,343.00	4,983	1,343.00	4,983	0.00	0
	SUB-TOTAL			4,983		4,983		0
125	6 Other	--	--	6,036	--	6,215	--	179
	SUB-TOTAL			6,036		6,215		179
126	3 Commercial Retail	TSF	150.00	8,109	150.00	8,109	0.00	0
	4 Commercial Office	TSF	336.00	3,884	336.00	3,884	0.00	0
	SUB-TOTAL			11,993		11,993		0
127	2 MF Residential	DU	888.00	7,104	888.00	7,104	0.00	0
	SUB-TOTAL			7,104		7,104		0
128	1 SF Residential	DU	450.00	4,455	450.00	4,455	0.00	0
	SUB-TOTAL			4,455		4,455		0
129	1 SF Residential	DU	177.00	1,752	177.00	1,752	0.00	0
	SUB-TOTAL			1,752		1,752		0
130	1 SF Residential	DU	708.00	7,009	708.00	7,009	0.00	0
	SUB-TOTAL			7,009		7,009		0
131	1 SF Residential	DU	14.00	139	14.00	139	0.00	0
	2 MF Residential	DU	1,273.00	10,184	1,273.00	10,184	0.00	0
	6 Other	--	--	249	--	249	--	0
	SUB-TOTAL			10,572		10,572		0
132	1 SF Residential	DU	436.00	4,316	436.00	4,316	0.00	0
	6 Other	--	--	1,347	--	1,130	--	-217
	SUB-TOTAL			5,663		5,446		-217
133	3 Commercial Retail	TSF	27.00	1,460	27.00	1,460	0.00	0
	SUB-TOTAL			1,460		1,460		0
134	1 SF Residential	DU	482.00	4,772	482.00	4,772	0.00	0
	SUB-TOTAL			4,772		4,772		0

Land Use and Trip Generation Comparison – Current General Plan and OVOV Buildout								
			Amount	**ADT**	**Amount**	**ADT**	**Amount**	**ADT**
135	1 SF Residential	DU	174.00	1,723	174.00	1,723	0.00	0
	2 MF Residential	DU	172.00	1,376	172.00	1,376	0.00	0
	6 Other	--	--	1,656	--	1,656	--	0
	SUB-TOTAL			4,755		4,755		0
137	4 Commercial Office	TSF	72.00	832	72.00	832	0.00	0
	SUB-TOTAL			832		832		0
138	3 Commercial Retail	TSF	120.00	6,487	120.00	6,487	0.00	0
	SUB-TOTAL			6,487		6,487		0
139	2 MF Residential	DU	474.00	3,271	474.00	3,271	0.00	0
	SUB-TOTAL			3,271		3,271		0
140	1 SF Residential	DU	428.00	4,237	428.00	4,237	0.00	0
	2 MF Residential	DU	1,266.00	10,128	1,266.00	10,128	0.00	0
	3 Commercial Retail	TSF	20.00	1,701	20.00	1,701	0.00	0
	4 Commercial Office	TSF	31.00	358	31.00	358	0.00	0
	6 Other	--	--	593	--	593	--	0
	SUB-TOTAL			17,017		17,017		0
141	3 Commercial Retail	TSF	30.40	7,657	30.40	7,657	0.00	0
	4 Commercial Office	TSF	--	--	50.00	578	50.00	578
	SUB-TOTAL			7,657		8,235		578
142	2 MF Residential	DU	670.00	5,360	670.00	5,360	0.00	0
	SUB-TOTAL			5,360		5,360		0
143	1 SF Residential	DU	578.00	5,722	578.00	5,722	0.00	0
	2 MF Residential	DU	160.00	1,280	160.00	1,280	0.00	0
	6 Other	--	--	1,251	--	2,846	--	1,595
	SUB-TOTAL			8,253		9,848		1,595
144	1 SF Residential	DU	6.00	59	6.00	59	0.00	0
	SUB-TOTAL			59		59		0
145	3 Commercial Retail	TSF	874.22	40,255	874.22	40,255	0.00	0
	5 Industrial Park	TSF	74.50	380	74.50	380	0.00	0
	SUB-TOTAL			40,635		40,635		0

Land Use and Trip Generation Comparison – Current General Plan and OVOV Buildout								
			Amount	**ADT**	**Amount**	**ADT**	**Amount**	**ADT**
146	1 SF Residential	DU	314.00	3,109	314.00	3,109	0.00	0
	2 MF Residential	DU	296.00	2,368	296.00	2,368	0.00	0
	SUB-TOTAL			5,477		5,477		0
147	1 SF Residential	DU	140.00	1,386	140.00	1,386	0.00	0
	2 MF Residential	DU	667.00	4,712	667.00	4,712	0.00	0
	6 Other	--	--	1,246	--	1,101	--	-145
	SUB-TOTAL			7,344		7,199		-145
148	3 Commercial Retail	TSF	196.58	13,426	196.58	13,426	0.00	0
	SUB-TOTAL			13,426		13,426		0
149	1 SF Residential	DU	535.00	5,297	535.00	5,297	0.00	0
	2 MF Residential	DU	500.00	4,000	500.00	4,000	0.00	0
	3 Commercial Retail	TSF	34.85	2,964	34.85	2,964	0.00	0
	SUB-TOTAL			12,261		12,261		0
150	1 SF Residential	DU	114.00	1,129	114.00	1,129	0.00	0
	SUB-TOTAL			1,129		1,129		0
151	1 SF Residential	DU	71.00	703	71.00	703	0.00	0
	SUB-TOTAL			703		703		0
152	1 SF Residential	DU	279.00	2,762	892.00	8,831	613.00	6,069
	6 Other	--	--	47	--	47	--	0
	SUB-TOTAL			2,809		8,878		6,069
153	1 SF Residential	DU	424.00	4,198	424.00	4,198	0.00	0
	SUB-TOTAL			4,198		4,198		0
158	1 SF Residential	DU	100.00	990	--	--	-100.00	-990
	SUB-TOTAL			990		--		-990
159	1 SF Residential	DU	4.00	40	4.00	40	0.00	0
	5 Industrial Park	TSF	--	--	16.00	80	16.00	80
	6 Other	--		--	--	233	--	233
	SUB-TOTAL			40		353		313
160	1 SF Residential	DU	95.00	940	95.00	940	0.00	0
	2 MF Residential	DU	95.00	352	95.00	352	0.00	0
	SUB-TOTAL			1,292		1,292		0
161	1 SF Residential	DU	667.00	6,603	640.00	6,336	-27.00	-267
	2 MF Residential	DU	650.00	5,200	650.00	5,200	0.00	0
	3 Commercial Retail	TSF	151.82	18,358	151.82	18,358	0.00	0
	4 Commercial Office	TSF	282.41	3,265	282.41	3,265	0.00	0
	6 Other	--	--	7,903	--	2,329	--	-5,574
	SUB-TOTAL			41,329		35,488		-5,841
162	1 SF Residential	DU	248.00	2,455	335.00	3,055	87.00	600

Land Use and Trip Generation Comparison – Current General Plan and OVOV Buildout								
			Amount	**ADT**	**Amount**	**ADT**	**Amount**	**ADT**
	3 Commercial Retail	TSF	102.42	5,537	102.42	5,537	0.00	0
	5 Industrial Park	TSF	240.00	1,440	240.00	1,440	0.00	0
	SUB-TOTAL			9,432		10,032		600
163	5 Industrial Park	TSF	2,567.08	15,402	1,000.00	6,000	-1,567.08	-9,402
	SUB-TOTAL			15,402		6,000		-9,402
164	1 SF Residential	DU	204.00	2,020	204.00	2,020	0.00	0
	2 MF Residential	DU	--	--	86.00	319	86.00	319
	5 Industrial Park	TSF	--	--	30.00	180	30.00	180
	6 Other	--	--	1,154	--	73	--	-1,081
	SUB-TOTAL			3,174		2,592		-582
165	1 SF Residential	DU	86.00	851	86.00	851	0.00	0
	2 MF Residential	DU	80.00	640	287.00	2,296	207.00	1,656
	3 Commercial Retail	TSF	151.78	9,310	127.83	6,188	-23.95	-3,122
	4 Commercial Office	TSF	13.81	160	13.81	160	0.00	0
	5 Industrial Park	TSF	1,893.36	11,358	3,402.47	20,413	1,509.11	9,055
	6 Other	--	--	414	--	414	--	0
	SUB-TOTAL			22,733		30,322		7,589
166	1 SF Residential	DU	431.00	4,267	431.00	4,267	0.00	0
	2 MF Residential	DU	292.00	2,336	462.00	3,696	170.00	1,360
	3 Commercial Retail	TSF	74.36	5,495	74.36	7,082	0.00	1,587
	4 Commercial Office	TSF	30.10	348	30.10	348	0.00	0
	5 Industrial Park	TSF	11.00	56	11.00	56	0.00	0
	6 Other	--	--	648	--	242	--	-406
	SUB-TOTAL			13,150		15,691		2,541
167	1 SF Residential	DU	327.00	3,237	196.00	1,940	-131.00	-1,297
	SUB-TOTAL			3,237		1,940		-1,297
168	1 SF Residential	DU	247.00	2,445	247.00	2,445	0.00	0
	SUB-TOTAL			2,445		2,445		0
169	1 SF Residential	DU	127.00	1,257	127.00	1,257	0.00	0
	2 MF Residential	DU	94.00	752	94.00	752	0.00	0
	3 Commercial Retail	TSF	200.00	8,012	300.00	12,018	100.00	4,006
	4 Commercial Office	TSF	--	--	20.00	684	20.00	684
	6 Other	--		--	--	152	--	152
	SUB-TOTAL			10,021		14,863		4,842
170	1 SF Residential	DU	163.00	1,614	60.00	594	-103.00	-1,020
	SUB-TOTAL			1,614		594		-1,020
171	1 SF Residential	DU	32.00	317	60.00	594	28.00	277
	6 Other	--	--	979	--	1,088	--	109
	SUB-TOTAL			1,296		1,682		386
172	1 SF Residential	DU	185.00	1,831	185.00	1,831	0.00	0

Land Use and Trip Generation Comparison – Current General Plan and OVOV Buildout								
			Amount	**ADT**	**Amount**	**ADT**	**Amount**	**ADT**
	SUB-TOTAL			1,831		1,831		0
173	1 SF Residential	DU	386.00	3,821	386.00	3,821	0.00	0
	SUB-TOTAL			3,821		3,821		0
174	2 MF Residential	DU	--	--	400.00	2,342	400.00	2,342
	3 Commercial Retail	TSF	337.20	18,229	350.00	18,535	12.80	306
	4 Commercial Office	TSF	--	--	350.00	4,046	350.00	4,046
	6 Other	--		--	--	2,469	--	2,469
	SUB-TOTAL			18,229		27,392		9,163
175	1 SF Residential	DU	162.00	1,604	380.00	3,108	218.00	1,504
	2 MF Residential	DU	160.00	1,280	210.00	1,625	50.00	345
	3 Commercial Retail	TSF	98.01	5,298	98.01	5,298	0.00	0
	6 Other	--	--	1,367	--	1,295	--	-72
	SUB-TOTAL			9,549		11,326		1,777
176	1 SF Residential	DU	762.00	7,544	762.00	7,544	0.00	0
	2 MF Residential	DU	135.00	1,080	270.00	2,012	135.00	932
	3 Commercial Retail	TSF	337.59	13,100	337.59	13,100	0.00	0
	6 Other	--		--	--	326	--	326
	SUB-TOTAL			21,724		22,982		1,258
177	1 SF Residential	DU	542.00	5,366	477.00	4,722	-65.00	-644
	2 MF Residential	DU	264.00	2,112	264.00	2,112	0.00	0
	3 Commercial Retail	TSF	97.57	5,275	97.57	5,275	0.00	0
	6 Other	--	--	776	--	1,264	--	488
	SUB-TOTAL			13,529		13,373		-156
178	1 SF Residential	DU	333.00	3,297	333.00	3,297	0.00	0
	3 Commercial Retail	TSF	28.31	1,419	28.31	1,419	0.00	0
	4 Commercial Office	TSF	50.81	587	50.81	587	0.00	0
	6 Other	--		--	--	102	--	102
	SUB-TOTAL			5,303		5,405		102
179	1 SF Residential	DU	167.00	1,653	167.00	1,653	0.00	0
	2 MF Residential	DU	--	--	209.00	775	209.00	775
	3 Commercial Retail	TSF	46.25	2,130	28.78	4,280	-17.47	2,150
	4 Commercial Office	TSF	24.83	849	52.00	1,778	27.17	929
	6 Other	--	--	207	--	207	--	0
	SUB-TOTAL			4,839		8,693		3,854
180	1 SF Residential	DU	428.00	4,237	428.00	4,237	0.00	0
	6 Other	--		--	--	653	--	653
	SUB-TOTAL			4,237		4,890		653

Land Use and Trip Generation Comparison – Current General Plan and OVOV Buildout								
			Amount	**ADT**	**Amount**	**ADT**	**Amount**	**ADT**
181	1 SF Residential	DU	282.00	2,792	282.00	2,792	0.00	0
	6 Other	--	--	1,124	--	1,088	--	-36
	SUB-TOTAL			3,916		3,880		-36
182	1 SF Residential	DU	514.00	4,374	276.00	2,732	-238.00	-1,642
	2 MF Residential	DU	229.00	1,832	238.00	1,904	9.00	72
	3 Commercial Retail	TSF	76.23	4,121	96.23	5,202	20.00	1,081
	6 Other	--	--	280	--	280	--	0
	SUB-TOTAL			10,607		10,118		-489
183	2 MF Residential	DU	634.00	5,072	634.00	5,072	0.00	0
	3 Commercial Retail	TSF	3.50	298	3.50	298	0.00	0
	6 Other	--	--	5,838	--	6,956	--	1,118
	SUB-TOTAL			11,208		12,326		1,118
184	4 Commercial Office	TSF	250.00	2,890	100.00	1,156	-150.00	-1,734
	6 Other	--		--	--	528	--	528
	SUB-TOTAL			2,890		1,684		-1,206
185	1 SF Residential	DU	344.00	3,406	344.00	3,406	0.00	0
	SUB-TOTAL			3,406		3,406		0
186	1 SF Residential	DU	150.00	1,485	150.00	1,485	0.00	0
	4 Commercial Office	TSF	308.90	10,564	402.00	13,748	93.10	3,184
	6 Other	--	--	4,244	--	5,720	--	1,476
	SUB-TOTAL			16,293		20,953		4,660
187	1 SF Residential	DU	111.00	1,099	111.00	1,099	0.00	0
	2 MF Residential	DU	307.00	2,456	426.00	2,897	119.00	441
	6 Other	--	--	554	--	36	--	-518
	SUB-TOTAL			4,109		4,032		-77
188	1 SF Residential	DU	72.00	713	72.00	713	0.00	0
	2 MF Residential	DU	216.00	1,728	216.00	1,728	0.00	0
	SUB-TOTAL			2,441		2,441		0
189	3 Commercial Retail	TSF	--	--	3.00	255	3.00	255
	4 Commercial Office	TSF	28.44	329	--	--	-28.44	-329
	6 Other	--	--	30,800	--	30,800	--	0
	SUB-TOTAL			31,129		31,055		-74
190	1 SF Residential	DU	171.00	1,693	171.00	1,693	0.00	0
	SUB-TOTAL			1,693		1,693		0
191	4 Commercial Office	TSF	78.56	2,687	78.56	2,687	0.00	0
	SUB-TOTAL			2,687		2,687		0

Land Use and Trip Generation Comparison – Current General Plan and OVOV Buildout								
			Amount	**ADT**	**Amount**	**ADT**	**Amount**	**ADT**
192	1 SF Residential	DU	164.00	1,624	164.00	1,624	0.00	0
	2 MF Residential	DU	660.00	5,280	660.00	5,280	0.00	0
	6 Other	--		--	--	520	--	520
	SUB-TOTAL			6,904		7,424		520
193	4 Commercial Office	TSF	250.00	2,550	250.00	2,550	0.00	0
	SUB-TOTAL			2,550		2,550		0
194	6 Other	--	--	796	--	796	--	0
	SUB-TOTAL			796		796		0
195	1 SF Residential	DU	76.00	752	--	--	-76.00	-752
	2 MF Residential	DU	--	--	76.00	608	76.00	608
	SUB-TOTAL			752		608		-144
196	2 MF Residential	DU	--	--	10.00	80	10.00	80
	3 Commercial Retail	TSF	16.00	593	2.50	93	-13.50	-500
	4 Commercial Office	TSF	--	--	34.55	399	34.55	399
	6 Other	--		--	--	1,646	--	1,646
	SUB-TOTAL			593		2,218		1,625
197	3 Commercial Retail	TSF	--	--	13.00	1,106	13.00	1,106
	4 Commercial Office	TSF	400.00	4,080	400.00	4,080	0.00	0
	SUB-TOTAL			4,080		5,186		1,106
198	1 SF Residential	DU	331.00	3,277	331.00	3,277	0.00	0
	SUB-TOTAL			3,277		3,277		0
199	3 Commercial Retail	TSF	5.00	652	5.00	652	0.00	0
	6 Other	--	--	1,951	--	1,951	--	0
	SUB-TOTAL			2,603		2,603		0
200	4 Commercial Office	TSF	578.00	5,896	578.00	5,896	0.00	0
	SUB-TOTAL			5,896		5,896		0
201	4 Commercial Office	TSF	250.00	2,550	160.00	1,632	-90.00	-918
	SUB-TOTAL			2,550		1,632		-918
202	2 MF Residential	DU	560.00	3,864	560.00	3,864	0.00	0
	3 Commercial Retail	TSF	22.00	815	22.00	815	0.00	0
	4 Commercial Office	TSF	13.00	150	13.00	150	0.00	0
	6 Other	--	--	4,218	--	4,218	--	0
	SUB-TOTAL			9,047		9,047		0
203	2 MF Residential	DU	--	--	450.00	3,105	450.00	3,105
	3 Commercial Retail	TSF	1,504.00	60,250	2,000.00	80,120	496.00	19,870
	4 Commercial Office	TSF	125.00	1,445	125.00	1,445	0.00	0
	SUB-TOTAL			61,695		84,670		22,975
204	3 Commercial Retail	TSF	62.00	2,298	62.00	2,298	0.00	0

Land Use and Trip Generation Comparison – Current General Plan and OVOV Buildout								
			Amount	**ADT**	**Amount**	**ADT**	**Amount**	**ADT**
	4 Commercial Office	TSF	400.00	4,624	400.00	4,624	0.00	0
	6 Other	--	--	5,808	--	5,808	--	0
	SUB-TOTAL			12,730		12,730		0
205	3 Commercial Retail	TSF	47.30	2,557	100.00	5,406	52.70	2,849
	4 Commercial Office	TSF	198.89	2,299	850.00	9,826	651.11	7,527
	6 Other	--	--	1,700	--	3,399	--	1,699
	SUB-TOTAL			6,556		18,631		12,075
206	3 Commercial Retail	TSF	187.61	11,782	187.61	11,782	0.00	0
	SUB-TOTAL			11,782		11,782		0
207	3 Commercial Retail	TSF	--	--	6.00	782	6.00	782
	4 Commercial Office	TSF	230.00	2,659	350.00	4,046	120.00	1,387
	SUB-TOTAL			2,659		4,828		2,169
208	2 MF Residential	DU	234.00	1,872	234.00	1,872	0.00	0
	SUB-TOTAL			1,872		1,872		0
209	1 SF Residential	DU	414.00	4,099	414.00	4,099	0.00	0
	2 MF Residential	DU	352.00	2,816	352.00	2,816	0.00	0
	6 Other	--	--	1,160	--	1,088	--	-72
	SUB-TOTAL			8,075		8,003		-72
210	1 SF Residential	DU	205.00	2,029	205.00	2,029	0.00	0
	2 MF Residential	DU	208.00	1,664	208.00	1,664	0.00	0
	3 Commercial Retail	TSF	148.10	8,006	148.10	8,006	0.00	0
	SUB-TOTAL			11,699		11,699		0
211	1 SF Residential	DU	167.00	1,653	167.00	1,653	0.00	0
	SUB-TOTAL			1,653		1,653		0
212	1 SF Residential	DU	252.00	2,495	252.00	2,495	0.00	0
	2 MF Residential	DU	272.00	2,176	272.00	2,176	0.00	0
	6 Other	--	--	179	--	179	--	0
	SUB-TOTAL			4,850		4,850		0
213	1 SF Residential	DU	275.00	2,723	275.00	2,723	0.00	0
	6 Other	--	--	233	--	233	--	0
	SUB-TOTAL			2,956		2,956		0
214	1 SF Residential	DU	--	--	49.00	485	49.00	485
	2 MF Residential	DU	307.00	2,118	181.00	1,330	-126.00	-788
	6 Other	--		--	--	74	--	74
	SUB-TOTAL			2,118		1,889		-229

Land Use and Trip Generation Comparison – Current General Plan and OVOV Buildout								
			Amount	**ADT**	**Amount**	**ADT**	**Amount**	**ADT**
215	1 SF Residential	DU	105.00	1,040	80.00	792	-25.00	-248
	2 MF Residential	DU	52.00	416	52.00	416	0.00	0
	3 Commercial Retail	TSF	143.56	7,020	143.56	7,020	0.00	0
	6 Other	--	--	5,822	--	6,027	--	205
	SUB-TOTAL			14,298		14,255		-43
216	1 SF Residential	DU	22.00	218	22.00	218	0.00	0
	2 MF Residential	DU	378.00	3,024	448.00	3,507	70.00	483
	3 Commercial Retail	TSF	204.96	11,080	204.96	11,080	0.00	0
	4 Commercial Office	TSF	65.45	757	65.45	757	0.00	0
	SUB-TOTAL			15,079		15,562		483
217	1 SF Residential	DU	202.00	2,000	202.00	2,000	0.00	0
	2 MF Residential	DU	316.00	2,528	386.00	3,011	70.00	483
	3 Commercial Retail	TSF	110.75	5,222	110.75	5,222	0.00	0
	4 Commercial Office	TSF	22.44	259	22.44	259	0.00	0
	5 Industrial Park	TSF	22.44	135	22.44	135	0.00	0
	6 Other	--	--	82		--	--	-82
	SUB-TOTAL			10,226		10,627		401
218	1 SF Residential	DU	511.00	4,606	511.00	4,606	0.00	0
	2 MF Residential	DU	641.00	5,128	810.00	6,414	169.00	1,286
	3 Commercial Retail	TSF	557.87	24,488	557.87	24,488	0.00	0
	6 Other	--	--	88	--	1,176	--	1,088
	SUB-TOTAL			34,310		36,684		2,374
219	1 SF Residential	DU	230.00	2,277	20.00	198	-210.00	-2,079
	2 MF Residential	DU	--	--	250.00	2,000	250.00	2,000
	4 Commercial Office	TSF	--	--	100.00	1,020	100.00	1,020
	SUB-TOTAL			2,277		3,218		941
220	1 SF Residential	DU	8.00	79	8.00	79	0.00	0
	4 Commercial Office	TSF	--	--	100.00	1,020	100.00	1,020
	6 Other	--	--	1,348	--	1,348	--	0
	SUB-TOTAL			1,427		2,447		1,020
221	1 SF Residential	DU	438.00	4,246	380.00	3,672	-58.00	-574
	2 MF Residential	DU	6.00	48	6.00	48	0.00	0
	4 Commercial Office	TSF	--	--	50.00	510	50.00	510
	5 Industrial Park	TSF	144.40	866	144.40	866	0.00	0
	6 Other	--	--	1,417	--	1,417	--	0
	SUB-TOTAL			6,577		6,513		-64
222	1 SF Residential	DU	105.00	1,040	55.00	545	-50.00	-495
	2 MF Residential	DU	112.00	896	--	--	-112.00	-896
	5 Industrial Park	TSF	124.15	745	--	--	-124.15	-745
	6 Other	--	--	3,861	--	3,861	--	0
	SUB-TOTAL			6,542		4,406		-2,136
223	1 SF Residential	DU	32.00	317	--	--	-32.00	-317

Land Use and Trip Generation Comparison – Current General Plan and OVOV Buildout								
			Amount	**ADT**	**Amount**	**ADT**	**Amount**	**ADT**
	2 MF Residential	DU	641.00	5,128	--	--	-641.00	-5,128
	3 Commercial Retail	TSF	67.50	5,742	110.00	5,947	42.50	205
	4 Commercial Office	TSF	150.00	1,734	248.00	2,867	98.00	1,133
	5 Industrial Park	TSF	415.00	2,490	242.00	1,452	-173.00	-1,038
	6 Other	--	--	1,249	--	823	--	-426
	SUB-TOTAL			16,660		11,089		-5,571
224	1 SF Residential	DU	356.00	3,434	280.00	2,682	-76.00	-752
	2 MF Residential	DU	525.00	4,200	550.00	4,400	25.00	200
	3 Commercial Retail	TSF	116.68	4,324	116.68	4,324	0.00	0
	6 Other	--	--	3,970	--	4,011	--	41
	SUB-TOTAL			15,928		15,417		-511
225	1 SF Residential	DU	156.00	1,544	156.00	1,544	0.00	0
	2 MF Residential	DU	151.00	1,208	--	--	-151.00	-1,208
	6 Other	--	--	2,368	--	1,776	--	-592
	SUB-TOTAL			5,120		3,320		-1,800
226	1 SF Residential	DU	300.00	2,970	300.00	2,970	0.00	0
	2 MF Residential	DU	292.00	2,336	292.00	2,336	0.00	0
	3 Commercial Retail	TSF	85.38	3,431	85.38	3,917	0.00	486
	6 Other	--	--	74	--	354	--	280
	SUB-TOTAL			8,811		9,577		766
227	1 SF Residential	DU	172.00	1,703	118.00	1,168	-54.00	-535
	2 MF Residential	DU	184.00	1,472	786.00	6,288	602.00	4,816
	4 Commercial Office	TSF	563.56	5,748	--	--	-563.56	-5,748
	6 Other	--		--	--	1,088	--	1,088
	SUB-TOTAL			8,923		8,544		-379
228	1 SF Residential	DU	358.00	3,544	385.00	3,811	27.00	267
	SUB-TOTAL			3,544		3,811		267
229	1 SF Residential	DU	178.00	1,763	178.00	1,763	0.00	0
	SUB-TOTAL			1,763		1,763		0
230	1 SF Residential	DU	10.00	99	10.00	99	0.00	0
	SUB-TOTAL			99		99		0
231	1 SF Residential	DU	5.00	50	5.00	50	0.00	0
	2 MF Residential	DU	51.00	408	51.00	408	0.00	0
	6 Other	--	--	69	--	69	--	0
	SUB-TOTAL			527		527		0
232	1 SF Residential	DU	10.00	99	10.00	99	0.00	0
	2 MF Residential	DU	--	--	850.00	5,865	850.00	5,865
	SUB-TOTAL			99		5,964		5,865
233	4 Commercial Office	TSF	569.47	5,809	--	--	-569.47	-5,809
	SUB-TOTAL			5,809		--		-5,809

Land Use and Trip Generation Comparison – Current General Plan and OVOV Buildout								
			Amount	**ADT**	**Amount**	**ADT**	**Amount**	**ADT**
234	3 Commercial Retail	TSF	100.00	5,406	100.00	5,406	0.00	0
	4 Commercial Office	TSF	470.24	4,796	470.24	4,796	0.00	0
	SUB-TOTAL			10,202		10,202		0
235	3 Commercial Retail	TSF	20.00	1,081	240.00	12,974	220.00	11,893
	4 Commercial Office	TSF	130.00	1,326	80.00	816	-50.00	-510
	SUB-TOTAL			2,407		13,790		11,383
236	1 SF Residential	DU	808.00	8,000	808.00	8,000	0.00	0
	6 Other	--	--	951	--	1,101	--	150
	SUB-TOTAL			8,951		9,101		150
237	1 SF Residential	DU	225.00	2,228	225.00	2,228	0.00	0
	2 MF Residential	DU	570.00	3,933	570.00	3,933	0.00	0
	4 Commercial Office	TSF	99.00	1,144	99.00	1,144	0.00	0
	6 Other	--	--	63	--	63	--	0
	SUB-TOTAL			7,368		7,368		0
238	1 SF Residential	DU	399.00	3,950	399.00	3,950	0.00	0
	2 MF Residential	DU	123.00	984	123.00	984	0.00	0
	3 Commercial Retail	TSF	184.00	12,575	184.00	12,479	0.00	-96
	4 Commercial Office	TSF	340.00	3,621	340.00	3,621	0.00	0
	5 Industrial Park	TSF	944.00	5,664	944.00	5,664	0.00	0
	6 Other	--	--	67	--	67	--	0
	SUB-TOTAL			26,861		26,765		-96
239	3 Commercial Retail	TSF	337.29	12,500	337.29	12,500	0.00	0
	4 Commercial Office	TSF	262.87	3,039	262.87	3,039	0.00	0
	5 Industrial Park	TSF	1,939.67	10,240	387.07	2,322	-1,552.60	-7,918
	6 Other	--	--	895	--	895	--	0
	SUB-TOTAL			26,674		18,756		-7,918
240	3 Commercial Retail	TSF	181.00	12,417	181.00	14,181	0.00	1,764
	SUB-TOTAL			12,417		14,181		1,764
241	3 Commercial Retail	TSF	44.00	2,665	--	--	-44.00	-2,665
	4 Commercial Office	TSF	--	--	1,228.00	13,198	1,228.00	13,198
	6 Other	--		--	--	1,128	--	1,128
	SUB-TOTAL			2,665		14,326		11,661
242	4 Commercial Office	TSF	368.00	3,910	368.00	3,910	0.00	0
	SUB-TOTAL			3,910		3,910		0

Land Use and Trip Generation Comparison – Current General Plan and OVOV Buildout								
			Amount	**ADT**	**Amount**	**ADT**	**Amount**	**ADT**
243	1 SF Residential	DU	211.00	2,089	211.00	2,089	0.00	0
	2 MF Residential	DU	816.00	6,099	816.00	6,099	0.00	0
	3 Commercial Retail	TSF	129.00	9,138	129.00	10,188	0.00	1,050
	4 Commercial Office	TSF	164.00	1,896	164.00	1,896	0.00	0
	SUB-TOTAL			19,222		20,272		1,050
244	1 SF Residential	DU	512.00	5,068	322.00	3,188	-190.00	-1,880
	2 MF Residential	DU	157.00	1,256	--	--	-157.00	-1,256
	SUB-TOTAL			6,324		3,188		-3,136
245	1 SF Residential	DU	--	--	20.00	198	20.00	198
	2 MF Residential	DU	148.00	1,184	--	--	-148.00	-1,184
	5 Industrial Park	TSF	406.74	2,385	--	--	-406.74	-2,385
	6 Other	--		--	--	34	--	34
	SUB-TOTAL			3,569		232		-3,337
246	3 Commercial Retail	TSF	36.00	3,062	--	--	-36.00	-3,062
	5 Industrial Park	TSF	58.81	300	120.00	612	61.19	312
	SUB-TOTAL			3,362		612		-2,750
247	3 Commercial Retail	TSF	71.37	3,858	500.00	20,030	428.63	16,172
	SUB-TOTAL			3,858		20,030		16,172
248	1 SF Residential	DU	2.00	20	2.00	20	0.00	0
	2 MF Residential	DU	4.00	32	4.00	32	0.00	0
	5 Industrial Park	TSF	882.09	5,293	1,200.00	7,200	317.91	1,907
	SUB-TOTAL			5,345		7,252		1,907
249	4 Commercial Office	TSF	150.00	1,734	250.00	2,890	100.00	1,156
	5 Industrial Park	TSF	291.68	1,488	291.68	1,488	0.00	0
	SUB-TOTAL			3,222		4,378		1,156
250	2 MF Residential	DU	--	--	450.00	3,435	450.00	3,435
	3 Commercial Retail	TSF	148.66	7,050	448.66	17,799	300.00	10,749
	4 Commercial Office	TSF	--	--	300.00	3,264	300.00	3,264
	SUB-TOTAL			7,050		24,498		17,448
251	5 Industrial Park	TSF	400.00	2,400	400.00	2,400	0.00	0
	SUB-TOTAL			2,400		2,400		0
252	4 Commercial Office	TSF	858.00	8,752	858.00	8,752	0.00	0
	SUB-TOTAL			8,752		8,752		0
253	1 SF Residential	DU	84.00	832	32.00	317	-52.00	-515
	SUB-TOTAL			832		317		-515
254	3 Commercial Retail	TSF	116.21	6,134	116.21	6,134	0.00	0
	SUB-TOTAL			6,134		6,134		0
255	1 SF Residential	DU	69.00	683	20.00	198	-49.00	-485

Land Use and Trip Generation Comparison – Current General Plan and OVOV Buildout								
			Amount	**ADT**	**Amount**	**ADT**	**Amount**	**ADT**
	SUB-TOTAL			683		198		-485
256	1 SF Residential	DU	20.00	198	20.00	198	0.00	0
	SUB-TOTAL			198		198		0
257	1 SF Residential	DU	304.00	3,009	170.00	1,683	-134.00	-1,326
	2 MF Residential	DU	11.00	88	--	--	-11.00	-88
	SUB-TOTAL			3,097		1,683		-1,414
258	1 SF Residential	DU	97.00	960	130.00	1,287	33.00	327
	5 Industrial Park	TSF	125.00	638	125.00	638	0.00	0
	6 Other	--		--	--	3,324	--	3,324
	SUB-TOTAL			1,598		5,249		3,651
259	1 SF Residential	DU	14.00	139	10.00	99	-4.00	-40
	2 MF Residential	DU	237.00	1,896	--	--	-237.00	-1,896
	SUB-TOTAL			2,035		99		-1,936
260	1 SF Residential	DU	402.00	3,980	402.00	3,980	0.00	0
	SUB-TOTAL			3,980		3,980		0
261	1 SF Residential	DU	295.00	2,921	25.00	247	-270.00	-2,674
	SUB-TOTAL			2,921		247		-2,674
262	1 SF Residential	DU	790.00	7,821	790.00	7,821	0.00	0
	2 MF Residential	DU	--	--	100.00	800	100.00	800
	6 Other	--	--	1,088	--	1,088	--	0
	SUB-TOTAL			8,909		9,709		800
263	2 MF Residential	DU	140.00	1,120	200.00	1,600	60.00	480
	SUB-TOTAL			1,120		1,600		480
264	1 SF Residential	DU	63.00	624	63.00	624	0.00	0
	2 MF Residential	DU	--	--	264.00	2,026	264.00	2,026
	SUB-TOTAL			624		2,650		2,026
265	2 MF Residential	DU	1,338.00	10,704	670.00	4,975	-668.00	-5,729
	SUB-TOTAL			10,704		4,975		-5,729
266	2 MF Residential	DU	--	--	200.00	742	200.00	742
	3 Commercial Retail	TSF	101.04	5,462	120.00	6,487	18.96	1,025
	5 Industrial Park	TSF	--	--	75.00	383	75.00	383
	SUB-TOTAL			5,462		7,612		2,150
267	3 Commercial Retail	TSF	100.00	5,406	200.00	10,812	100.00	5,406
	SUB-TOTAL			5,406		10,812		5,406

Land Use and Trip Generation Comparison – Current General Plan and OVOV Buildout								
			Amount	**ADT**	**Amount**	**ADT**	**Amount**	**ADT**
268	2 MF Residential	DU	400.00	3,200	180.00	1,440	-220.00	-1,760
	3 Commercial Retail	TSF	182.33	9,857	182.33	9,857	0.00	0
	5 Industrial Park	TSF	75.00	383	112.00	571	37.00	188
	SUB-TOTAL			13,440		11,868		-1,572
269	1 SF Residential	DU	687.00	6,801	266.00	2,633	-421.00	-4,168
	2 MF Residential	DU	--	--	25.00	93	25.00	93
	6 Other	--	--	2,735	--	737	--	-1,998
	SUB-TOTAL			9,536		3,463		-6,073
270	1 SF Residential	DU	8.00	79	308.00	3,049	300.00	2,970
	2 MF Residential	DU	--	--	75.00	278	75.00	278
	SUB-TOTAL			79		3,327		3,248
271	2 MF Residential	DU	155.00	1,070	171.00	1,180	16.00	110
	3 Commercial Retail	TSF	690.66	27,668	630.00	25,238	-60.66	-2,430
	SUB-TOTAL			28,738		26,418		-2,320
272	1 SF Residential	DU	967.00	9,573	967.00	9,573	0.00	0
	2 MF Residential	DU	823.00	6,584	180.00	1,440	-643.00	-5,144
	3 Commercial Retail	TSF	8.12	691	8.12	691	0.00	0
	6 Other	--	--	1,088	--	1,088	--	0
	SUB-TOTAL			17,936		12,792		-5,144
273	1 SF Residential	DU	101.00	1,000	101.00	1,000	0.00	0
	SUB-TOTAL			1,000		1,000		0
274	1 SF Residential	DU	362.00	3,584	80.00	792	-282.00	-2,792
	4 Commercial Office	TSF	110.06	1,123	110.06	1,123	0.00	0
	SUB-TOTAL			4,707		1,915		-2,792
275	1 SF Residential	DU	225.00	2,228	225.00	2,228	0.00	0
	SUB-TOTAL			2,228		2,228		0
276	1 SF Residential	DU	75.00	743	75.00	743	0.00	0
	2 MF Residential	DU	539.00	4,312	539.00	4,312	0.00	0
	3 Commercial Retail	TSF	98.01	8,337	98.01	8,337	0.00	0
	6 Other	--	--	73	--	73	--	0
	SUB-TOTAL			13,465		13,465		0
277	3 Commercial Retail	TSF	7.91	809	73.00	4,175	65.09	3,366
	4 Commercial Office	TSF	--	--	110.00	3,536	110.00	3,536
	5 Industrial Park	TSF	--	--	150.00	765	150.00	765
	SUB-TOTAL			809		8,476		7,667
278	2 MF Residential	DU	757.00	6,056	757.00	6,056	0.00	0
	3 Commercial Retail	TSF	81.89	6,966	81.89	6,966	0.00	0
	6 Other	--	--	398	--	398	--	0
	SUB-TOTAL			13,420		13,420		0

Land Use and Trip Generation Comparison – Current General Plan and OVOV Buildout								
			Amount	**ADT**	**Amount**	**ADT**	**Amount**	**ADT**
279	1 SF Residential	DU	313.00	2,160	313.00	2,160	0.00	0
	3 Commercial Retail	TSF	26.33	2,240	26.33	2,240	0.00	0
	4 Commercial Office	TSF	0.20	2	0.20	2	0.00	0
	5 Industrial Park	TSF	58.00	348	58.00	348	0.00	0
	SUB-TOTAL			4,750		4,750		0
280	4 Commercial Office	TSF	38.18	389	38.18	389	0.00	0
	SUB-TOTAL			389		389		0
281	2 MF Residential	DU	150.00	1,200	150.00	1,200	0.00	0
	SUB-TOTAL			1,200		1,200		0
282	2 MF Residential	DU	486.00	3,888	700.00	5,600	214.00	1,712
	3 Commercial Retail	TSF	17.90	968	17.90	968	0.00	0
	SUB-TOTAL			4,856		6,568		1,712
283	1 SF Residential	DU	161.00	1,594	175.00	1,732	14.00	138
	2 MF Residential	DU	400.00	3,200	667.00	5,336	267.00	2,136
	6 Other	--	--	1,618	--	1,740	--	122
	SUB-TOTAL			6,412		8,808		2,396
284	1 SF Residential	DU	392.00	2,842	2.00	20	-390.00	-2,822
	2 MF Residential	DU	--	--	254.00	2,032	254.00	2,032
	SUB-TOTAL			2,842		2,052		-790
285	1 SF Residential	DU	80.00	792	80.00	792	0.00	0
	3 Commercial Retail	TSF	246.99	9,894	246.99	9,894	0.00	0
	4 Commercial Office	TSF	--	--	150.00	1,530	150.00	1,530
	SUB-TOTAL			10,686		12,216		1,530
286	1 SF Residential	DU	82.00	812	182.00	1,802	100.00	990
	SUB-TOTAL			812		1,802		990
287	1 SF Residential	DU	111.00	1,099	35.00	347	-76.00	-752
	2 MF Residential	DU	--	--	120.00	960	120.00	960
	SUB-TOTAL			1,099		1,307		208
288	1 SF Residential	DU	--	--	167.00	1,653	167.00	1,653
	6 Other	--	--	4,475	--	4,475	--	0
	SUB-TOTAL			4,475		6,128		1,653
289	1 SF Residential	DU	166.00	1,643	166.00	1,643	0.00	0
	2 MF Residential	DU	--	--	350.00	2,415	350.00	2,415
	4 Commercial Office	TSF	57.17	583	57.17	583	0.00	0
	SUB-TOTAL			2,226		4,641		2,415

Land Use and Trip Generation Comparison – Current General Plan and OVOV Buildout								
			Amount	**ADT**	**Amount**	**ADT**	**Amount**	**ADT**
290	1 SF Residential	DU	64.00	634	104.00	1,030	40.00	396
	2 MF Residential	DU	93.00	744	93.00	744	0.00	0
	SUB-TOTAL			1,378		1,774		396
291	1 SF Residential	DU	74.00	733	74.00	733	0.00	0
	2 MF Residential	DU	--	--	350.00	2,415	350.00	2,415
	4 Commercial Office	TSF	181.63	1,853	181.63	1,853	0.00	0
	SUB-TOTAL			2,586		5,001		2,415
292	1 SF Residential	DU	161.00	1,594	140.00	1,386	-21.00	-208
	SUB-TOTAL			1,594		1,386		-208
293	1 SF Residential	DU	133.00	1,317	180.00	1,782	47.00	465
	2 MF Residential	DU	368.00	2,944	684.00	5,217	316.00	2,273
	SUB-TOTAL			4,261		6,999		2,738
294	2 MF Residential	DU	180.00	1,242	276.00	1,904	96.00	662
	3 Commercial Retail	TSF	364.00	19,678	155.00	8,379	-209.00	-11,299
	4 Commercial Office	TSF	349.98	3,570	--	--	-349.98	-3,570
	5 Industrial Park	TSF	210.00	1,260	300.00	1,800	90.00	540
	6 Other	--	--	99		--	--	-99
	SUB-TOTAL			25,849		12,083		-13,766
295	4 Commercial Office	TSF	56.00	647	56.00	647	0.00	0
	5 Industrial Park	TSF	1,020.58	5,205	1,020.58	5,205	0.00	0
	6 Other	--	--	56	--	156	--	100
	SUB-TOTAL			5,908		6,008		100
296	3 Commercial Retail	TSF	--	--	20.00	1,701	20.00	1,701
	SUB-TOTAL			--		1,701		1,701
297	3 Commercial Retail	TSF	--	--	20.00	1,701	20.00	1,701
	SUB-TOTAL			--		1,701		1,701
298	2 MF Residential	DU	830.00	5,727	830.00	5,727	0.00	0
	3 Commercial Retail	TSF	--	--	20.00	1,701	20.00	1,701
	SUB-TOTAL			5,727		7,428		1,701
299	3 Commercial Retail	TSF	184.00	9,947	184.00	9,947	0.00	0
	SUB-TOTAL			9,947		9,947		0
300	3 Commercial Retail	TSF	272.00	10,896	300.00	12,018	28.00	1,122
	SUB-TOTAL			10,896		12,018		1,122
301	3 Commercial Retail	TSF	49.24	1,825	49.24	1,825	0.00	0
	6 Other	--	--	7,904	--	8,635	--	731
	SUB-TOTAL			9,729		10,460		731

Land Use and Trip Generation Comparison – Current General Plan and OVOV Buildout								
			Amount	**ADT**	**Amount**	**ADT**	**Amount**	**ADT**
302	3 Commercial Retail	TSF	414.42	17,952	30.00	2,552	-384.42	-15,400
	6 Other	--	--	1,163	--	3,750	--	2,587
	SUB-TOTAL			19,115		6,302		-12,813
303	6 Other	--	--	5,625	--	5,625	--	0
	SUB-TOTAL			5,625		5,625		0
304	3 Commercial Retail	TSF	48.00	3,739	48.00	3,739	0.00	0
	6 Other	--	--	3,113	--	3,113	--	0
	SUB-TOTAL			6,852		6,852		0
305	2 MF Residential	DU	--	--	76.00	524	76.00	524
	3 Commercial Retail	TSF	202.65	11,364	202.65	11,364	0.00	0
	5 Industrial Park	TSF	100.00	510	100.00	510	0.00	0
	SUB-TOTAL			11,874		12,398		524
306	2 MF Residential	DU	--	--	250.00	1,863	250.00	1,863
	3 Commercial Retail	TSF	143.90	7,779	143.90	7,779	0.00	0
	4 Commercial Office	TSF	--	--	50.00	1,710	50.00	1,710
	6 Other	--	--	336	--	336	--	0
	SUB-TOTAL			8,115		11,688		3,573
307	3 Commercial Retail	TSF	132.80	9,301	132.80	9,301	0.00	0
	SUB-TOTAL			9,301		9,301		0
308	2 MF Residential	DU	245.00	1,691	200.00	1,380	-45.00	-311
	3 Commercial Retail	TSF	180.51	15,599	175.11	14,895	-5.40	-704
	5 Industrial Park	TSF	29.40	150	45.00	230	15.60	80
	SUB-TOTAL			17,440		16,505		-935
309	3 Commercial Retail	TSF	3.00	111	3.00	111	0.00	0
	SUB-TOTAL			111		111		0
310	6 Other	--	--	4,208	--	4,208	--	0
	SUB-TOTAL			4,208		4,208		0
311	1 SF Residential	DU	132.00	1,307	132.00	1,307	0.00	0
	2 MF Residential	DU	63.00	504	63.00	504	0.00	0
	SUB-TOTAL			1,811		1,811		0
312	3 Commercial Retail	TSF	180.00	9,731	180.00	9,731	0.00	0
	6 Other	--	--	200	--	200	--	0
	SUB-TOTAL			9,931		9,931		0
313	2 MF Residential	DU	264.00	2,112	264.00	2,112	0.00	0
	SUB-TOTAL			2,112		2,112		0
314	3 Commercial Retail	TSF	178.00	9,623	178.00	9,623	0.00	0
	SUB-TOTAL			9,623		9,623		0

Land Use and Trip Generation Comparison – Current General Plan and OVOV Buildout								
			Amount	**ADT**	**Amount**	**ADT**	**Amount**	**ADT**
315	1 SF Residential	DU	--	--	56.00	554	56.00	554
	2 MF Residential	DU	582.00	4,656	168.00	1,344	-414.00	-3,312
	SUB-TOTAL			4,656		1,898		-2,758
316	1 SF Residential	DU	121.00	1,198	121.00	1,198	0.00	0
	SUB-TOTAL			1,198		1,198		0
317	6 Other	--	--	1,387	--	1,135	--	-252
	SUB-TOTAL			1,387		1,135		-252
318	1 SF Residential	DU	21.00	208	21.00	208	0.00	0
	2 MF Residential	DU	252.00	2,016	252.00	2,016	0.00	0
	SUB-TOTAL			2,224		2,224		0
319	3 Commercial Retail	TSF	130.00	7,028	130.00	7,028	0.00	0
	6 Other	--	--	279	--	292	--	13
	SUB-TOTAL			7,307		7,320		13
320	1 SF Residential	DU	125.00	1,238	125.00	1,238	0.00	0
	SUB-TOTAL			1,238		1,238		0
321	1 SF Residential	DU	155.00	1,535	155.00	1,535	0.00	0
	2 MF Residential	DU	66.00	528	66.00	528	0.00	0
	SUB-TOTAL			2,063		2,063		0
322	1 SF Residential	DU	87.00	861	87.00	861	0.00	0
	SUB-TOTAL			861		861		0
323	1 SF Residential	DU	161.00	1,594	161.00	1,594	0.00	0
	2 MF Residential	DU	132.00	1,056	132.00	1,056	0.00	0
	SUB-TOTAL			2,650		2,650		0
325	1 SF Residential	DU	205.00	2,029	205.00	2,029	0.00	0
	SUB-TOTAL			2,029		2,029		0
326	1 SF Residential	DU	101.00	1,000	101.00	1,000	0.00	0
	SUB-TOTAL			1,000		1,000		0
327	1 SF Residential	DU	105.00	1,040	105.00	1,040	0.00	0
	SUB-TOTAL			1,040		1,040		0
328	1 SF Residential	DU	110.00	1,089	110.00	1,089	0.00	0
	SUB-TOTAL			1,089		1,089		0
329	1 SF Residential	DU	50.00	495	--	--	-50.00	-495
	6 Other	--	--	1,340	--	1,088	--	-252
	SUB-TOTAL			1,835		1,088		-747
330	1 SF Residential	DU	143.00	1,416	143.00	1,416	0.00	0
	SUB-TOTAL			1,416		1,416		0

Land Use and Trip Generation Comparison – Current General Plan and OVOV Buildout								
			Amount	**ADT**	**Amount**	**ADT**	**Amount**	**ADT**
331	1 SF Residential	DU	167.00	1,653	167.00	1,653	0.00	0
	SUB-TOTAL			1,653		1,653		0
332	1 SF Residential	DU	114.00	1,129	114.00	1,129	0.00	0
	2 MF Residential	DU	102.00	816	102.00	816	0.00	0
	SUB-TOTAL			1,945		1,945		0
333	1 SF Residential	DU	803.00	7,950	803.00	7,950	0.00	0
	2 MF Residential	DU	360.00	2,880	360.00	2,880	0.00	0
	3 Commercial Retail	TSF	25.05	928	25.05	928	0.00	0
	6 Other	--	--	1,340	--	1,740	--	400
	SUB-TOTAL			13,098		13,498		400
334	1 SF Residential	DU	164.00	1,624	164.00	1,624	0.00	0
	SUB-TOTAL			1,624		1,624		0
335	1 SF Residential	DU	194.00	1,921	194.00	1,921	0.00	0
	SUB-TOTAL			1,921		1,921		0
336	1 SF Residential	DU	589.00	5,831	589.00	5,831	0.00	0
	6 Other	--	--	1,359	--	1,107	--	-252
	SUB-TOTAL			7,190		6,938		-252
337	1 SF Residential	DU	390.00	3,861	390.00	3,861	0.00	0
	SUB-TOTAL			3,861		3,861		0
338	3 Commercial Retail	TSF	92.00	4,974	92.00	4,974	0.00	0
	SUB-TOTAL			4,974		4,974		0
339	1 SF Residential	DU	289.00	2,861	289.00	2,861	0.00	0
	6 Other	--	--	1,358	--	1,106	--	-252
	SUB-TOTAL			4,219		3,967		-252
340	1 SF Residential	DU	394.00	3,901	394.00	3,901	0.00	0
	2 MF Residential	DU	264.00	2,112	264.00	2,112	0.00	0
	SUB-TOTAL			6,013		6,013		0
341	2 MF Residential	DU	325.00	2,243	325.00	2,243	0.00	0
	6 Other	--	--	1,175	--	1,175	--	0
	SUB-TOTAL			3,418		3,418		0
342	2 MF Residential	DU	168.00	1,344	168.00	1,344	0.00	0
	SUB-TOTAL			1,344		1,344		0

Land Use and Trip Generation Comparison – Current General Plan and OVOV Buildout								
			Amount	**ADT**	**Amount**	**ADT**	**Amount**	**ADT**
343	1 SF Residential	DU	179.00	1,772	179.00	1,772	0.00	0
	2 MF Residential	DU	132.00	1,056	132.00	1,056	0.00	0
	SUB-TOTAL			2,828		2,828		0
344	1 SF Residential	DU	415.00	4,109	415.00	4,109	0.00	0
	3 Commercial Retail	TSF	40.00	2,162	40.00	2,162	0.00	0
	SUB-TOTAL			6,271		6,271		0
345	1 SF Residential	DU	23.00	228	81.00	802	58.00	574
	SUB-TOTAL			228		802		574
346	1 SF Residential	DU	--	--	10.00	99	10.00	99
	SUB-TOTAL			--		99		99
347	1 SF Residential	DU	313.00	3,099	313.00	3,099	0.00	0
	SUB-TOTAL			3,099		3,099		0
348	1 SF Residential	DU	517.00	5,118	517.00	5,118	0.00	0
	SUB-TOTAL			5,118		5,118		0
349	2 MF Residential	DU	83.00	664	388.00	3,104	305.00	2,440
	3 Commercial Retail	TSF	8.00	680	8.00	680	0.00	0
	6 Other	--	--	226	--	226	--	0
	SUB-TOTAL			1,570		4,010		2,440
350	6 Other	--	--	1,010	--	1,860	--	850
	SUB-TOTAL			1,010		1,860		850
352	1 SF Residential	DU	592.00	5,861	592.00	5,861	0.00	0
	6 Other	--		--	--	1,363	--	1,363
	SUB-TOTAL			5,861		7,224		1,363
353	1 SF Residential	DU	259.00	2,564	259.00	2,564	0.00	0
	6 Other	--		--	--	26	--	26
	SUB-TOTAL			2,564		2,590		26
355	1 SF Residential	DU	500.00	4,950	500.00	4,950	0.00	0
	6 Other	--	--	1,101	--	1,101	--	0
	SUB-TOTAL			6,051		6,051		0
356	1 SF Residential	DU	385.00	3,811	385.00	3,811	0.00	0
	3 Commercial Retail	TSF	--	--	60.00	5,104	60.00	5,104
	SUB-TOTAL			3,811		8,915		5,104
357	1 SF Residential	DU	90.00	891	90.00	891	0.00	0
	SUB-TOTAL			891		891		0

Land Use and Trip Generation Comparison – Current General Plan and OVOV Buildout								
			Amount	**ADT**	**Amount**	**ADT**	**Amount**	**ADT**
358	1 SF Residential	DU	421.00	4,168	275.00	2,723	-146.00	-1,445
	2 MF Residential	DU	255.00	2,040	121.00	968	-134.00	-1,072
	6 Other	--	--	993	--	1,138	--	145
	SUB-TOTAL			7,201		4,829		-2,372
359	1 SF Residential	DU	570.00	5,643	570.00	5,643	0.00	0
	2 MF Residential	DU	192.00	1,536	192.00	1,536	0.00	0
	SUB-TOTAL			7,179		7,179		0
360	1 SF Residential	DU	538.00	5,326	538.00	5,326	0.00	0
	2 MF Residential	DU	248.00	1,984	248.00	1,984	0.00	0
	3 Commercial Retail	TSF	119.00	10,122	135.00	11,483	16.00	1,361
	6 Other	--	--	938	--	1,088	--	150
	SUB-TOTAL			18,370		19,881		1,511
361	1 SF Residential	DU	250.00	2,475	601.00	5,407	351.00	2,932
	6 Other	--		--	--	28	--	28
	SUB-TOTAL			2,475		5,435		2,960
362	1 SF Residential	DU	173.00	1,713	173.00	1,713	0.00	0
	3 Commercial Retail	TSF	68.28	3,691	--	--	-68.28	-3,691
	SUB-TOTAL			5,404		1,713		-3,691
363	1 SF Residential	DU	44.00	436	44.00	436	0.00	0
	SUB-TOTAL			436		436		0
364	1 SF Residential	DU	199.00	1,970	199.00	1,970	0.00	0
	SUB-TOTAL			1,970		1,970		0
365	1 SF Residential	DU	201.00	1,990	201.00	1,990	0.00	0
	2 MF Residential	DU	102.00	816	102.00	816	0.00	0
	3 Commercial Retail	TSF	40.28	3,426	11.00	936	-29.28	-2,490
	SUB-TOTAL			6,232		3,742		-2,490
366	1 SF Residential	DU	600.00	5,940	600.00	5,940	0.00	0
	SUB-TOTAL			5,940		5,940		0
367	1 SF Residential	DU	437.00	4,326	437.00	4,326	0.00	0
	SUB-TOTAL			4,326		4,326		0
368	1 SF Residential	DU	1,070.00	10,593	1,070.00	10,593	0.00	0
	3 Commercial Retail	TSF	--	--	35.00	2,977	35.00	2,977
	6 Other	--	--	1,500	--	1,629	--	129
	SUB-TOTAL			12,093		15,199		3,106
369	1 SF Residential	DU	202.00	2,000	202.00	2,000	0.00	0
	SUB-TOTAL			2,000		2,000		0

Land Use and Trip Generation Comparison – Current General Plan and OVOV Buildout								
			Amount	**ADT**	**Amount**	**ADT**	**Amount**	**ADT**
370	1 SF Residential	DU	1,080.00	10,692	1,080.00	10,692	0.00	0
	6 Other	--	--	5,012	--	4,475	--	-537
	SUB-TOTAL			15,704		15,167		-537
371	1 SF Residential	DU	673.00	6,663	673.00	6,663	0.00	0
	6 Other	--	--	996	--	1,088	--	92
	SUB-TOTAL			7,659		7,751		92
372	1 SF Residential	DU	287.00	2,841	287.00	2,841	0.00	0
	2 MF Residential	DU	230.00	1,840	230.00	1,840	0.00	0
	3 Commercial Retail	TSF	153.55	8,301	80.00	4,325	-73.55	-3,976
	SUB-TOTAL			12,982		9,006		-3,976
373	1 SF Residential	DU	236.00	2,336	236.00	2,336	0.00	0
	6 Other	--	--	889	--	1,307	--	418
	SUB-TOTAL			3,225		3,643		418
374	1 SF Residential	DU	--	--	300.00	2,970	300.00	2,970
	2 MF Residential	DU	304.00	2,098	304.00	2,098	0.00	0
	3 Commercial Retail	TSF	150.00	8,109	150.00	8,109	0.00	0
	6 Other	--		--	--	78	--	78
	SUB-TOTAL			10,207		13,255		3,048
375	3 Commercial Retail	TSF	45.00	5,883	45.00	5,883	0.00	0
	SUB-TOTAL			5,883		5,883		0
376	1 SF Residential	DU	205.00	2,029	--	--	-205.00	-2,029
	6 Other	--	--	13		--	--	-13
	SUB-TOTAL			2,042		--		-2,042
377	3 Commercial Retail	TSF	57.50	2,131	57.50	2,131	0.00	0
	SUB-TOTAL			2,131		2,131		0
378	1 SF Residential	DU	332.00	2,291	332.00	2,291	0.00	0
	2 MF Residential	DU	437.00	3,496	407.00	3,256	-30.00	-240
	3 Commercial Retail	TSF	51.00	1,890	51.00	1,890	0.00	0
	4 Commercial Office	TSF	166.00	1,843	56.00	571	-110.00	-1,272
	5 Industrial Park	TSF	--	--	110.00	660	110.00	660
	SUB-TOTAL			9,520		8,668		-852
379	1 SF Residential	DU	214.00	2,119	--	--	-214.00	-2,119
	SUB-TOTAL			2,119		--		-2,119
380	1 SF Residential	DU	--	--	125.00	1,238	125.00	1,238
	2 MF Residential	DU	400.00	2,760	400.00	2,760	0.00	0
	SUB-TOTAL			2,760		3,998		1,238
381	6 Other	--	--	130	--	223	--	93
	SUB-TOTAL			130		223		93

Land Use and Trip Generation Comparison – Current General Plan and OVOV Buildout								
			Amount	**ADT**	**Amount**	**ADT**	**Amount**	**ADT**
382	6 Other	--	--	180	--	180	--	0
	SUB-TOTAL			180		180		0
383	1 SF Residential	DU	266.00	2,633	266.00	2,633	0.00	0
	3 Commercial Retail	TSF	8.71	323	8.71	323	0.00	0
	SUB-TOTAL			2,956		2,956		0
384	1 SF Residential	DU	354.00	3,505	354.00	3,505	0.00	0
	3 Commercial Retail	TSF	23.07	1,962	--	--	-23.07	-1,962
	SUB-TOTAL			5,467		3,505		-1,962
385	1 SF Residential	DU	75.00	743	75.00	743	0.00	0
	SUB-TOTAL			743		743		0
386	1 SF Residential	DU	162.00	1,604	--	--	-162.00	-1,604
	SUB-TOTAL			1,604		--		-1,604
387	1 SF Residential	DU	1,070.00	10,593	800.00	7,920	-270.00	-2,673
	2 MF Residential	DU	954.00	7,632	700.00	5,600	-254.00	-2,032
	SUB-TOTAL			18,225		13,520		-4,705
388	1 SF Residential	DU	312.00	3,089	99.00	980	-213.00	-2,109
	2 MF Residential	DU	187.00	1,496	400.00	3,200	213.00	1,704
	6 Other	--	--	2,320	--	2,320	--	0
	SUB-TOTAL			6,905		6,500		-405
389	1 SF Residential	DU	1,187.00	11,751	1,236.00	12,236	49.00	485
	6 Other	--	--	766	--	1,088	--	322
	SUB-TOTAL			12,517		13,324		807
390	1 SF Residential	DU	150.00	1,485	150.00	1,485	0.00	0
	SUB-TOTAL			1,485		1,485		0
391	3 Commercial Retail	TSF	16.33	605	16.33	605	0.00	0
	5 Industrial Park	TSF	446.36	2,339	446.36	2,339	0.00	0
	SUB-TOTAL			2,944		2,944		0
392	1 SF Residential	DU	723.00	5,958	757.00	6,193	34.00	235
	3 Commercial Retail	TSF	102.48	5,187	102.48	5,187	0.00	0
	5 Industrial Park	TSF	--	--	500.00	2,550	500.00	2,550
	6 Other	--	--	1,450	--	1,088	--	-362
	SUB-TOTAL			12,595		15,018		2,423
393	1 SF Residential	DU	162.00	1,604	162.00	1,604	0.00	0
	2 MF Residential	DU	100.00	800	100.00	800	0.00	0
	3 Commercial Retail	TSF	52.27	4,446	52.27	4,446	0.00	0
	6 Other	--	--	350	--	679	--	329
	SUB-TOTAL			7,200		7,529		329
394	1 SF Residential	DU	325.00	3,217	325.00	3,217	0.00	0

Land Use and Trip Generation Comparison – Current General Plan and OVOV Buildout								
			Amount	**ADT**	**Amount**	**ADT**	**Amount**	**ADT**
	6 Other	--	--	7,317	--	5,571	--	-1,746
	SUB-TOTAL			10,534		8,788		-1,746
395	1 SF Residential	DU	185.00	1,831	--	--	-185.00	-1,831
	2 MF Residential	DU	--	--	185.00	1,277	185.00	1,277
	3 Commercial Retail	TSF	165.53	8,949	165.53	8,949	0.00	0
	6 Other	--	--	2,182	--	1,740	--	-442
	SUB-TOTAL			12,962		11,966		-996
396	3 Commercial Retail	TSF	76.23	6,484	110.00	9,357	33.77	2,873
	SUB-TOTAL			6,484		9,357		2,873
397	1 SF Residential	DU	220.00	1,665	549.00	3,935	329.00	2,270
	2 MF Residential	DU	579.00	4,558	579.00	4,558	0.00	0
	3 Commercial Retail	TSF	384.98	23,106	384.98	23,106	0.00	0
	6 Other	--		--	--	1,084	--	1,084
	SUB-TOTAL			29,329		32,683		3,354
398	1 SF Residential	DU	1,120.00	11,088	1,120.00	11,088	0.00	0
	2 MF Residential	DU	120.00	960	120.00	960	0.00	0
	3 Commercial Retail	TSF	261.13	22,465	261.13	22,465	0.00	0
	6 Other	--	--	2,634	--	2,533	--	-101
	SUB-TOTAL			37,147		37,046		-101
399	1 SF Residential	DU	859.00	8,504	880.00	8,712	21.00	208
	6 Other	--	--	790	--	1,228	--	438
	SUB-TOTAL			9,294		9,940		646
400	1 SF Residential	DU	12.00	119	12.00	119	0.00	0
	SUB-TOTAL			119		119		0
401	1 SF Residential	DU	835.00	8,267	835.00	8,267	0.00	0
	2 MF Residential	DU	482.00	3,856	482.00	3,856	0.00	0
	SUB-TOTAL			12,123		12,123		0
402	1 SF Residential	DU	1,129.00	11,177	1,129.00	11,177	0.00	0
	3 Commercial Retail	TSF	150.00	8,109	150.00	8,109	0.00	0
	6 Other	--	--	951	--	2,027	--	1,076
	SUB-TOTAL			20,237		21,313		1,076
403	1 SF Residential	DU	111.00	1,099	111.00	1,099	0.00	0
	2 MF Residential	DU	--	--	300.00	2,070	300.00	2,070
	3 Commercial Retail	TSF	46.00	3,913	46.00	3,913	0.00	0
	SUB-TOTAL			5,012		7,082		2,070
404	1 SF Residential	DU	177.00	1,752	177.00	1,752	0.00	0
	SUB-TOTAL			1,752		1,752		0
405	1 SF Residential	DU	296.00	2,930	296.00	2,930	0.00	0
	SUB-TOTAL			2,930		2,930		0

Land Use and Trip Generation Comparison – Current General Plan and OVOV Buildout								
			Amount	**ADT**	**Amount**	**ADT**	**Amount**	**ADT**
406	1 SF Residential	DU	353.00	3,495	353.00	3,495	0.00	0
	SUB-TOTAL			3,495		3,495		0
407	1 SF Residential	DU	47.00	465	47.00	465	0.00	0
	SUB-TOTAL			465		465		0
408	1 SF Residential	DU	648.00	6,415	380.00	3,762	-268.00	-2,653
	SUB-TOTAL			6,415		3,762		-2,653
409	1 SF Residential	DU	154.00	1,525	77.00	762	-77.00	-763
	SUB-TOTAL			1,525		762		-763
410	1 SF Residential	DU	349.00	3,152	249.00	2,162	-100.00	-990
	5 Industrial Park	TSF	44.00	264	44.00	264	0.00	0
	SUB-TOTAL			3,416		2,426		-990
411	1 SF Residential	DU	675.00	6,682	675.00	6,682	0.00	0
	6 Other	--	--	1,160	--	1,088	--	-72
	SUB-TOTAL			7,842		7,770		-72
412	1 SF Residential	DU	120.00	1,188	120.00	1,188	0.00	0
	3 Commercial Retail	TSF	--	--	40.00	2,162	40.00	2,162
	SUB-TOTAL			1,188		3,350		2,162
413	1 SF Residential	DU	106.00	1,049	146.00	1,325	40.00	276
	2 MF Residential	DU	614.00	4,912	514.00	3,547	-100.00	-1,365
	3 Commercial Retail	TSF	44.60	3,794	44.60	3,794	0.00	0
	4 Commercial Office	TSF	36.59	423	36.59	423	0.00	0
	5 Industrial Park	TSF	93.75	522	93.75	522	0.00	0
	SUB-TOTAL			10,700		9,611		-1,089
414	1 SF Residential	DU	290.00	2,121	290.00	2,121	0.00	0
	2 MF Residential	DU	1,358.00	10,864	1,635.00	12,860	277.00	1,996
	3 Commercial Retail	TSF	95.83	3,551	175.00	6,486	79.17	2,935
	4 Commercial Office	TSF	125.00	1,445	--	--	-125.00	-1,445
	SUB-TOTAL			17,981		21,467		3,486
415	1 SF Residential	DU	211.00	2,089	75.00	743	-136.00	-1,346
	3 Commercial Retail	TSF	63.71	3,444	63.71	3,444	0.00	0
	5 Industrial Park	TSF	153.25	895	27.80	142	-125.45	-753
	6 Other	--	--	12,320		--	--	-12,320
	SUB-TOTAL			18,748		4,329		-14,419

Land Use and Trip Generation Comparison – Current General Plan and OVOV Buildout								
			Amount	**ADT**	**Amount**	**ADT**	**Amount**	**ADT**
416	1 SF Residential	DU	579.00	5,732	496.00	4,250	-83.00	-1,482
	2 MF Residential	DU	148.00	1,184	57.00	456	-91.00	-728
	3 Commercial Retail	TSF	15.00	556	15.00	556	0.00	0
	4 Commercial Office	TSF	--	--	100.00	1,156	100.00	1,156
	6 Other	--	--	39	--	225	--	186
	SUB-TOTAL			7,511		6,643		-868
417	1 SF Residential	DU	579.00	5,732	950.00	9,405	371.00	3,673
	2 MF Residential	DU	149.00	1,192	255.00	2,040	106.00	848
	3 Commercial Retail	TSF	--	--	10.00	851	10.00	851
	6 Other	--	--	1,102	--	16,488	--	15,386
	SUB-TOTAL			8,026		28,784		20,758
418	1 SF Residential	DU	90.00	621	90.00	621	0.00	0
	2 MF Residential	DU	706.00	5,393	1,229.00	9,002	523.00	3,609
	3 Commercial Retail	TSF	128.43	6,943	228.00	12,326	99.57	5,383
	SUB-TOTAL			12,957		21,949		8,992
419	1 SF Residential	DU	1,018.00	10,078	--	--	-1,018.00	-10,078
	2 MF Residential	DU	1,834.00	14,672	1,834.00	14,672	0.00	0
	SUB-TOTAL			24,750		14,672		-10,078
420	2 MF Residential	DU	40.00	320	56.00	448	16.00	128
	SUB-TOTAL			320		448		128
421	1 SF Residential	DU	100.00	990	250.00	2,475	150.00	1,485
	2 MF Residential	DU	1,952.00	13,900	1,500.00	12,000	-452.00	-1,900
	3 Commercial Retail	TSF	100.00	5,406	400.00	21,624	300.00	16,218
	4 Commercial Office	TSF	100.00	1,156	600.00	6,936	500.00	5,780
	6 Other	--	--	1,659	--	1,677	--	18
	SUB-TOTAL			23,111		44,712		21,601
422	1 SF Residential	DU	76.00	752	100.00	750	24.00	-2
	2 MF Residential	DU	80.00	640	--	--	-80.00	-640
	3 Commercial Retail	TSF	136.00	7,476	10.00	851	-126.00	-6,625
	6 Other	--	--	1,185	--	1,523	--	338
	SUB-TOTAL			10,053		3,124		-6,929
423	1 SF Residential	DU	374.00	3,703	464.00	4,324	90.00	621
	3 Commercial Retail	TSF	98.01	8,337	98.01	8,337	0.00	0
	4 Commercial Office	TSF	10.89	126	10.89	126	0.00	0
	SUB-TOTAL			12,166		12,787		621
424	1 SF Residential	DU	189.00	1,871	350.00	3,465	161.00	1,594
	2 MF Residential	DU	194.00	1,552	--	--	-194.00	-1,552
	SUB-TOTAL			3,423		3,465		42

Land Use and Trip Generation Comparison – Current General Plan and OVOV Buildout								
			Amount	**ADT**	**Amount**	**ADT**	**Amount**	**ADT**
425	1 SF Residential	DU	241.00	2,386	114.00	1,129	-127.00	-1,257
	2 MF Residential	DU	80.00	640	80.00	640	0.00	0
	6 Other	--	--	81	--	81	--	0
	SUB-TOTAL			3,107		1,850		-1,257
426	1 SF Residential	DU	630.00	6,237	630.00	6,237	0.00	0
	5 Industrial Park	TSF	39.60	202	39.60	202	0.00	0
	SUB-TOTAL			6,439		6,439		0
427	1 SF Residential	DU	249.00	2,465	249.00	2,465	0.00	0
	SUB-TOTAL			2,465		2,465		0
428	1 SF Residential	DU	2,124.00	21,028	1,313.00	12,999	-811.00	-8,029
	3 Commercial Retail	TSF	86.60	5,896	86.60	5,896	0.00	0
	6 Other	--		--	--	1,088	--	1,088
	SUB-TOTAL			26,924		19,983		-6,941
429	1 SF Residential	DU	55.00	545	55.00	545	0.00	0
	SUB-TOTAL			545		545		0
430	1 SF Residential	DU	2.00	20	2.00	20	0.00	0
	SUB-TOTAL			20		20		0
431	1 SF Residential	DU	3.00	30	3.00	30	0.00	0
	SUB-TOTAL			30		30		0
433	1 SF Residential	DU	155.00	1,535	155.00	1,535	0.00	0
	SUB-TOTAL			1,535		1,535		0
434	1 SF Residential	DU	25.00	247	25.00	247	0.00	0
	SUB-TOTAL			247		247		0
437	1 SF Residential	DU	250.00	2,475	--	--	-250.00	-2,475
	2 MF Residential	DU	13.00	104	--	--	-13.00	-104
	4 Commercial Office	TSF	--	--	250.00	2,550	250.00	2,550
	6 Other	--	--	1,284	--	1,284	--	0
	SUB-TOTAL			3,863		3,834		-29
438	1 SF Residential	DU	568.00	5,623	10.00	99	-558.00	-5,524
	2 MF Residential	DU	13.00	104	--	--	-13.00	-104
	4 Commercial Office	TSF	--	--	250.00	2,550	250.00	2,550
	SUB-TOTAL			5,727		2,649		-3,078
439	1 SF Residential	DU	1,031.00	10,207	175.00	1,732	-856.00	-8,475
	3 Commercial Retail	TSF	41.65	2,252	41.65	2,252	0.00	0
	SUB-TOTAL			12,459		3,984		-8,475

Land Use and Trip Generation Comparison – Current General Plan and OVOV Buildout								
			Amount	**ADT**	**Amount**	**ADT**	**Amount**	**ADT**
440	1 SF Residential	DU	568.00	5,623	--	--	-568.00	-5,623
	5 Industrial Park	TSF	--	--	50.00	300	50.00	300
	SUB-TOTAL			5,623		300		-5,323
441	1 SF Residential	DU	284.00	2,812	490.00	4,371	206.00	1,559
	3 Commercial Retail	TSF	--	--	30.00	1,112	30.00	1,112
	6 Other	--	--	522	--	1,088	--	566
	SUB-TOTAL			3,334		6,571		3,237
442	1 SF Residential	DU	552.00	5,464	328.00	3,247	-224.00	-2,217
	SUB-TOTAL			5,464		3,247		-2,217
443	1 SF Residential	DU	763.00	7,554	763.00	7,554	0.00	0
	3 Commercial Retail	TSF	--	--	30.00	1,112	30.00	1,112
	4 Commercial Office	TSF	108.90	1,259	--	--	-108.90	-1,259
	6 Other	--	--	1,932	--	1,088	--	-844
	SUB-TOTAL			10,745		9,754		-991
444	1 SF Residential	DU	882.00	8,732	--	--	-882.00	-8,732
	2 MF Residential	DU	19.00	152	440.00	3,520	421.00	3,368
	3 Commercial Retail	TSF	110.00	5,947	200.00	10,812	90.00	4,865
	6 Other	--	--	37	--	37	--	0
	SUB-TOTAL			14,868		14,369		-499
445	1 SF Residential	DU	41.00	406	41.00	406	0.00	0
	SUB-TOTAL			406		406		0
446	1 SF Residential	DU	231.00	2,287	20.00	198	-211.00	-2,089
	SUB-TOTAL			2,287		198		-2,089
447	1 SF Residential	DU	125.00	1,238	300.00	2,970	175.00	1,732
	6 Other	--	--	1,194	--	1,194	--	0
	SUB-TOTAL			2,432		4,164		1,732
448	1 SF Residential	DU	691.00	6,841	691.00	6,841	0.00	0
	SUB-TOTAL			6,841		6,841		0
449	1 SF Residential	DU	20.00	198	20.00	198	0.00	0
	SUB-TOTAL			198		198		0
450	1 SF Residential	DU	27.00	267	27.00	267	0.00	0
	SUB-TOTAL			267		267		0
451	1 SF Residential	DU	67.00	663	140.00	1,386	73.00	723
	5 Industrial Park	TSF	47.00	282	47.00	282	0.00	0
	SUB-TOTAL			945		1,668		723
452	1 SF Residential	DU	38.00	376	38.00	376	0.00	0
	SUB-TOTAL			376		376		0

Land Use and Trip Generation Comparison – Current General Plan and OVOV Buildout								
			Amount	**ADT**	**Amount**	**ADT**	**Amount**	**ADT**
453	1 SF Residential	DU	875.00	8,663	1,020.00	10,098	145.00	1,435
	3 Commercial Retail	TSF	16.00	641	16.00	593	0.00	-48
	6 Other	--	--	711	--	1,088	--	377
	SUB-TOTAL			10,015		11,779		1,764
454	1 SF Residential	DU	625.00	6,188	650.00	6,435	25.00	247
	3 Commercial Retail	TSF	40.28	2,074	40.28	2,074	0.00	0
	6 Other	--	--	5,482	--	5,482	--	0
	SUB-TOTAL			13,744		13,991		247
455	1 SF Residential	DU	80.00	792	100.00	990	20.00	198
	SUB-TOTAL			792		990		198

Land Use and Trip Generation Comparison – Current General Plan and OVOV Buildout								
			Amount	**ADT**	**Amount**	**ADT**	**Amount**	**ADT**
1.	SF Residential	DU	89,373.00	877,112	81,395.00	795,563	-7,978.00	-81,549
2.	MF Residential	DU	62,543.00	481,988	67,679.00	514,809	5,136.00	32,821
3.	Commercial Retail	TSF	21,561.65	1,134,793	23,585.06	1,230,042	2,023.41	95,249
4.	Commercial Office	TSF	14,746.77	169,850	17,311.53	205,851	2,564.76	36,001
5.	Industrial Park	TSF	43,144.21	254,465	40,735.96	240,697	-2,408.25	-13,768
6.	Other	--	--	288,885	--	301,424	--	12,539
TOTAL				**3,207,093**		**3,288,386**		**81,293**

Appendix C

OVOV BUILDOUT TRIP GENERATION BY TAZ – AM, PM AND ADT

See Appendix D for Traffic Analysis Zone (TAZ) map and trip generation rates.

OVOV Buildout Land Use and Trip Generation by TAZ

			AM Peak Hour			PM Peak Hour			
Zone	Land Use Type	Units	In	Out	Total	In	Out	Total	ADT
1.	2 Single Family (1-5du/ac)	367.00 DU	70	206	276	235	136	371	3,633
	3 Single Family (6-10du/ac)	200.00 DU	38	112	150	128	74	202	1,980
	30 Industrial Park	275.00 TSF	151	28	179	36	143	179	1,650
SUB-TOTAL			259	346	605	399	353	752	7,263
2.	2 Single Family (1-5du/ac)	535.00 DU	102	300	402	342	198	540	5,297
SUB-TOTAL			102	300	402	342	198	540	5,297
3.	2 Single Family (1-5du/ac)	3,313.00 DU	629	1,855	2,484	2,120	1,226	3,346	32,799
	4 Condominium/Townhouse	648.00 DU	65	311	376	305	168	473	5,184
	5 Apartment	640.00 DU	51	275	326	262	134	396	4,416
	11 Commercial Center(10-30a)	320.00 TSF	234	150	384	762	826	1,588	17,299
	20 Elementary/Middle School	750.00 STU	195	150	345	60	68	128	1,088
	30 Industrial Park	256.80 TSF	141	26	167	33	134	167	1,541
	32 Manufacturing/Warehouse	77.49 TSF	43	13	56	21	36	57	395
SUB-TOTAL			1,358	2,780	4,138	3,563	2,592	6,155	62,722
5.	2 Single Family (1-5du/ac)	229.00 DU	44	128	172	147	85	232	2,267
	12 Commercial Center (<10ac)	25.00 TSF	27	17	44	83	90	173	2,127
	13 Commercial Shops	2.01 TSF	1	1	2	4	4	8	74
SUB-TOTAL			72	146	218	234	179	413	4,468
6.	2 Single Family (1-5du/ac)	409.00 DU	78	229	307	262	151	413	4,049
SUB-TOTAL			78	229	307	262	151	413	4,049
7.	1 Single Family (<1du/ac)	8.00 DU	2	5	7	7	3	10	79
	3 Single Family (6-10du/ac)	714.00 DU	136	400	536	457	264	721	7,069
SUB-TOTAL			138	405	543	464	267	731	7,148
8.	2 Single Family (1-5du/ac)	97.00 DU	18	54	72	62	36	98	960
SUB-TOTAL			18	54	72	62	36	98	960
9.	2 Single Family (1-5du/ac)	320.00 DU	61	179	240	205	118	323	3,168
SUB-TOTAL			61	179	240	205	118	323	3,168
10.	2 Single Family (1-5du/ac)	12.00 DU	2	7	9	8	4	12	119
	4 Condominium/Townhouse	184.00 DU	18	88	106	86	48	134	1,472
	10 Commercial Center (>30ac)	300.00 TSF	141	90	231	492	534	1,026	12,018
SUB-TOTAL			161	185	346	586	586	1,172	13,609
11.	2 Single Family (1-5du/ac)	24.00 DU	5	13	18	15	9	24	238
	3 Single Family (6-10du/ac)	84.00 DU	16	47	63	54	31	85	832
	4 Condominium/Townhouse	165.00 DU	17	79	96	78	43	121	1,320
	5 Apartment	72.00 DU	6	31	37	30	15	45	497
	12 Commercial Center (<10ac)	52.76 TSF	58	36	94	175	190	365	4,488
	13 Commercial Shops	2.46 TSF	2	1	3	4	4	8	91
	15 Sit-Down Restaurant	7.75 TSF	37	34	71	51	34	85	1,010
	30 Industrial Park	41.82 TSF	23	4	27	5	22	27	251
	40 Commercial Office	1.23 TSF	2	0	2	0	2	2	14
	51 Developed Park	2.00 AC	0	0	0	0	0	0	5
SUB-TOTAL			166	245	411	412	350	762	8,746
12.	2 Single Family (1-5du/ac)	213.00 DU	40	119	159	136	79	215	2,109
	3 Single Family (6-10du/ac)	39.00 DU	7	22	29	25	14	39	386
	14 Hotel	121.00 ROOM	41	27	68	39	35	74	996
SUB-TOTAL			88	168	256	200	128	328	3,491

OVOV Buildout Land Use and Trip Generation by TAZ									
			AM Peak Hour			PM Peak Hour			
Zone	Land Use Type	Units	In	Out	Total	In	Out	Total	ADT
13.	2 Single Family (1-5du/ac)	641.00 DU	122	359	481	410	237	647	6,346
	4 Condominium/Townhouse	54.00 DU	5	26	31	25	14	39	432
	12 Commercial Center (<10ac)	25.00 TSF	27	17	44	83	90	173	2,127
SUB-TOTAL			154	402	556	518	341	859	8,905
14.	2 Single Family (1-5du/ac)	117.00 DU	22	66	88	75	43	118	1,158
SUB-TOTAL			22	66	88	75	43	118	1,158
15.	2 Single Family (1-5du/ac)	370.00 DU	70	207	277	237	137	374	3,663
	SUB-TOTAL		70	207	277	237	137	374	3,663
16.	2 Single Family (1-5du/ac)	291.00 DU	55	163	218	186	108	294	2,881
	SUB-TOTAL		55	163	218	186	108	294	2,881
17.	2 Single Family (1-5du/ac)	380.00 DU	72	213	285	243	141	384	3,762
	SUB-TOTAL		72	213	285	243	141	384	3,762
18.	2 Single Family (1-5du/ac)	455.00 DU	86	255	341	291	168	459	4,505
	4 Condominium/Townhouse	109.00 DU	11	52	63	51	28	79	872
	6 Mobile Home	113.00 DU	9	36	45	40	24	64	780
	12 Commercial Center (<10ac)	21.00 TSF	23	14	37	70	76	146	1,786
	51 Developed Park	7.00 AC	0	0	0	0	0	0	18
	SUB-TOTAL		129	357	486	452	296	748	7,961
19.	2 Single Family (1-5du/ac)	1,577.00 DU	300	883	1,183	1,009	583	1,592	15,612
	20 Elementary/Middle School	1,950.00 STU	507	390	897	156	176	332	2,828
	50 Golf Course	150.00 AC	23	9	32	15	30	45	1,194
	SUB-TOTAL		830	1,282	2,112	1,180	789	1,969	19,634
20.	2 Single Family (1-5du/ac)	245.00 DU	47	137	184	157	91	248	2,426
	4 Condominium/Townhouse	136.00 DU	14	65	79	64	35	99	1,088
	30 Industrial Park	174.00 TSF	96	17	113	23	90	113	1,044
	SUB-TOTAL		157	219	376	244	216	460	4,558
21.	2 Single Family (1-5du/ac)	620.00 DU	118	347	465	397	229	626	6,138
	3 Single Family (6-10du/ac)	35.00 DU	7	20	27	22	13	35	347
	12 Commercial Center (<10ac)	70.00 TSF	76	48	124	232	252	484	5,954
	SUB-TOTAL		201	415	616	651	494	1,145	12,439
22.	2 Single Family (1-5du/ac)	350.00 DU	67	196	263	224	130	354	3,465
	SUB-TOTAL		67	196	263	224	130	354	3,465
23.	2 Single Family (1-5du/ac)	373.00 DU	71	209	280	239	138	377	3,693
	SUB-TOTAL		71	209	280	239	138	377	3,693
24.	2 Single Family (1-5du/ac)	422.00 DU	80	236	316	270	156	426	4,178
	SUB-TOTAL		80	236	316	270	156	426	4,178
25.	20 Elementary/Middle School	750.00 STU	195	150	345	60	68	128	1,088
	SUB-TOTAL		195	150	345	60	68	128	1,088
26.	13 Commercial Shops	72.90 TSF	52	35	87	131	131	262	2,702
	SUB-TOTAL		52	35	87	131	131	262	2,702
27.	5 Apartment	256.00 DU	20	110	130	105	54	159	1,766
	SUB-TOTAL		20	110	130	105	54	159	1,766

OVOV Buildout Land Use and Trip Generation by TAZ									
			AM Peak Hour			PM Peak Hour			
Zone	Land Use Type	Units	In	Out	Total	In	Out	Total	ADT
28.	3 Single Family (6-10du/ac)	1,077.00 DU	205	603	808	689	398	1,087	10,662
	20 Elementary/Middle School	750.00 STU	195	150	345	60	68	128	1,088
	SUB-TOTAL		400	753	1,153	749	466	1,215	11,750
29.	51 Developed Park	20.00 AC	0	0	0	1	1	2	52
	SUB-TOTAL		0	0	0	1	1	2	52
30.	4 Condominium/Townhouse	275.00 DU	28	132	160	129	72	201	2,200
	SUB-TOTAL		28	132	160	129	72	201	2,200
31.	3 Single Family (6-10du/ac)	65.00 DU	12	36	48	42	24	66	644
	4 Condominium/Townhouse	200.00 DU	20	96	116	94	52	146	1,600
	20 Elementary/Middle School	1,200.00 STU	312	240	552	96	108	204	1,740
	SUB-TOTAL		344	372	716	232	184	416	3,984
32.	4 Condominium/Townhouse	94.00 DU	9	45	54	44	24	68	752
	SUB-TOTAL		9	45	54	44	24	68	752
33.	12 Commercial Center (<10ac)	61.00 TSF	66	42	108	203	220	423	5,189
	SUB-TOTAL		66	42	108	203	220	423	5,189
34.	11 Commercial Center(10-30a)	107.10 TSF	78	50	128	255	276	531	5,790
	SUB-TOTAL		78	50	128	255	276	531	5,790
35.	3 Single Family (6-10du/ac)	616.00 DU	117	345	462	394	228	622	6,098
	4 Condominium/Townhouse	60.00 DU	6	29	35	28	16	44	480
	5 Apartment	200.00 DU	16	86	102	82	42	124	1,380
	SUB-TOTAL		139	460	599	504	286	790	7,958
36.	2 Single Family (1-5du/ac)	190.00 DU	36	106	142	122	70	192	1,881
	4 Condominium/Townhouse	268.00 DU	27	129	156	126	70	196	2,144
	SUB-TOTAL		63	235	298	248	140	388	4,025
37.	2 Single Family (1-5du/ac)	212.00 DU	40	119	159	136	78	214	2,099
	4 Condominium/Townhouse	128.00 DU	13	61	74	60	33	93	1,024
	25 Church	20.00 TSF	8	7	15	7	6	13	186
	SUB-TOTAL		61	187	248	203	117	320	3,309
38.	4 Condominium/Townhouse	105.00 DU	11	50	61	49	27	76	840
	5 Apartment	226.00 DU	18	97	115	93	47	140	1,559
	12 Commercial Center (<10ac)	50.00 TSF	55	35	90	166	180	346	4,253
	SUB-TOTAL		84	182	266	308	254	562	6,652
39.	11 Commercial Center(10-30a)	150.40 TSF	110	71	181	358	388	746	8,131
	30 Industrial Park	4,000.00 TSF	2,200	400	2,600	520	2,080	2,600	24,000
	SUB-TOTAL		2,310	471	2,781	878	2,468	3,346	32,131
40.	11 Commercial Center(10-30a)	200.00 TSF	146	94	240	476	516	992	10,812
	31 Business Park	116.70 TSF	140	27	167	35	116	151	1,190
	34 Utilities	10.00 TSF	0	0	0	0	0	0	24
	SUB-TOTAL		286	121	407	511	632	1,143	12,026
41.	30 Industrial Park	685.94 TSF	377	69	446	89	357	446	4,116
	40 Commercial Office	177.60 TSF	275	34	309	37	229	266	2,053
	SUB-TOTAL		652	103	755	126	586	712	6,169

OVOV Buildout Land Use and Trip Generation by TAZ									
			AM Peak Hour			PM Peak Hour			
Zone	Land Use Type	Units	In	Out	Total	In	Out	Total	ADT
42.	40 Commercial Office	696.85 TSF	1,080	132	1,212	146	899	1,045	8,056
	SUB-TOTAL		1,080	132	1,212	146	899	1,045	8,056
43.	13 Commercial Shops	27.00 TSF	19	13	32	49	49	98	1,001
	40 Commercial Office	100.75 TSF	156	19	175	21	130	151	1,165
	SUB-TOTAL		175	32	207	70	179	249	2,166
44.	2 Single Family (1-5du/ac)	445.00 DU	85	249	334	285	165	450	4,406
	12 Commercial Center (<10ac)	25.00 TSF	27	17	44	83	90	173	2,127
	13 Commercial Shops	10.00 TSF	7	5	12	18	18	36	371
	20 Elementary/Middle School	750.00 STU	195	150	345	60	68	128	1,088
	26 Day Care	80.00 STU	34	30	64	32	37	69	362
	SUB-TOTAL		348	451	799	478	378	856	8,354
45.	30 Industrial Park	1,215.00 TSF	668	122	790	158	632	790	7,290
	40 Commercial Office	464.94 TSF	721	88	809	98	600	698	5,375
	SUB-TOTAL		1,389	210	1,599	256	1,232	1,488	12,665
46.	13 Commercial Shops	77.00 TSF	55	37	92	139	139	278	2,854
	30 Industrial Park	445.80 TSF	245	45	290	58	232	290	2,675
	SUB-TOTAL		300	82	382	197	371	568	5,529
47.	30 Industrial Park	4,254.10 TSF	2,340	425	2,765	553	2,212	2,765	25,525
	SUB-TOTAL		2,340	425	2,765	553	2,212	2,765	25,525
48.	30 Industrial Park	720.00 TSF	396	72	468	94	374	468	4,320
	SUB-TOTAL		396	72	468	94	374	468	4,320
49.	30 Industrial Park	764.30 TSF	420	76	496	99	397	496	4,586
	SUB-TOTAL		420	76	496	99	397	496	4,586
50.	2 Single Family (1-5du/ac)	350.00 DU	67	196	263	224	130	354	3,465
	58 Landfill	20.00 SG	60	40	100	80	120	200	2,000
	SUB-TOTAL		127	236	363	304	250	554	5,465
51.	30 Industrial Park	1,221.36 TSF	672	122	794	159	635	794	7,328
	SUB-TOTAL		672	122	794	159	635	794	7,328
52.	2 Single Family (1-5du/ac)	100.00 DU	19	56	75	64	37	101	990
	SUB-TOTAL		19	56	75	64	37	101	990
53.	1 Single Family (<1du/ac)	35.00 DU	10	23	33	29	13	42	347
	SUB-TOTAL		10	23	33	29	13	42	347
54.	3 Single Family (6-10du/ac)	62.00 DU	12	35	47	40	23	63	614
	4 Condominium/Townhouse	589.00 DU	59	283	342	277	153	430	4,712
	SUB-TOTAL		71	318	389	317	176	493	5,326
55.	3 Single Family (6-10du/ac)	164.00 DU	31	92	123	105	61	166	1,624
	4 Condominium/Townhouse	922.00 DU	92	443	535	433	240	673	7,376
	51 Developed Park	5.80 AC	0	0	0	0	0	0	15
	SUB-TOTAL		123	535	658	538	301	839	9,015

OVOV Buildout Land Use and Trip Generation by TAZ									
			AM Peak Hour			PM Peak Hour			
Zone	Land Use Type	Units	In	Out	Total	In	Out	Total	ADT
56.	2 Single Family (1-5du/ac)	19.00 DU	4	11	15	12	7	19	188
	4 Condominium/Townhouse	23.00 DU	2	11	13	11	6	17	184
	SUB-TOTAL		6	22	28	23	13	36	372
57.	12 Commercial Center (<10ac)	55.40 TSF	60	38	98	184	199	383	4,712
	31 Business Park	1,169.60 TSF	1,404	269	1,673	351	1,158	1,509	11,930
	40 Commercial Office	105.00 TSF	163	20	183	22	135	157	1,214
	SUB-TOTAL		1,627	327	1,954	557	1,492	2,049	17,856
58.	30 Industrial Park	1,123.00 TSF	618	112	730	146	584	730	6,738
	SUB-TOTAL		618	112	730	146	584	730	6,738
59.	35 Regional Post Office	764.00 TSF	153	115	268	115	115	230	3,820
	SUB-TOTAL		153	115	268	115	115	230	3,820
60.	13 Commercial Shops	34.80 TSF	25	17	42	63	63	126	1,290
	30 Industrial Park	160.50 TSF	88	16	104	21	83	104	963
	40 Commercial Office	27.20 TSF	42	5	47	6	35	41	314
	SUB-TOTAL		155	38	193	90	181	271	2,567
61.	30 Industrial Park	825.65 TSF	454	83	537	107	429	536	4,954
	40 Commercial Office	48.80 TSF	76	9	85	10	63	73	564
	SUB-TOTAL		530	92	622	117	492	609	5,518
62.	13 Commercial Shops	19.50 TSF	14	9	23	35	35	70	723
	30 Industrial Park	430.64 TSF	237	43	280	56	224	280	2,584
	SUB-TOTAL		251	52	303	91	259	350	3,307
63.	14 Hotel	297.00 ROOM	101	65	166	95	86	181	2,444
	30 Industrial Park	575.00 TSF	316	58	374	75	299	374	3,450
	SUB-TOTAL		417	123	540	170	385	555	5,894
64.	30 Industrial Park	3,161.48 TSF	1,739	316	2,055	411	1,644	2,055	18,969
	SUB-TOTAL		1,739	316	2,055	411	1,644	2,055	18,969
65.	11 Commercial Center(10-30a)	155.00 TSF	113	73	186	369	400	769	8,379
	30 Industrial Park	329.00 TSF	181	33	214	43	171	214	1,974
	SUB-TOTAL		294	106	400	412	571	983	10,353
66.	11 Commercial Center(10-30a)	170.45 TSF	124	80	204	406	440	846	9,215
	30 Industrial Park	329.00 TSF	181	33	214	43	171	214	1,974
	SUB-TOTAL		305	113	418	449	611	1,060	11,189
67.	3 Single Family (6-10du/ac)	163.00 DU	31	91	122	104	60	164	1,614
	4 Condominium/Townhouse	90.00 DU	9	43	52	42	23	65	720
	SUB-TOTAL		40	134	174	146	83	229	2,334
68.	5 Apartment	208.00 DU	17	89	106	85	44	129	1,435
	SUB-TOTAL		17	89	106	85	44	129	1,435
69.	3 Single Family (6-10du/ac)	76.00 DU	14	43	57	49	28	77	752
	SUB-TOTAL		14	43	57	49	28	77	752

OVOV Buildout Land Use and Trip Generation by TAZ									
			AM Peak Hour			PM Peak Hour			
Zone	Land Use Type	Units	In	Out	Total	In	Out	Total	ADT
70.	11 Commercial Center(10-30a)	147.00 TSF	107	69	176	350	379	729	7,947
	18 Health Club	71.00 TSF	68	45	113	153	102	255	2,840
	26 Day Care	150.00 STU	65	57	122	60	69	129	678
	30 Industrial Park	529.00 TSF	291	53	344	69	275	344	3,174
	32 Manufacturing/Warehouse	75.00 TSF	42	13	55	20	35	55	383
	SUB-TOTAL		573	237	810	652	860	1,512	15,022
71.	21 High School	2,500.00 STU	800	350	1,150	150	225	375	4,475
	SUB-TOTAL		800	350	1,150	150	225	375	4,475
72.	13 Commercial Shops	60.00 TSF	43	29	72	108	108	216	2,224
	20 Elementary/Middle School	350.00 STU	91	70	161	28	32	60	508
	SUB-TOTAL		134	99	233	136	140	276	2,732
74.	3 Single Family (6-10du/ac)	153.00 DU	29	86	115	98	57	155	1,515
	4 Condominium/Townhouse	147.00 DU	15	71	86	69	38	107	1,176
	SUB-TOTAL		44	157	201	167	95	262	2,691
75.	4 Condominium/Townhouse	149.00 DU	15	72	87	70	39	109	1,192
	51 Developed Park	17.50 AC	0	0	0	1	1	2	46
	SUB-TOTAL		15	72	87	71	40	111	1,238
76.	5 Apartment	188.00 DU	15	81	96	77	39	116	1,297
	12 Commercial Center (<10ac)	11.00 TSF	12	8	20	37	40	77	936
	SUB-TOTAL		27	89	116	114	79	193	2,233
78.	30 Industrial Park	1,776.00 TSF	977	178	1,155	231	924	1,155	10,656
	SUB-TOTAL		977	178	1,155	231	924	1,155	10,656
79.	30 Industrial Park	685.00 TSF	377	69	446	89	356	445	4,110
	SUB-TOTAL		377	69	446	89	356	445	4,110
80.	30 Industrial Park	880.00 TSF	484	88	572	114	458	572	5,280
	SUB-TOTAL		484	88	572	114	458	572	5,280
81.	30 Industrial Park	711.00 TSF	391	71	462	92	370	462	4,266
	SUB-TOTAL		391	71	462	92	370	462	4,266
82.	30 Industrial Park	1,007.55 TSF	554	101	655	131	524	655	6,045
	SUB-TOTAL		554	101	655	131	524	655	6,045
83.	30 Industrial Park	876.00 TSF	482	88	570	114	456	570	5,256
	SUB-TOTAL		482	88	570	114	456	570	5,256
84.	30 Industrial Park	333.00 TSF	183	33	216	43	173	216	1,998
	SUB-TOTAL		183	33	216	43	173	216	1,998
86.	12 Commercial Center (<10ac)	15.00 TSF	16	10	26	50	54	104	1,276
	13 Commercial Shops	20.50 TSF	15	10	25	37	37	74	760
	14 Hotel	36.00 ROOM	12	8	20	12	10	22	296
	15 Sit-Down Restaurant	47.26 TSF	228	210	438	308	205	513	6,160
	SUB-TOTAL		271	238	509	407	306	713	8,492
89.	53 Wayside Honor Ranch	30.00 SG	90	60	150	120	180	300	3,000
	SUB-TOTAL		90	60	150	120	180	300	3,000

OVOV Buildout Land Use and Trip Generation by TAZ									
			AM Peak Hour			PM Peak Hour			
Zone	Land Use Type	Units	In	Out	Total	In	Out	Total	ADT
90.	4 Condominium/Townhouse	360.00 DU	36	173	209	169	94	263	2,880
	10 Commercial Center (>30ac)	1,093.35 TSF	514	328	842	1,793	1,946	3,739	43,800
	11 Commercial Center(10-30a)	135.00 TSF	99	63	162	321	348	669	7,298
	12 Commercial Center (<10ac)	77.00 TSF	84	53	137	256	277	533	6,550
	30 Industrial Park	163.88 TSF	90	16	106	21	85	106	983
	SUB-TOTAL		823	633	1,456	2,560	2,750	5,310	61,511
91.	11 Commercial Center(10-30a)	247.38 TSF	181	116	297	589	638	1,227	13,373
	SUB-TOTAL		181	116	297	589	638	1,227	13,373
92.	4 Condominium/Townhouse	1,333.00 DU	133	640	773	627	347	974	10,664
	10 Commercial Center (>30ac)	618.00 TSF	290	185	475	1,014	1,100	2,114	24,757
	14 Hotel	300.00 ROOM	102	66	168	96	87	183	2,469
	40 Commercial Office	629.00 TSF	975	120	1,095	132	811	943	7,271
	SUB-TOTAL		1,500	1,011	2,511	1,869	2,345	4,214	45,161
93.	13 Commercial Shops	20.00 TSF	14	10	24	36	36	72	741
	14 Hotel	169.00 ROOM	57	37	94	54	49	103	1,391
	SUB-TOTAL		71	47	118	90	85	175	2,132
94.	54 Six Flags Magic Mtn	240.00 SG	720	480	1,200	960	1,440	2,400	24,000
	SUB-TOTAL		720	480	1,200	960	1,440	2,400	24,000
96.	2 Single Family (1-5du/ac)	123.00 DU	23	69	92	79	46	125	1,218
	4 Condominium/Townhouse	881.00 DU	88	423	511	414	229	643	7,048
	SUB-TOTAL		111	492	603	493	275	768	8,266
97.	55 Travel Village	26.20 SG	79	52	131	105	157	262	2,620
	SUB-TOTAL		79	52	131	105	157	262	2,620
98.	12 Commercial Center (<10ac)	6.20 TSF	7	4	11	21	22	43	527
	31 Business Park	691.50 TSF	830	159	989	207	685	892	7,053
	SUB-TOTAL		837	163	1,000	228	707	935	7,580
99.	4 Condominium/Townhouse	470.00 DU	47	226	273	221	122	343	3,760
	51 Developed Park	20.20 AC	0	0	0	1	1	2	53
	SUB-TOTAL		47	226	273	222	123	345	3,813
100.	12 Commercial Center (<10ac)	23.00 TSF	25	16	41	76	83	159	1,956
	40 Commercial Office	220.00 TSF	341	42	383	46	284	330	2,543
	SUB-TOTAL		366	58	424	122	367	489	4,499
101.	10 Commercial Center (>30ac)	491.60 TSF	231	147	378	806	875	1,681	19,693
	SUB-TOTAL		231	147	378	806	875	1,681	19,693
102.	3 Single Family (6-10du/ac)	38.00 DU	7	21	28	24	14	38	376
	4 Condominium/Townhouse	305.00 DU	31	146	177	143	79	222	2,440
	5 Apartment	155.00 DU	12	67	79	64	33	97	1,070
	12 Commercial Center (<10ac)	10.50 TSF	11	7	18	35	38	73	893
	40 Commercial Office	9.50 TSF	15	2	17	2	12	14	110
	SUB-TOTAL		76	243	319	268	176	444	4,889

OVOV Buildout Land Use and Trip Generation by TAZ									
			AM Peak Hour			PM Peak Hour			
Zone	Land Use Type	Units	In	Out	Total	In	Out	Total	ADT
103.	3 Single Family (6-10du/ac)	95.00 DU	18	53	71	61	35	96	940
	4 Condominium/Townhouse	169.00 DU	17	81	98	79	44	123	1,352
	12 Commercial Center (<10ac)	38.50 TSF	42	27	69	128	139	267	3,275
	13 Commercial Shops	9.50 TSF	7	5	12	17	17	34	352
	20 Elementary/Middle School	750.00 STU	195	150	345	60	68	128	1,088
	51 Developed Park	16.10 AC	0	0	0	0	1	1	42
	SUB-TOTAL		279	316	595	345	304	649	7,049
104.	3 Single Family (6-10du/ac)	175.00 DU	33	98	131	112	65	177	1,732
	4 Condominium/Townhouse	211.00 DU	21	101	122	99	55	154	1,688
	5 Apartment	152.00 DU	12	65	77	62	32	94	1,049
	11 Commercial Center(10-30a)	252.00 TSF	184	118	302	600	650	1,250	13,623
	40 Commercial Office	370.00 TSF	574	70	644	78	477	555	4,277
	SUB-TOTAL		824	452	1,276	951	1,279	2,230	22,369
105.	5 Apartment	144.00 DU	12	62	74	59	30	89	994
	12 Commercial Center (<10ac)	27.10 TSF	30	19	49	90	98	188	2,305
	40 Commercial Office	315.90 TSF	490	60	550	66	408	474	3,652
	SUB-TOTAL		532	141	673	215	536	751	6,951
106.	5 Apartment	520.00 DU	42	224	266	213	109	322	3,588
	SUB-TOTAL		42	224	266	213	109	322	3,588
107.	2 Single Family (1-5du/ac)	461.00 DU	88	258	346	295	171	466	4,564
	4 Condominium/Townhouse	326.00 DU	33	156	189	153	85	238	2,608
	20 Elementary/Middle School	1,200.00 STU	312	240	552	96	108	204	1,740
	21 High School	2,500.00 STU	800	350	1,150	150	225	375	4,475
	51 Developed Park	20.50 AC	0	0	0	1	1	2	53
	SUB-TOTAL		1,233	1,004	2,237	695	590	1,285	13,440
108.	4 Condominium/Townhouse	2,189.00 DU	219	1,051	1,270	1,029	569	1,598	17,512
	20 Elementary/Middle School	750.00 STU	195	150	345	60	68	128	1,088
	51 Developed Park	8.70 AC	0	0	0	0	0	0	23
	SUB-TOTAL		414	1,201	1,615	1,089	637	1,726	18,623
109.	3 Single Family (6-10du/ac)	38.00 DU	7	21	28	24	14	38	376
	SUB-TOTAL		7	21	28	24	14	38	376
110.	2 Single Family (1-5du/ac)	184.00 DU	35	103	138	118	68	186	1,822
	4 Condominium/Townhouse	548.00 DU	55	263	318	258	142	400	4,384
	20 Elementary/Middle School	750.00 STU	195	150	345	60	68	128	1,088
	51 Developed Park	9.40 AC	0	0	0	0	0	0	24
	SUB-TOTAL		285	516	801	436	278	714	7,318
111.	34 Utilities	100.00 TSF	0	0	0	0	0	0	238
	SUB-TOTAL		0	0	0	0	0	0	238
112.	2 Single Family (1-5du/ac)	90.00 DU	17	50	67	58	33	91	891
	3 Single Family (6-10du/ac)	156.00 DU	30	87	117	100	58	158	1,544
	50 Golf Course	180.00 AC	27	11	38	18	36	54	1,433
	SUB-TOTAL		74	148	222	176	127	303	3,868
113.	4 Condominium/Townhouse	354.00 DU	35	170	205	166	92	258	2,832
	SUB-TOTAL		35	170	205	166	92	258	2,832

OVOV Buildout Land Use and Trip Generation by TAZ									
			AM Peak Hour			PM Peak Hour			
Zone	Land Use Type	Units	In	Out	Total	In	Out	Total	ADT
114.	4 Condominium/Townhouse	560.00 DU	56	269	325	263	146	409	4,480
	SUB-TOTAL		56	269	325	263	146	409	4,480
115.	3 Single Family (6-10du/ac)	603.00 DU	115	338	453	386	223	609	5,970
	SUB-TOTAL		115	338	453	386	223	609	5,970
116.	4 Condominium/Townhouse	1,262.00 DU	126	606	732	593	328	921	10,096
	10 Commercial Center (>30ac)	628.50 TSF	295	189	484	1,031	1,119	2,150	25,178
	SUB-TOTAL		421	795	1,216	1,624	1,447	3,071	35,274
117.	4 Condominium/Townhouse	1,261.00 DU	126	605	731	593	328	921	10,088
	10 Commercial Center (>30ac)	628.50 TSF	295	189	484	1,031	1,119	2,150	25,178
	SUB-TOTAL		421	794	1,215	1,624	1,447	3,071	35,266
118.	4 Condominium/Townhouse	161.00 DU	16	77	93	76	42	118	1,288
	SUB-TOTAL		16	77	93	76	42	118	1,288
119.	5 Apartment	1,679.00 DU	134	722	856	688	353	1,041	11,585
	SUB-TOTAL		134	722	856	688	353	1,041	11,585
120.	4 Condominium/Townhouse	2,425.00 DU	243	1,164	1,407	1,140	631	1,771	19,400
	11 Commercial Center(10-30a)	267.30 TSF	195	126	321	636	690	1,326	14,450
	13 Commercial Shops	16.00 TSF	12	8	20	29	29	58	593
	20 Elementary/Middle School	750.00 STU	195	150	345	60	68	128	1,088
	40 Commercial Office	75.00 TSF	116	14	130	16	97	113	867
	51 Developed Park	8.40 AC	0	0	0	0	0	0	22
	SUB-TOTAL		761	1,462	2,223	1,881	1,515	3,396	36,420
121.	2 Single Family (1-5du/ac)	168.00 DU	32	94	126	108	62	170	1,663
	4 Condominium/Townhouse	418.00 DU	42	201	243	196	109	305	3,344
	SUB-TOTAL		74	295	369	304	171	475	5,007
122.	4 Condominium/Townhouse	176.00 DU	18	84	102	83	46	129	1,408
	SUB-TOTAL		18	84	102	83	46	129	1,408
123.	2 Single Family (1-5du/ac)	452.00 DU	86	253	339	289	167	456	4,475
	4 Condominium/Townhouse	272.00 DU	27	131	158	128	71	199	2,176
	13 Commercial Shops	17.20 TSF	12	8	20	31	31	62	637
	SUB-TOTAL		125	392	517	448	269	717	7,288
124.	7 Senior (Active)	1,343.00 DU	107	161	268	215	134	349	4,983
	SUB-TOTAL		107	161	268	215	134	349	4,983
125.	20 Elementary/Middle School	1,200.00 STU	312	240	552	96	108	204	1,740
	21 High School	2,500.00 STU	800	350	1,150	150	225	375	4,475
	SUB-TOTAL		1,112	590	1,702	246	333	579	6,215
126.	11 Commercial Center(10-30a)	150.00 TSF	110	71	181	357	387	744	8,109
	40 Commercial Office	336.00 TSF	521	64	585	71	433	504	3,884
	SUB-TOTAL		631	135	766	428	820	1,248	11,993
127.	4 Condominium/Townhouse	888.00 DU	89	426	515	417	231	648	7,104
	SUB-TOTAL		89	426	515	417	231	648	7,104
128.	3 Single Family (6-10du/ac)	450.00 DU	86	252	338	288	167	455	4,455
	SUB-TOTAL		86	252	338	288	167	455	4,455

OVOV Buildout Land Use and Trip Generation by TAZ									
			AM Peak Hour			PM Peak Hour			
Zone	Land Use Type	Units	In	Out	Total	In	Out	Total	ADT
129.	3 Single Family (6-10du/ac)	177.00 DU	34	99	133	113	65	178	1,752
	SUB-TOTAL		34	99	133	113	65	178	1,752
130.	2 Single Family (1-5du/ac)	708.00 DU	135	396	531	453	262	715	7,009
	SUB-TOTAL		135	396	531	453	262	715	7,009
131.	2 Single Family (1-5du/ac)	14.00 DU	3	8	11	9	5	14	139
	4 Condominium/Townhouse	1,273.00 DU	127	611	738	598	331	929	10,184
	25 Church	20.00 TSF	8	7	15	7	6	13	186
	51 Developed Park	24.20 AC	0	0	0	1	1	2	63
	SUB-TOTAL		138	626	764	615	343	958	10,572
132.	2 Single Family (1-5du/ac)	436.00 DU	83	244	327	279	161	440	4,316
	20 Elementary/Middle School	750.00 STU	195	150	345	60	68	128	1,088
	51 Developed Park	16.00 AC	0	0	0	0	1	1	42
	SUB-TOTAL		278	394	672	339	230	569	5,446
133.	11 Commercial Center(10-30a)	27.00 TSF	20	13	33	64	70	134	1,460
	SUB-TOTAL		20	13	33	64	70	134	1,460
134.	2 Single Family (1-5du/ac)	482.00 DU	92	270	362	308	178	486	4,772
	SUB-TOTAL		92	270	362	308	178	486	4,772
135.	2 Single Family (1-5du/ac)	174.00 DU	33	97	130	111	64	175	1,723
	4 Condominium/Townhouse	172.00 DU	17	83	100	81	45	126	1,376
	50 Golf Course	208.00 AC	31	12	43	21	42	63	1,656
	SUB-TOTAL		81	192	273	213	151	364	4,755
137.	40 Commercial Office	72.00 TSF	112	14	126	15	93	108	832
	SUB-TOTAL		112	14	126	15	93	108	832
138.	11 Commercial Center(10-30a)	120.00 TSF	88	56	144	286	310	596	6,487
	SUB-TOTAL		88	56	144	286	310	596	6,487
139.	5 Apartment	474.00 DU	38	204	242	194	100	294	3,271
	SUB-TOTAL		38	204	242	194	100	294	3,271
140.	3 Single Family (6-10du/ac)	428.00 DU	81	240	321	274	158	432	4,237
	4 Condominium/Townhouse	1,266.00 DU	127	608	735	595	329	924	10,128
	12 Commercial Center (<10ac)	20.00 TSF	22	14	36	66	72	138	1,701
	20 Elementary/Middle School	400.00 STU	104	80	184	32	36	68	580
	40 Commercial Office	31.00 TSF	48	6	54	7	40	47	358
	51 Developed Park	5.00 AC	0	0	0	0	0	0	13
	SUB-TOTAL		382	948	1,330	974	635	1,609	17,017
141.	15 Sit-Down Restaurant	20.30 TSF	98	90	188	132	88	220	2,646
	16 Fast Food Restaurant	10.10 TSF	257	247	504	176	162	338	5,011
	40 Commercial Office	50.00 TSF	78	10	88	11	65	76	578
	SUB-TOTAL		433	347	780	319	315	634	8,235
142.	4 Condominium/Townhouse	670.00 DU	67	322	389	315	174	489	5,360
	SUB-TOTAL		67	322	389	315	174	489	5,360

OVOV Buildout Land Use and Trip Generation by TAZ									
			AM Peak Hour			PM Peak Hour			
Zone	Land Use Type	Units	In	Out	Total	In	Out	Total	ADT
143.	2 Single Family (1-5du/ac)	96.00 DU	18	54	72	61	36	97	950
	3 Single Family (6-10du/ac)	482.00 DU	92	270	362	308	178	486	4,772
	4 Condominium/Townhouse	160.00 DU	16	77	93	75	42	117	1,280
	20 Elementary/Middle School	1,950.00 STU	507	390	897	156	176	332	2,828
	51 Developed Park	7.00 AC	0	0	0	0	0	0	18
	SUB-TOTAL		633	791	1,424	600	432	1,032	9,848
144.	2 Single Family (1-5du/ac)	6.00 DU	1	3	4	4	2	6	59
	SUB-TOTAL		1	3	4	4	2	6	59
145.	10 Commercial Center (>30ac)	778.00 TSF	366	233	599	1,276	1,385	2,661	31,167
	12 Commercial Center (<10ac)	36.00 TSF	39	25	64	120	130	250	3,062
	13 Commercial Shops	45.74 TSF	33	22	55	82	82	164	1,695
	15 Sit-Down Restaurant	7.80 TSF	38	35	73	51	34	85	1,017
	16 Fast Food Restaurant	6.68 TSF	170	163	333	116	107	223	3,314
	32 Manufacturing/Warehouse	74.50 TSF	42	13	55	20	35	55	380
	SUB-TOTAL		688	491	1,179	1,665	1,773	3,438	40,635
146.	2 Single Family (1-5du/ac)	314.00 DU	60	176	236	201	116	317	3,109
	4 Condominium/Townhouse	296.00 DU	30	142	172	139	77	216	2,368
	SUB-TOTAL		90	318	408	340	193	533	5,477
147.	3 Single Family (6-10du/ac)	140.00 DU	27	78	105	90	52	142	1,386
	4 Condominium/Townhouse	100.00 DU	10	48	58	47	26	73	800
	5 Apartment	567.00 DU	45	244	289	232	119	351	3,912
	20 Elementary/Middle School	750.00 STU	195	150	345	60	68	128	1,088
	51 Developed Park	5.00 AC	0	0	0	0	0	0	13
	SUB-TOTAL		277	520	797	429	265	694	7,199
148.	11 Commercial Center(10-30a)	183.88 TSF	134	86	220	438	474	912	9,941
	15 Sit-Down Restaurant	7.70 TSF	37	34	71	50	33	83	1,004
	16 Fast Food Restaurant	5.00 TSF	127	122	249	87	80	167	2,481
	SUB-TOTAL		298	242	540	575	587	1,162	13,426
149.	2 Single Family (1-5du/ac)	535.00 DU	102	300	402	342	198	540	5,297
	4 Condominium/Townhouse	500.00 DU	50	240	290	235	130	365	4,000
	12 Commercial Center (<10ac)	34.85 TSF	38	24	62	116	125	241	2,964
	SUB-TOTAL		190	564	754	693	453	1,146	12,261
150.	2 Single Family (1-5du/ac)	114.00 DU	22	64	86	73	42	115	1,129
	SUB-TOTAL		22	64	86	73	42	115	1,129
151.	1 Single Family (<1du/ac)	71.00 DU	21	48	69	60	26	86	703
	SUB-TOTAL		21	48	69	60	26	86	703
152.	2 Single Family (1-5du/ac)	892.00 DU	169	500	669	571	330	901	8,831
	51 Developed Park	18.00 AC	0	0	0	1	1	2	47
	SUB-TOTAL		169	500	669	572	331	903	8,878
153.	3 Single Family (6-10du/ac)	424.00 DU	81	237	318	271	157	428	4,198
	SUB-TOTAL		81	237	318	271	157	428	4,198
159.	2 Single Family (1-5du/ac)	4.00 DU	1	2	3	3	1	4	40
	25 Church	25.00 TSF	10	8	18	9	8	17	233
	35 Regional Post Office	16.00 TSF	3	2	5	2	2	4	80
	SUB-TOTAL		14	12	26	14	11	25	353

OVOV Buildout Land Use and Trip Generation by TAZ									
			AM Peak Hour			PM Peak Hour			
Zone	Land Use Type	Units	In	Out	Total	In	Out	Total	ADT
160.	3 Single Family (6-10du/ac)	95.00 DU	18	53	71	61	35	96	940
	7 Senior (Active)	95.00 DU	8	11	19	15	10	25	352
	SUB-TOTAL		26	64	90	76	45	121	1,292
161.	1 Single Family (<1du/ac)	60.00 DU	17	40	57	50	22	72	594
	2 Single Family (1-5du/ac)	580.00 DU	110	325	435	371	215	586	5,742
	4 Condominium/Townhouse	650.00 DU	65	312	377	306	169	475	5,200
	11 Commercial Center(10-30a)	48.00 TSF	35	23	58	114	124	238	2,595
	12 Commercial Center (<10ac)	54.22 TSF	59	37	96	180	195	375	4,612
	13 Commercial Shops	12.50 TSF	9	6	15	23	23	46	463
	14 Hotel	283.00 ROOM	96	62	158	91	82	173	2,329
	15 Sit-Down Restaurant	21.10 TSF	102	94	196	138	92	230	2,750
	16 Fast Food Restaurant	16.00 TSF	407	391	798	279	257	536	7,938
	40 Commercial Office	282.41 TSF	438	54	492	59	364	423	3,265
	SUB-TOTAL		1,338	1,344	2,682	1,611	1,543	3,154	35,488
162.	2 Single Family (1-5du/ac)	248.00 DU	47	139	186	159	92	251	2,455
	6 Mobile Home	87.00 DU	7	28	35	30	18	48	600
	11 Commercial Center(10-30a)	102.42 TSF	75	48	123	244	264	508	5,537
	30 Industrial Park	240.00 TSF	132	24	156	31	125	156	1,440
	SUB-TOTAL		261	239	500	464	499	963	10,032
163.	30 Industrial Park	1,000.00 TSF	550	100	650	130	520	650	6,000
	SUB-TOTAL		550	100	650	130	520	650	6,000
164.	2 Single Family (1-5du/ac)	204.00 DU	39	114	153	131	75	206	2,020
	7 Senior (Active)	86.00 DU	7	10	17	14	9	23	319
	30 Industrial Park	30.00 TSF	17	3	20	4	16	20	180
	52 Undeveloped Park	145.00 AC	0	0	0	0	0	0	73
	SUB-TOTAL		63	127	190	149	100	249	2,592
165.	2 Single Family (1-5du/ac)	86.00 DU	16	48	64	55	32	87	851
	4 Condominium/Townhouse	287.00 DU	29	138	167	135	75	210	2,296
	12 Commercial Center (<10ac)	30.23 TSF	33	21	54	100	109	209	2,571
	13 Commercial Shops	97.60 TSF	70	47	117	176	176	352	3,617
	23 Hospital	24.66 TSF	18	6	24	5	17	22	414
	30 Industrial Park	3,400.00 TSF	1,870	340	2,210	442	1,768	2,210	20,400
	32 Manufacturing/Warehouse	2.47 TSF	1	0	1	1	1	2	13
	40 Commercial Office	13.81 TSF	21	3	24	3	18	21	160
	SUB-TOTAL		2,058	603	2,661	917	2,196	3,113	30,322
166.	2 Single Family (1-5du/ac)	431.00 DU	82	241	323	276	159	435	4,267
	4 Condominium/Townhouse	462.00 DU	46	222	268	217	120	337	3,696
	12 Commercial Center (<10ac)	48.64 TSF	53	34	87	161	175	336	4,137
	13 Commercial Shops	21.38 TSF	15	10	25	38	38	76	792
	16 Fast Food Restaurant	4.34 TSF	110	106	216	76	70	146	2,153
	25 Church	26.00 TSF	10	9	19	9	8	17	242
	32 Manufacturing/Warehouse	11.00 TSF	6	2	8	3	5	8	56
	40 Commercial Office	30.10 TSF	47	6	53	6	39	45	348
	SUB-TOTAL		369	630	999	786	614	1,400	15,691
167.	2 Single Family (1-5du/ac)	196.00 DU	37	110	147	125	73	198	1,940
	SUB-TOTAL		37	110	147	125	73	198	1,940

OVOV Buildout Land Use and Trip Generation by TAZ									
			AM Peak Hour			PM Peak Hour			
Zone	Land Use Type	Units	In	Out	Total	In	Out	Total	ADT
168.	2 Single Family (1-5du/ac)	247.00 DU	47	138	185	158	91	249	2,445
	SUB-TOTAL		47	138	185	158	91	249	2,445
169.	2 Single Family (1-5du/ac)	127.00 DU	24	71	95	81	47	128	1,257
	4 Condominium/Townhouse	94.00 DU	9	45	54	44	24	68	752
	10 Commercial Center (>30ac)	300.00 TSF	141	90	231	492	534	1,026	12,018
	20 Elementary/Middle School	60.00 STU	16	12	28	5	5	10	87
	25 Church	7.00 TSF	3	2	5	3	2	5	65
	42 Medical Office	20.00 TSF	39	10	49	20	53	73	684
	SUB-TOTAL		232	230	462	645	665	1,310	14,863
170.	2 Single Family (1-5du/ac)	60.00 DU	11	34	45	38	22	60	594
	SUB-TOTAL		11	34	45	38	22	60	594
171.	2 Single Family (1-5du/ac)	60.00 DU	11	34	45	38	22	60	594
	20 Elementary/Middle School	750.00 STU	195	150	345	60	68	128	1,088
	SUB-TOTAL		206	184	390	98	90	188	1,682
172.	2 Single Family (1-5du/ac)	185.00 DU	35	104	139	118	68	186	1,831
	SUB-TOTAL		35	104	139	118	68	186	1,831
173.	2 Single Family (1-5du/ac)	386.00 DU	73	216	289	247	143	390	3,821
	SUB-TOTAL		73	216	289	247	143	390	3,821
174.	4 Condominium/Townhouse	200.00 DU	20	96	116	94	52	146	1,600
	7 Senior (Active)	200.00 DU	16	24	40	32	20	52	742
	10 Commercial Center (>30ac)	300.00 TSF	141	90	231	492	534	1,026	12,018
	14 Hotel	300.00 ROOM	M 102	66	168	96	87	183	2,469
	15 Sit-Down Restaurant	50.00 TSF	241	222	463	326	217	543	6,517
	40 Commercial Office	350.00 TSF	543	67	610	74	452	526	4,046
	SUB-TOTAL		1,063	565	1,628	1,114	1,362	2,476	27,392
175.	2 Single Family (1-5du/ac)	162.00 DU	31	91	122	104	60	164	1,604
	4 Condominium/Townhouse	160.00 DU	16	77	93	75	42	117	1,280
	5 Apartment	50.00 DU	4	22	26	21	11	32	345
	6 Mobile Home	218.00 DU	17	70	87	76	46	122	1,504
	11 Commercial Center(10-30a)	98.01 TSF	72	46	118	233	253	486	5,298
	20 Elementary/Middle School	750.00 STU	195	150	345	60	68	128	1,088
	34 Utilities	87.12 TSF	0	0	0	0	0	0	207
	SUB-TOTAL		335	456	791	569	480	1,049	11,326
176.	2 Single Family (1-5du/ac)	762.00 DU	145	427	572	488	282	770	7,544
	4 Condominium/Townhouse	135.00 DU	14	65	79	63	35	98	1,080
	5 Apartment	135.00 DU	11	58	69	55	28	83	932
	10 Commercial Center (>30ac)	196.02 TSF	92	59	151	321	349	670	7,853
	13 Commercial Shops	141.57 TSF	102	68	170	255	255	510	5,247
	25 Church	35.00 TSF	14	12	26	13	11	24	326
	SUB-TOTAL		378	689	1,067	1,195	960	2,155	22,982
177.	2 Single Family (1-5du/ac)	477.00 DU	91	267	358	305	176	481	4,722
	4 Condominium/Townhouse	264.00 DU	26	127	153	124	69	193	2,112
	11 Commercial Center(10-30a)	97.57 TSF	71	46	117	232	252	484	5,275
	20 Elementary/Middle School	750.00 STU	195	150	345	60	68	128	1,088
	25 Church	17.00 TSF	7	6	13	6	5	11	158
	51 Developed Park	7.00 AC	0	0	0	0	0	0	18
	SUB-TOTAL		390	596	986	727	570	1,297	13,373

OVOV Buildout Land Use and Trip Generation by TAZ									
			AM Peak Hour			PM Peak Hour			
Zone	Land Use Type	Units	In	Out	Total	In	Out	Total	ADT
178.	2 Single Family (1-5du/ac)	333.00 DU	63	186	249	213	123	336	3,297
	11 Commercial Center(10-30a)	21.78 TSF	16	10	26	52	56	108	1,177
	13 Commercial Shops	6.53 TSF	5	3	8	12	12	24	242
	25 Church	11.00 TSF	4	4	8	4	3	7	102
	40 Commercial Office	50.81 TSF	79	10	89	11	66	77	587
	SUB-TOTAL		167	213	380	292	260	552	5,405
179.	2 Single Family (1-5du/ac)	167.00 DU	32	94	126	107	62	169	1,653
	7 Senior (Active)	209.00 DU	17	25	42	33	21	54	775
	13 Commercial Shops	21.78 TSF	16	10	26	39	39	78	807
	16 Fast Food Restaurant	7.00 TSF	178	171	349	122	112	234	3,473
	34 Utilities	87.12 TSF	0	0	0	0	0	0	207
	42 Medical Office	52.00 TSF	101	25	126	51	139	190	1,778
	SUB-TOTAL		344	325	669	352	373	725	8,693
180.	2 Single Family (1-5du/ac)	428.00 DU	81	240	321	274	158	432	4,237
	20 Elementary/Middle School	450.00 STU	117	90	207	36	41	77	653
	SUB-TOTAL		198	330	528	310	199	509	4,890
181.	3 Single Family (6-10du/ac)	282.00 DU	54	158	212	180	104	284	2,792
	20 Elementary/Middle School	750.00 STU	195	150	345	60	68	128	1,088
	SUB-TOTAL		249	308	557	240	172	412	3,880
182.	3 Single Family (6-10du/ac)	276.00 DU	52	155	207	177	102	279	2,732
	4 Condominium/Townhouse	238.00 DU	24	114	138	112	62	174	1,904
	11 Commercial Center(10-30a)	96.23 TSF	70	45	115	229	248	477	5,202
	20 Elementary/Middle School	83.00 STU	22	17	39	7	7	14	120
	25 Church	17.25 TSF	7	6	13	6	5	11	160
	SUB-TOTAL		175	337	512	531	424	955	10,118
183.	4 Condominium/Townhouse	634.00 DU	63	304	367	298	165	463	5,072
	12 Commercial Center (<10ac)	3.50 TSF	4	2	6	12	13	25	298
	22 College	4,000.00 STU	520	40	560	280	560	840	6,160
	50 Golf Course	100.00 AC	15	6	21	10	20	30	796
	SUB-TOTAL		602	352	954	600	758	1,358	12,326
184.	17 Movie Theater	300.00 SEA	T 0	0	0	15	6	21	528
	40 Commercial Office	100.00 TSF	155	19	174	21	129	150	1,156
	SUB-TOTAL		155	19	174	36	135	171	1,684
185.	2 Single Family (1-5du/ac)	133.00 DU	25	74	99	85	49	134	1,317
	3 Single Family (6-10du/ac)	211.00 DU	40	118	158	135	78	213	2,089
	SUB-TOTAL		65	192	257	220	127	347	3,406
186.	3 Single Family (6-10du/ac)	150.00 DU	29	84	113	96	56	152	1,485
	23 Hospital	340.50 TSF	242	89	331	75	238	313	5,720
	42 Medical Office	402.00 TSF	780	197	977	398	1,073	1,471	13,748
	SUB-TOTAL		1,051	370	1,421	569	1,367	1,936	20,953
187.	2 Single Family (1-5du/ac)	111.00 DU	21	62	83	71	41	112	1,099
	4 Condominium/Townhouse	307.00 DU	31	147	178	144	80	224	2,456
	7 Senior (Active)	119.00 DU	10	14	24	19	12	31	441
	51 Developed Park	14.00 AC	0	0	0	0	1	1	36
	SUB-TOTAL		62	223	285	234	134	368	4,032

OVOV Buildout Land Use and Trip Generation by TAZ									
			AM Peak Hour			PM Peak Hour			
Zone	Land Use Type	Units	In	Out	Total	In	Out	Total	ADT
188.	2 Single Family (1-5du/ac)	72.00 DU	14	40	54	46	27	73	713
	4 Condominium/Townhouse	216.00 DU	22	104	126	102	56	158	1,728
	SUB-TOTAL		36	144	180	148	83	231	2,441
189.	12 Commercial Center (<10ac)	3.00 TSF	3	2	5	10	11	21	255
	22 College	20,000.00 STU	2,600	200	2,800	1,400	2,800	4,200	30,800
	SUB-TOTAL		2,603	202	2,805	1,410	2,811	4,221	31,055
190.	2 Single Family (1-5du/ac)	171.00 DU	32	96	128	109	63	172	1,693
	SUB-TOTAL		32	96	128	109	63	172	1,693
191.	42 Medical Office	78.56 TSF	152	38	190	78	210	288	2,687
	SUB-TOTAL		152	38	190	78	210	288	2,687
192.	2 Single Family (1-5du/ac)	164.00 DU	31	92	123	105	61	166	1,624
	4 Condominium/Townhouse	660.00 DU	66	317	383	310	172	482	5,280
	18 Health Club	13.00 TSF	12	8	20	28	19	47	520
	SUB-TOTAL		109	417	526	443	252	695	7,424
193.	31 Business Park	250.00 TSF	300	58	358	75	248	323	2,550
	SUB-TOTAL		300	58	358	75	248	323	2,550
194.	50 Golf Course	100.00 AC	15	6	21	10	20	30	796
	SUB-TOTAL		15	6	21	10	20	30	796
195.	4 Condominium/Townhouse	76.00 DU	8	36	44	36	20	56	608
	SUB-TOTAL		8	36	44	36	20	56	608
196.	4 Condominium/Townhouse	10.00 DU	1	5	6	5	3	8	80
	13 Commercial Shops	2.50 TSF	2	1	3	5	5	10	93
	14 Hotel	200.00 ROOM	68	44	112	64	58	122	1,646
	40 Commercial Office	34.55 TSF	54	7	61	7	45	52	399
	SUB-TOTAL		125	57	182	81	111	192	2,218
197.	12 Commercial Center (<10ac)	13.00 TSF	14	9	23	43	47	90	1,106
	31 Business Park	400.00 TSF	480	92	572	120	396	516	4,080
	SUB-TOTAL		494	101	595	163	443	606	5,186
198.	2 Single Family (1-5du/ac)	179.00 DU	34	100	134	115	66	181	1,772
	3 Single Family (6-10du/ac)	152.00 DU	29	85	114	97	56	153	1,505
	SUB-TOTAL		63	185	248	212	122	334	3,277
199.	14 Hotel	237.00 ROOM	81	52	133	76	69	145	1,951
	15 Sit-Down Restaurant	5.00 TSF	24	22	46	33	22	55	652
	SUB-TOTAL		105	74	179	109	91	200	2,603
200.	31 Business Park	578.00 TSF	694	133	827	173	572	745	5,896
	SUB-TOTAL		694	133	827	173	572	745	5,896
201.	31 Business Park	160.00 TSF	192	37	229	48	158	206	1,632
	SUB-TOTAL		192	37	229	48	158	206	1,632

OVOV Buildout Land Use and Trip Generation by TAZ									
			AM Peak Hour			PM Peak Hour			
Zone	Land Use Type	Units	In	Out	Total	In	Out	Total	ADT
202.	5 Apartment	560.00 DU	45	241	286	230	118	348	3,864
	13 Commercial Shops	22.00 TSF	16	11	27	40	40	80	815
	14 Hotel	250.00 ROOM	85	55	140	80	73	153	2,058
	18 Health Club	54.00 TSF	52	35	87	117	78	195	2,160
	40 Commercial Office	13.00 TSF	20	2	22	3	17	20	150
	SUB-TOTAL		218	344	562	470	326	796	9,047
203.	5 Apartment	450.00 DU	36	194	230	185	95	280	3,105
	10 Commercial Center (>30ac)	2,000.00 TSF	940	600	1,540	3,280	3,560	6,840	80,120
	40 Commercial Office	125.00 TSF	194	24	218	26	161	187	1,445
	SUB-TOTAL		1,170	818	1,988	3,491	3,816	7,307	84,670
204.	13 Commercial Shops	62.00 TSF	45	30	75	112	112	224	2,298
	17 Movie Theater	3,300.00 SEA	T 0	0	0	165	66	231	5,808
	40 Commercial Office	400.00 TSF	620	76	696	84	516	600	4,624
	SUB-TOTAL		665	106	771	361	694	1,055	12,730
205.	11 Commercial Center(10-30a)	100.00 TSF	73	47	120	238	258	496	5,406
	24 Library	40.00 TSF	30	12	42	136	148	284	3,399
	40 Commercial Office	850.00 TSF	1,318	162	1,480	179	1,097	1,276	9,826
	SUB-TOTAL		1,421	221	1,642	553	1,503	2,056	18,631
206.	11 Commercial Center(10-30a)	166.11 TSF	121	78	199	395	429	824	8,980
	15 Sit-Down Restaurant	21.50 TSF	104	96	200	140	93	233	2,802
	SUB-TOTAL		225	174	399	535	522	1,057	11,782
207.	15 Sit-Down Restaurant	6.00 TSF	29	27	56	39	26	65	782
	40 Commercial Office	350.00 TSF	543	67	610	74	452	526	4,046
	SUB-TOTAL		572	94	666	113	478	591	4,828
208.	4 Condominium/Townhouse	234.00 DU	23	112	135	110	61	171	1,872
	SUB-TOTAL		23	112	135	110	61	171	1,872
209.	2 Single Family (1-5du/ac)	414.00 DU	79	232	311	265	153	418	4,099
	4 Condominium/Townhouse	352.00 DU	35	169	204	165	92	257	2,816
	20 Elementary/Middle School	750.00 STU	195	150	345	60	68	128	1,088
	SUB-TOTAL		309	551	860	490	313	803	8,003
210.	2 Single Family (1-5du/ac)	205.00 DU	39	115	154	131	76	207	2,029
	4 Condominium/Townhouse	208.00 DU	21	100	121	98	54	152	1,664
	11 Commercial Center(10-30a)	148.10 TSF	108	70	178	352	382	734	8,006
	SUB-TOTAL		168	285	453	581	512	1,093	11,699
211.	2 Single Family (1-5du/ac)	167.00 DU	32	94	126	107	62	169	1,653
	SUB-TOTAL		32	94	126	107	62	169	1,653
212.	2 Single Family (1-5du/ac)	252.00 DU	48	141	189	161	93	254	2,495
	4 Condominium/Townhouse	272.00 DU	27	131	158	128	71	199	2,176
	25 Church	18.03 TSF	7	6	13	6	5	11	168
	51 Developed Park	4.20 AC	0	0	0	0	0	0	11
	SUB-TOTAL		82	278	360	295	169	464	4,850
213.	2 Single Family (1-5du/ac)	275.00 DU	52	154	206	176	102	278	2,723
	25 Church	25.09 TSF	10	8	18	9	8	17	233
	SUB-TOTAL		62	162	224	185	110	295	2,956

OVOV Buildout Land Use and Trip Generation by TAZ									
			AM Peak Hour			PM Peak Hour			
Zone	Land Use Type	Units	In	Out	Total	In	Out	Total	ADT
214.	3 Single Family (6-10du/ac)	49.00 DU	9	27	36	31	18	49	485
	4 Condominium/Townhouse	74.00 DU	7	36	43	35	19	54	592
	5 Apartment	107.00 DU	9	46	55	44	22	66	738
	25 Church	8.00 TSF	3	3	6	3	2	5	74
	SUB-TOTAL		28	112	140	113	61	174	1,889
215.	2 Single Family (1-5du/ac)	80.00 DU	15	45	60	51	30	81	792
	4 Condominium/Townhouse	52.00 DU	5	25	30	24	14	38	416
	11 Commercial Center(10-30a)	100.00 TSF	73	47	120	238	258	496	5,406
	13 Commercial Shops	43.56 TSF	31	21	52	78	78	156	1,614
	20 Elementary/Middle School	350.00 STU	91	70	161	28	32	60	508
	21 High School	2,500.00 STU	800	350	1,150	150	225	375	4,475
	25 Church	100.00 TSF	39	33	72	36	30	66	930
	34 Utilities	47.92 TSF	0	0	0	0	0	0	114
	SUB-TOTAL		1,054	591	1,645	605	667	1,272	14,255
216.	3 Single Family (6-10du/ac)	22.00 DU	4	12	16	14	8	22	218
	4 Condominium/Townhouse	378.00 DU	38	181	219	178	98	276	3,024
	5 Apartment	70.00 DU	6	30	36	29	15	44	483
	11 Commercial Center(10-30a)	204.96 TSF	150	96	246	488	529	1,017	11,080
	40 Commercial Office	65.45 TSF	101	12	113	14	84	98	757
	SUB-TOTAL		299	331	630	723	734	1,457	15,562
217.	2 Single Family (1-5du/ac)	202.00 DU	38	113	151	129	75	204	2,000
	4 Condominium/Townhouse	316.00 DU	32	152	184	149	82	231	2,528
	5 Apartment	70.00 DU	6	30	36	29	15	44	483
	11 Commercial Center(10-30a)	65.75 TSF	48	31	79	156	170	326	3,554
	13 Commercial Shops	45.00 TSF	32	22	54	81	81	162	1,668
	30 Industrial Park	22.44 TSF	12	2	14	3	12	15	135
	40 Commercial Office	22.44 TSF	35	4	39	5	29	34	259
	SUB-TOTAL		203	354	557	552	464	1,016	10,627
218.	2 Single Family (1-5du/ac)	360.00 DU	68	202	270	230	133	363	3,564
	4 Condominium/Townhouse	750.00 DU	75	360	435	353	195	548	6,000
	5 Apartment	60.00 DU	5	26	31	25	13	38	414
	6 Mobile Home	151.00 DU	12	48	60	53	32	85	1,042
	10 Commercial Center (>30ac)	327.00 TSF	154	98	252	536	582	1,118	13,100
	11 Commercial Center(10-30a)	166.62 TSF	122	78	200	397	430	827	9,007
	13 Commercial Shops	64.25 TSF	46	31	77	116	116	232	2,381
	20 Elementary/Middle School	750.00 STU	195	150	345	60	68	128	1,088
	25 Church	9.41 TSF	4	3	7	3	3	6	88
	SUB-TOTAL		681	996	1,677	1,773	1,572	3,345	36,684
219.	2 Single Family (1-5du/ac)	20.00 DU	4	11	15	13	7	20	198
	4 Condominium/Townhouse	250.00 DU	25	120	145	118	65	183	2,000
	31 Business Park	100.00 TSF	120	23	143	30	99	129	1,020
	SUB-TOTAL		149	154	303	161	171	332	3,218
220.	2 Single Family (1-5du/ac)	8.00 DU	2	4	6	5	3	8	79
	31 Business Park	100.00 TSF	120	23	143	30	99	129	1,020
	34 Utilities	566.28 TSF	0	0	0	0	0	0	1,348
	SUB-TOTAL		122	27	149	35	102	137	2,447

OVOV Buildout Land Use and Trip Generation by TAZ									
			AM Peak Hour			PM Peak Hour			
Zone	Land Use Type	Units	In	Out	Total	In	Out	Total	ADT
221.	2 Single Family (1-5du/ac)	350.00 DU	67	196	263	224	130	354	3,465
	4 Condominium/Townhouse	6.00 DU	1	3	4	3	2	5	48
	6 Mobile Home	30.00 DU	2	10	12	11	6	17	207
	22 College	362.00 STU	47	4	51	25	51	76	557
	25 Church	92.52 TSF	36	31	67	33	28	61	860
	30 Industrial Park	144.40 TSF	79	14	93	19	75	94	866
	31 Business Park	50.00 TSF	60	12	72	15	50	65	510
	SUB-TOTAL		292	270	562	330	342	672	6,513
222.	2 Single Family (1-5du/ac)	55.00 DU	10	31	41	35	20	55	545
	20 Elementary/Middle School	750.00 STU	195	150	345	60	68	128	1,088
	22 College	1,700.00 STU	221	17	238	119	238	357	2,618
	25 Church	16.70 TSF	7	6	13	6	5	11	155
	SUB-TOTAL		433	204	637	220	331	551	4,406
223.	11 Commercial Center(10-30a)	110.00 TSF	80	52	132	262	284	546	5,947
	14 Hotel	100.00 ROOM	34	22	56	32	29	61	823
	30 Industrial Park	242.00 TSF	133	24	157	31	126	157	1,452
	40 Commercial Office	248.00 TSF	384	47	431	52	320	372	2,867
	SUB-TOTAL		631	145	776	377	759	1,136	11,089
224.	2 Single Family (1-5du/ac)	250.00 DU	48	140	188	160	93	253	2,475
	4 Condominium/Townhouse	550.00 DU	55	264	319	259	143	402	4,400
	6 Mobile Home	30.00 DU	2	10	12	11	6	17	207
	13 Commercial Shops	116.68 TSF	84	56	140	210	210	420	4,324
	20 Elementary/Middle School	750.00 STU	195	150	345	60	68	128	1,088
	24 Library	34.40 TSF	26	10	36	117	127	244	2,923
	SUB-TOTAL		410	630	1,040	817	647	1,464	15,417
225.	2 Single Family (1-5du/ac)	156.00 DU	30	87	117	100	58	158	1,544
	20 Elementary/Middle School	1,200.00 STU	312	240	552	96	108	204	1,740
	51 Developed Park	14.00 AC	0	0	0	0	1	1	36
	SUB-TOTAL		342	327	669	196	167	363	3,320
226.	2 Single Family (1-5du/ac)	300.00 DU	57	168	225	192	111	303	2,970
	4 Condominium/Townhouse	292.00 DU	29	140	169	137	76	213	2,336
	12 Commercial Center (<10ac)	15.68 TSF	17	11	28	52	56	108	1,334
	13 Commercial Shops	69.70 TSF	50	33	83	125	125	250	2,583
	14 Hotel	34.00 ROOM	12	7	19	11	10	21	280
	25 Church	8.00 TSF	3	3	6	3	2	5	74
	SUB-TOTAL		168	362	530	520	380	900	9,577
227.	2 Single Family (1-5du/ac)	118.00 DU	22	66	88	76	44	120	1,168
	4 Condominium/Townhouse	786.00 DU	79	377	456	369	204	573	6,288
	20 Elementary/Middle School	750.00 STU	195	150	345	60	68	128	1,088
	SUB-TOTAL		296	593	889	505	316	821	8,544
228.	2 Single Family (1-5du/ac)	385.00 DU	73	216	289	246	142	388	3,811
	SUB-TOTAL		73	216	289	246	142	388	3,811
229.	1 Single Family (<1du/ac)	74.00 DU	21	50	71	62	27	89	733
	2 Single Family (1-5du/ac)	104.00 DU	20	58	78	67	38	105	1,030
	SUB-TOTAL		41	108	149	129	65	194	1,763
230.	1 Single Family (<1du/ac)	10.00 DU	3	7	10	8	4	12	99
	SUB-TOTAL		3	7	10	8	4	12	99

OVOV Buildout Land Use and Trip Generation by TAZ									
			AM Peak Hour			PM Peak Hour			
Zone	Land Use Type	Units	In	Out	Total	In	Out	Total	ADT
231.	2 Single Family (1-5du/ac)	5.00 DU	1	3	4	3	2	5	50
	4 Condominium/Townhouse	51.00 DU	5	24	29	24	13	37	408
	34 Utilities	29.00 TSF	0	0	0	0	0	0	69
	SUB-TOTAL		6	27	33	27	15	42	527
232.	1 Single Family (<1du/ac)	10.00 DU	3	7	10	8	4	12	99
	5 Apartment	850.00 DU	68	366	434	349	179	528	5,865
	SUB-TOTAL		71	373	444	357	183	540	5,964
234.	11 Commercial Center(10-30a)	100.00 TSF	73	47	120	238	258	496	5,406
	31 Business Park	470.24 TSF	564	108	672	141	466	607	4,796
	SUB-TOTAL		637	155	792	379	724	1,103	10,202
235.	11 Commercial Center(10-30a)	240.00 TSF	175	113	288	571	619	1,190	12,974
	31 Business Park	80.00 TSF	96	18	114	24	79	103	816
	SUB-TOTAL		271	131	402	595	698	1,293	13,790
236.	2 Single Family (1-5du/ac)	204.00 DU	39	114	153	131	75	206	2,020
	3 Single Family (6-10du/ac)	604.00 DU	115	338	453	387	223	610	5,980
	20 Elementary/Middle School	750.00 STU	195	150	345	60	68	128	1,088
	51 Developed Park	5.00 AC	0	0	0	0	0	0	13
	SUB-TOTAL		349	602	951	578	366	944	9,101
237.	2 Single Family (1-5du/ac)	225.00 DU	43	126	169	144	83	227	2,228
	5 Apartment	570.00 DU	46	245	291	234	120	354	3,933
	40 Commercial Office	99.00 TSF	153	19	172	21	128	149	1,144
	51 Developed Park	24.40 AC	0	0	0	1	1	2	63
	SUB-TOTAL		242	390	632	400	332	732	7,368
238.	2 Single Family (1-5du/ac)	163.00 DU	31	91	122	104	60	164	1,614
	3 Single Family (6-10du/ac)	236.00 DU	45	132	177	151	87	238	2,336
	4 Condominium/Townhouse	123.00 DU	12	59	71	58	32	90	984
	11 Commercial Center(10-30a)	82.00 TSF	60	39	99	195	212	407	4,433
	12 Commercial Center (<10ac)	50.00 TSF	55	35	90	166	180	346	4,253
	13 Commercial Shops	32.00 TSF	23	15	38	58	58	116	1,186
	15 Sit-Down Restaurant	20.00 TSF	96	89	185	130	87	217	2,607
	30 Industrial Park	944.00 TSF	519	94	613	123	491	614	5,664
	31 Business Park	227.00 TSF	272	52	324	68	225	293	2,315
	40 Commercial Office	113.00 TSF	175	21	196	24	146	170	1,306
	51 Developed Park	25.90 AC	0	0	0	1	1	2	67
	SUB-TOTAL		1,288	627	1,915	1,078	1,579	2,657	26,765
239.	13 Commercial Shops	337.29 TSF	243	162	405	607	607	1,214	12,500
	21 High School	500.00 STU	160	70	230	30	45	75	895
	30 Industrial Park	387.07 TSF	213	39	252	50	201	251	2,322
	40 Commercial Office	262.87 TSF	407	50	457	55	339	394	3,039
	SUB-TOTAL		1,023	321	1,344	742	1,192	1,934	18,756
240.	11 Commercial Center(10-30a)	126.00 TSF	92	59	151	300	325	625	6,812
	12 Commercial Center (<10ac)	40.00 TSF	44	28	72	133	144	277	3,402
	15 Sit-Down Restaurant	9.50 TSF	46	42	88	62	41	103	1,238
	16 Fast Food Restaurant	5.50 TSF	140	134	274	96	88	184	2,729
	SUB-TOTAL		322	263	585	591	598	1,189	14,181

OVOV Buildout Land Use and Trip Generation by TAZ									
			AM Peak Hour			PM Peak Hour			
Zone	Land Use Type	Units	In	Out	Total	In	Out	Total	ADT
241.	21 High School	500.00 STU	160	70	230	30	45	75	895
	25 Church	25.00 TSF	10	8	18	9	8	17	233
	31 Business Park	1,200.00 TSF	1,440	276	1,716	360	1,188	1,548	12,240
	42 Medical Office	28.00 TSF	54	14	68	28	75	103	958
	SUB-TOTAL		1,664	368	2,032	427	1,316	1,743	14,326
242.	31 Business Park	253.00 TSF	304	58	362	76	250	326	2,581
	40 Commercial Office	115.00 TSF	178	22	200	24	148	172	1,329
	SUB-TOTAL		482	80	562	100	398	498	3,910
243.	2 Single Family (1-5du/ac)	211.00 DU	40	118	158	135	78	213	2,089
	4 Condominium/Townhouse	426.00 DU	43	204	247	200	111	311	3,408
	5 Apartment	390.00 DU	31	168	199	160	82	242	2,691
	11 Commercial Center(10-30a)	75.00 TSF	55	35	90	179	194	373	4,055
	12 Commercial Center (<10ac)	20.00 TSF	22	14	36	66	72	138	1,701
	15 Sit-Down Restaurant	34.00 TSF	164	151	315	222	148	370	4,432
	40 Commercial Office	164.00 TSF	254	31	285	34	212	246	1,896
	SUB-TOTAL		609	721	1,330	996	897	1,893	20,272
244.	2 Single Family (1-5du/ac)	322.00 DU	61	180	241	206	119	325	3,188
	SUB-TOTAL		61	180	241	206	119	325	3,188
245.	2 Single Family (1-5du/ac)	20.00 DU	4	11	15	13	7	20	198
	51 Developed Park	13.00 AC	0	0	0	0	1	1	34
	SUB-TOTAL		4	11	15	13	8	21	232
246.	32 Manufacturing/Warehouse	120.00 TSF	67	20	87	32	56	88	612
	SUB-TOTAL		67	20	87	32	56	88	612
247.	10 Commercial Center (>30ac)	500.00 TSF	235	150	385	820	890	1,710	20,030
	SUB-TOTAL		235	150	385	820	890	1,710	20,030
248.	2 Single Family (1-5du/ac)	2.00 DU	0	1	1	1	1	2	20
	4 Condominium/Townhouse	4.00 DU	0	2	2	2	1	3	32
	4 Condominium/Townhouse	156.00 DU	16	75	91	73	41	114	1,248
	5 Apartment	148.00 DU	12	64	76	61	31	92	1,021
	30 Industrial Park	1,200.00 TSF	660	120	780	156	624	780	7,200
	SUB-TOTAL		688	262	950	293	698	991	9,521
249.	32 Manufacturing/Warehouse	291.68 TSF	163	50	213	79	137	216	1,488
	40 Commercial Office	250.00 TSF	388	48	436	53	323	376	2,890
	SUB-TOTAL		551	98	649	132	460	592	4,378
250.	4 Condominium/Townhouse	300.00 DU	30	144	174	141	78	219	2,400
	5 Apartment	150.00 DU	12	65	77	62	31	93	1,035
	10 Commercial Center (>30ac)	390.66 TSF	184	117	301	641	695	1,336	15,650
	13 Commercial Shops	58.00 TSF	42	28	70	104	104	208	2,149
	41 High-Rise Office	300.00 TSF	411	57	468	75	372	447	3,264
	SUB-TOTAL		679	411	1,090	1,023	1,280	2,303	24,498
251.	30 Industrial Park	400.00 TSF	220	40	260	52	208	260	2,400
	SUB-TOTAL		220	40	260	52	208	260	2,400
252.	31 Business Park	858.00 TSF	1,030	197	1,227	257	849	1,106	8,752
	SUB-TOTAL		1,030	197	1,227	257	849	1,106	8,752
253.	1 Single Family (<1du/ac)	32.00 DU	9	21	30	27	12	39	317
	SUB-TOTAL		9	21	30	27	12	39	317

OVOV Buildout Land Use and Trip Generation by TAZ									
			AM Peak Hour			PM Peak Hour			
Zone	Land Use Type	Units	In	Out	Total	In	Out	Total	ADT
254.	11 Commercial Center(10-30a)	107.50 TSF	78	51	129	256	277	533	5,811
	13 Commercial Shops	8.71 TSF	6	4	10	16	16	32	323
	SUB-TOTAL		84	55	139	272	293	565	6,134
255.	1 Single Family (<1du/ac)	20.00 DU	6	13	19	17	7	24	198
	SUB-TOTAL		6	13	19	17	7	24	198
256.	2 Single Family (1-5du/ac)	20.00 DU	4	11	15	13	7	20	198
	SUB-TOTAL		4	11	15	13	7	20	198
257.	2 Single Family (1-5du/ac)	170.00 DU	32	95	127	109	63	172	1,683
	SUB-TOTAL		32	95	127	109	63	172	1,683
258.	2 Single Family (1-5du/ac)	130.00 DU	25	73	98	83	48	131	1,287
	25 Church	15.00 TSF	6	5	11	5	5	10	140
	32 Manufacturing/Warehouse	125.00 TSF	70	21	91	34	59	93	638
	50 Golf Course	400.00 AC	60	24	84	40	80	120	3,184
	SUB-TOTAL		161	123	284	162	192	354	5,249
259.	3 Single Family (6-10du/ac)	10.00 DU	2	6	8	6	4	10	99
	SUB-TOTAL		2	6	8	6	4	10	99
260.	2 Single Family (1-5du/ac)	402.00 DU	76	225	301	257	149	406	3,980
	SUB-TOTAL		76	225	301	257	149	406	3,980
261.	2 Single Family (1-5du/ac)	25.00 DU	5	14	19	16	9	25	247
	SUB-TOTAL		5	14	19	16	9	25	247
262.	2 Single Family (1-5du/ac)	596.00 DU	113	334	447	381	221	602	5,900
	3 Single Family (6-10du/ac)	194.00 DU	37	109	146	124	72	196	1,921
	4 Condominium/Townhouse	100.00 DU	10	48	58	47	26	73	800
	20 Elementary/Middle School	750.00 STU	195	150	345	60	68	128	1,088
	SUB-TOTAL		355	641	996	612	387	999	9,709
263.	4 Condominium/Townhouse	200.00 DU	20	96	116	94	52	146	1,600
	SUB-TOTAL		20	96	116	94	52	146	1,600
264.	3 Single Family (6-10du/ac)	63.00 DU	12	35	47	40	23	63	624
	4 Condominium/Townhouse	186.00 DU	19	89	108	87	48	135	1,488
	5 Apartment	78.00 DU	6	34	40	32	16	48	538
	SUB-TOTAL		37	158	195	159	87	246	2,650
265.	4 Condominium/Townhouse	320.00 DU	32	154	186	150	83	233	2,560
	5 Apartment	350.00 DU	28	151	179	144	74	218	2,415
	SUB-TOTAL		60	305	365	294	157	451	4,975
266.	7 Senior (Active)	200.00 DU	16	24	40	32	20	52	742
	11 Commercial Center(10-30a)	120.00 TSF	88	56	144	286	310	596	6,487
	32 Manufacturing/Warehouse	75.00 TSF	42	13	55	20	35	55	383
	SUB-TOTAL		146	93	239	338	365	703	7,612
267.	11 Commercial Center(10-30a)	200.00 TSF	146	94	240	476	516	992	10,812
	SUB-TOTAL		146	94	240	476	516	992	10,812

OVOV Buildout Land Use and Trip Generation by TAZ									
			AM Peak Hour			PM Peak Hour			
Zone	Land Use Type	Units	In	Out	Total	In	Out	Total	ADT
268.	4 Condominium/Townhouse	180.00 DU	18	86	104	85	47	132	1,440
	11 Commercial Center(10-30a)	182.33 TSF	133	86	219	434	470	904	9,857
	32 Manufacturing/Warehouse	112.00 TSF	63	19	82	30	53	83	571
	SUB-TOTAL		214	191	405	549	570	1,119	11,868
269.	2 Single Family (1-5du/ac)	250.00 DU	48	140	188	160	93	253	2,475
	3 Single Family (6-10du/ac)	16.00 DU	3	9	12	10	6	16	158
	7 Senior (Active)	25.00 DU	2	3	5	4	3	7	93
	20 Elementary/Middle School	500.00 STU	130	100	230	40	45	85	725
	51 Developed Park	4.50 AC	0	0	0	0	0	0	12
	SUB-TOTAL		183	252	435	214	147	361	3,463
270.	1 Single Family (<1du/ac)	8.00 DU	2	5	7	7	3	10	79
	3 Single Family (6-10du/ac)	300.00 DU	57	168	225	192	111	303	2,970
	7 Senior (Active)	75.00 DU	6	9	15	12	8	20	278
	SUB-TOTAL		65	182	247	211	122	333	3,327
271.	5 Apartment	171.00 DU	14	74	88	70	36	106	1,180
	10 Commercial Center (>30ac)	630.00 TSF	296	189	485	1,033	1,121	2,154	25,238
	SUB-TOTAL		310	263	573	1,103	1,157	2,260	26,418
272.	2 Single Family (1-5du/ac)	665.00 DU	126	372	498	426	246	672	6,583
	3 Single Family (6-10du/ac)	302.00 DU	57	169	226	193	112	305	2,990
	4 Condominium/Townhouse	180.00 DU	18	86	104	85	47	132	1,440
	12 Commercial Center (<10ac)	8.12 TSF	9	6	15	27	29	56	691
	20 Elementary/Middle School	750.00 STU	195	150	345	60	68	128	1,088
	SUB-TOTAL		405	783	1,188	791	502	1,293	12,792
273.	2 Single Family (1-5du/ac)	101.00 DU	19	57	76	65	37	102	1,000
	SUB-TOTAL		19	57	76	65	37	102	1,000
274.	2 Single Family (1-5du/ac)	80.00 DU	15	45	60	51	30	81	792
	31 Business Park	110.06 TSF	132	25	157	33	109	142	1,123
	SUB-TOTAL		147	70	217	84	139	223	1,915
275.	2 Single Family (1-5du/ac)	225.00 DU	43	126	169	144	83	227	2,228
	SUB-TOTAL		43	126	169	144	83	227	2,228
276.	3 Single Family (6-10du/ac)	75.00 DU	14	42	56	48	28	76	743
	4 Condominium/Townhouse	539.00 DU	54	259	313	253	140	393	4,312
	12 Commercial Center (<10ac)	98.01 TSF	107	68	175	325	353	678	8,337
	25 Church	7.84 TSF	3	3	6	3	2	5	73
	SUB-TOTAL		178	372	550	629	523	1,152	13,465
277.	11 Commercial Center(10-30a)	70.00 TSF	51	33	84	167	181	348	3,784
	15 Sit-Down Restaurant	3.00 TSF	14	13	27	20	13	33	391
	32 Manufacturing/Warehouse	150.00 TSF	84	26	110	41	71	112	765
	40 Commercial Office	10.00 TSF	16	2	18	2	13	15	116
	42 Medical Office	100.00 TSF	194	49	243	99	267	366	3,420
	SUB-TOTAL		359	123	482	329	545	874	8,476
278.	4 Condominium/Townhouse	757.00 DU	76	363	439	356	197	553	6,056
	12 Commercial Center (<10ac)	81.89 TSF	89	57	146	272	295	567	6,966
	50 Golf Course	50.00 AC	8	3	11	5	10	15	398
	SUB-TOTAL		173	423	596	633	502	1,135	13,420

OVOV Buildout Land Use and Trip Generation by TAZ									
			AM Peak Hour			PM Peak Hour			
Zone	Land Use Type	Units	In	Out	Total	In	Out	Total	ADT
279.	6 Mobile Home	313.00 DU	25	100	125	110	66	176	2,160
	12 Commercial Center (<10ac)	26.33 TSF	29	18	47	87	95	182	2,240
	30 Industrial Park	58.00 TSF	32	6	38	8	30	38	348
	40 Commercial Office	0.20 TSF	0	0	0	0	0	0	2
	SUB-TOTAL		86	124	210	205	191	396	4,750
280.	31 Business Park	38.18 TSF	46	9	55	11	38	49	389
	SUB-TOTAL		46	9	55	11	38	49	389
281.	4 Condominium/Townhouse	150.00 DU	15	72	87	71	39	110	1,200
	SUB-TOTAL		15	72	87	71	39	110	1,200
282.	4 Condominium/Townhouse	700.00 DU	70	336	406	329	182	511	5,600
	11 Commercial Center(10-30a)	17.90 TSF	13	8	21	43	46	89	968
	SUB-TOTAL		83	344	427	372	228	600	6,568
283.	2 Single Family (1-5du/ac)	175.00 DU	33	98	131	112	65	177	1,732
	4 Condominium/Townhouse	667.00 DU	67	320	387	313	173	486	5,336
	20 Elementary/Middle School	1,200.00 STU	312	240	552	96	108	204	1,740
	SUB-TOTAL		412	658	1,070	521	346	867	8,808
284.	2 Single Family (1-5du/ac)	2.00 DU	0	1	1	1	1	2	20
	4 Condominium/Townhouse	254.00 DU	25	122	147	119	66	185	2,032
	SUB-TOTAL		25	123	148	120	67	187	2,052
285.	2 Single Family (1-5du/ac)	80.00 DU	15	45	60	51	30	81	792
	10 Commercial Center (>30ac)	246.99 TSF	116	74	190	405	440	845	9,894
	31 Business Park	150.00 TSF	180	35	215	45	149	194	1,530
	SUB-TOTAL		311	154	465	501	619	1,120	12,216
286.	2 Single Family (1-5du/ac)	182.00 DU	35	102	137	116	67	183	1,802
	SUB-TOTAL		35	102	137	116	67	183	1,802
287.	2 Single Family (1-5du/ac)	35.00 DU	7	20	27	22	13	35	347
	4 Condominium/Townhouse	120.00 DU	12	58	70	56	31	87	960
	SUB-TOTAL		19	78	97	78	44	122	1,307
288.	3 Single Family (6-10du/ac)	167.00 DU	32	94	126	107	62	169	1,653
	21 High School	2,500.00 STU	800	350	1,150	150	225	375	4,475
	SUB-TOTAL		832	444	1,276	257	287	544	6,128
289.	2 Single Family (1-5du/ac)	166.00 DU	32	93	125	106	61	167	1,643
	5 Apartment	350.00 DU	28	151	179	144	74	218	2,415
	31 Business Park	57.17 TSF	69	13	82	17	57	74	583
	SUB-TOTAL		129	257	386	267	192	459	4,641
290.	2 Single Family (1-5du/ac)	104.00 DU	20	58	78	67	38	105	1,030
	4 Condominium/Townhouse	93.00 DU	9	45	54	44	24	68	744
	SUB-TOTAL		29	103	132	111	62	173	1,774
291.	2 Single Family (1-5du/ac)	74.00 DU	14	41	55	47	27	74	733
	5 Apartment	350.00 DU	28	151	179	144	74	218	2,415
	31 Business Park	181.63 TSF	218	42	260	54	180	234	1,853
	SUB-TOTAL		260	234	494	245	281	526	5,001

OVOV Buildout Land Use and Trip Generation by TAZ									
			AM Peak Hour			PM Peak Hour			
Zone	Land Use Type	Units	In	Out	Total	In	Out	Total	ADT
292.	2 Single Family (1-5du/ac)	140.00 DU	27	78	105	90	52	142	1,386
	SUB-TOTAL		27	78	105	90	52	142	1,386
293.	2 Single Family (1-5du/ac)	180.00 DU	34	101	135	115	67	182	1,782
	4 Condominium/Townhouse	452.00 DU	45	217	262	212	118	330	3,616
	5 Apartment	232.00 DU	19	100	119	95	49	144	1,601
	SUB-TOTAL		98	418	516	422	234	656	6,999
294.	5 Apartment	276.00 DU	22	119	141	113	58	171	1,904
	11 Commercial Center(10-30a)	155.00 TSF	113	73	186	369	400	769	8,379
	30 Industrial Park	300.00 TSF	165	30	195	39	156	195	1,800
	SUB-TOTAL		300	222	522	521	614	1,135	12,083
295.	32 Manufacturing/Warehouse	1,020.58 TSF	572	173	745	276	480	756	5,205
	40 Commercial Office	56.00 TSF	87	11	98	12	72	84	647
	51 Developed Park	60.00 AC	0	0	0	2	2	4	156
	SUB-TOTAL		659	184	843	290	554	844	6,008
296.	12 Commercial Center (<10ac)	20.00 TSF	22	14	36	66	72	138	1,701
	SUB-TOTAL		22	14	36	66	72	138	1,701
297.	12 Commercial Center (<10ac)	20.00 TSF	22	14	36	66	72	138	1,701
	SUB-TOTAL		22	14	36	66	72	138	1,701
298.	5 Apartment	830.00 DU	66	357	423	340	174	514	5,727
	12 Commercial Center (<10ac)	20.00 TSF	22	14	36	66	72	138	1,701
	SUB-TOTAL		88	371	459	406	246	652	7,428
299.	11 Commercial Center(10-30a)	184.00 TSF	134	86	220	438	475	913	9,947
	SUB-TOTAL		134	86	220	438	475	913	9,947
300.	10 Commercial Center (>30ac)	300.00 TSF	141	90	231	492	534	1,026	12,018
	SUB-TOTAL		141	90	231	492	534	1,026	12,018
301.	13 Commercial Shops	49.24 TSF	35	24	59	89	89	178	1,825
	19 Car Dealership	86.00 TSF	138	52	190	96	144	240	3,225
	43 Post Office	50.00 TSF	209	193	402	275	265	540	5,410
	SUB-TOTAL		382	269	651	460	498	958	10,460
302.	12 Commercial Center (<10ac)	30.00 TSF	33	21	54	100	108	208	2,552
	19 Car Dealership	100.00 TSF	161	60	221	112	168	280	3,750
	SUB-TOTAL		194	81	275	212	276	488	6,302
303.	19 Car Dealership	150.00 TSF	242	90	332	168	252	420	5,625
	SUB-TOTAL		242	90	332	168	252	420	5,625
304.	11 Commercial Center(10-30a)	33.00 TSF	24	16	40	79	85	164	1,784
	15 Sit-Down Restaurant	15.00 TSF	72	67	139	98	65	163	1,955
	19 Car Dealership	83.00 TSF	134	50	184	93	139	232	3,113
	SUB-TOTAL		230	133	363	270	289	559	6,852
305.	5 Apartment	76.00 DU	6	33	39	31	16	47	524
	11 Commercial Center(10-30a)	197.29 TSF	144	93	237	470	509	979	10,665
	15 Sit-Down Restaurant	5.36 TSF	26	24	50	35	23	58	699
	32 Manufacturing/Warehouse	100.00 TSF	56	17	73	27	47	74	510
	SUB-TOTAL		232	167	399	563	595	1,158	12,398

OVOV Buildout Land Use and Trip Generation by TAZ									
			AM Peak Hour			PM Peak Hour			
Zone	Land Use Type	Units	In	Out	Total	In	Out	Total	ADT
306.	4 Condominium/Townhouse	125.00 DU	13	60	73	59	33	92	1,000
	5 Apartment	125.00 DU	10	54	64	51	26	77	863
	11 Commercial Center(10-30a)	143.90 TSF	105	68	173	342	371	713	7,779
	25 Church	36.10 TSF	14	12	26	13	11	24	336
	42 Medical Office	50.00 TSF	97	25	122	50	134	184	1,710
	SUB-TOTAL		239	219	458	515	575	1,090	11,688
307.	11 Commercial Center(10-30a)	128.00 TSF	93	60	153	305	330	635	6,920
	16 Fast Food Restaurant	4.80 TSF	122	117	239	84	77	161	2,381
	SUB-TOTAL		215	177	392	389	407	796	9,301
308.	5 Apartment	200.00 DU	16	86	102	82	42	124	1,380
	12 Commercial Center (<10ac)	175.11 TSF	191	121	312	581	630	1,211	14,895
	32 Manufacturing/Warehouse	45.00 TSF	25	8	33	12	21	33	230
	SUB-TOTAL		232	215	447	675	693	1,368	16,505
309.	13 Commercial Shops	3.00 TSF	2	1	3	5	5	10	111
	SUB-TOTAL		2	1	3	5	5	10	111
310.	19 Car Dealership	111.00 TSF	179	67	246	124	186	310	4,163
	51 Developed Park	17.20 AC	0	0	0	1	1	2	45
	SUB-TOTAL		179	67	246	125	187	312	4,208
311.	3 Single Family (6-10du/ac)	132.00 DU	25	74	99	84	49	133	1,307
	4 Condominium/Townhouse	63.00 DU	6	30	36	30	16	46	504
	SUB-TOTAL		31	104	135	114	65	179	1,811
312.	11 Commercial Center(10-30a)	180.00 TSF	131	85	216	428	464	892	9,731
	34 Utilities	84.00 TSF	0	0	0	0	0	0	200
	SUB-TOTAL		131	85	216	428	464	892	9,931
313.	4 Condominium/Townhouse	264.00 DU	26	127	153	124	69	193	2,112
	SUB-TOTAL		26	127	153	124	69	193	2,112
314.	11 Commercial Center(10-30a)	178.00 TSF	130	84	214	424	459	883	9,623
	SUB-TOTAL		130	84	214	424	459	883	9,623
315.	3 Single Family (6-10du/ac)	56.00 DU	11	31	42	36	21	57	554
	4 Condominium/Townhouse	168.00 DU	17	81	98	79	44	123	1,344
	SUB-TOTAL		28	112	140	115	65	180	1,898
316.	2 Single Family (1-5du/ac)	121.00 DU	23	68	91	77	45	122	1,198
	SUB-TOTAL		23	68	91	77	45	122	1,198
317.	20 Elementary/Middle School	750.00 STU	195	150	345	60	68	128	1,088
	51 Developed Park	18.00 AC	0	0	0	1	1	2	47
	SUB-TOTAL		195	150	345	61	69	130	1,135
318.	2 Single Family (1-5du/ac)	21.00 DU	4	12	16	13	8	21	208
	4 Condominium/Townhouse	252.00 DU	25	121	146	118	66	184	2,016
	SUB-TOTAL		29	133	162	131	74	205	2,224

OVOV Buildout Land Use and Trip Generation by TAZ									
			AM Peak Hour			PM Peak Hour			
Zone	Land Use Type	Units	In	Out	Total	In	Out	Total	ADT
319.	11 Commercial Center(10-30a)	130.00 TSF	95	61	156	309	335	644	7,028
	25 Church	30.00 TSF	12	10	22	11	9	20	279
	51 Developed Park	5.00 AC	0	0	0	0	0	0	13
	SUB-TOTAL		107	71	178	320	344	664	7,320
320.	2 Single Family (1-5du/ac)	125.00 DU	24	70	94	80	46	126	1,238
	SUB-TOTAL		24	70	94	80	46	126	1,238
321.	3 Single Family (6-10du/ac)	155.00 DU	29	87	116	99	57	156	1,535
	4 Condominium/Townhouse	66.00 DU	7	32	39	31	17	48	528
	SUB-TOTAL		36	119	155	130	74	204	2,063
322.	3 Single Family (6-10du/ac)	87.00 DU	17	49	66	56	32	88	861
	SUB-TOTAL		17	49	66	56	32	88	861
323.	3 Single Family (6-10du/ac)	161.00 DU	31	90	121	103	60	163	1,594
	4 Condominium/Townhouse	132.00 DU	13	63	76	62	34	96	1,056
	SUB-TOTAL		44	153	197	165	94	259	2,650
325.	3 Single Family (6-10du/ac)	205.00 DU	39	115	154	131	76	207	2,029
	SUB-TOTAL		39	115	154	131	76	207	2,029
326.	2 Single Family (1-5du/ac)	101.00 DU	19	57	76	65	37	102	1,000
	SUB-TOTAL		19	57	76	65	37	102	1,000
327.	2 Single Family (1-5du/ac)	105.00 DU	20	59	79	67	39	106	1,040
	SUB-TOTAL		20	59	79	67	39	106	1,040
328.	2 Single Family (1-5du/ac)	110.00 DU	21	62	83	70	41	111	1,089
	SUB-TOTAL		21	62	83	70	41	111	1,089
329.	20 Elementary/Middle School	750.00 STU	195	150	345	60	68	128	1,088
	SUB-TOTAL		195	150	345	60	68	128	1,088
330.	2 Single Family (1-5du/ac)	143.00 DU	27	80	107	92	53	145	1,416
	SUB-TOTAL		27	80	107	92	53	145	1,416
331.	2 Single Family (1-5du/ac)	167.00 DU	32	94	126	107	62	169	1,653
	SUB-TOTAL		32	94	126	107	62	169	1,653
332.	2 Single Family (1-5du/ac)	114.00 DU	22	64	86	73	42	115	1,129
	4 Condominium/Townhouse	102.00 DU	10	49	59	48	27	75	816
	SUB-TOTAL		32	113	145	121	69	190	1,945
333.	2 Single Family (1-5du/ac)	803.00 DU	153	450	603	514	297	811	7,950
	4 Condominium/Townhouse	360.00 DU	36	173	209	169	94	263	2,880
	13 Commercial Shops	25.05 TSF	18	12	30	45	45	90	928
	20 Elementary/Middle School	1,200.00 STU	312	240	552	96	108	204	1,740
	SUB-TOTAL		519	875	1,394	824	544	1,368	13,498
334.	2 Single Family (1-5du/ac)	164.00 DU	31	92	123	105	61	166	1,624
	SUB-TOTAL		31	92	123	105	61	166	1,624
335.	2 Single Family (1-5du/ac)	194.00 DU	37	109	146	124	72	196	1,921
	SUB-TOTAL		37	109	146	124	72	196	1,921

OVOV Buildout Land Use and Trip Generation by TAZ									
			AM Peak Hour			PM Peak Hour			
Zone	Land Use Type	Units	In	Out	Total	In	Out	Total	ADT
336.	2 Single Family (1-5du/ac)	589.00 DU	112	330	442	377	218	595	5,831
	20 Elementary/Middle School	750.00 STU	195	150	345	60	68	128	1,088
	51 Developed Park	7.30 AC	0	0	0	0	0	0	19
	SUB-TOTAL		307	480	787	437	286	723	6,938
337.	2 Single Family (1-5du/ac)	390.00 DU	74	218	292	250	144	394	3,861
	SUB-TOTAL		74	218	292	250	144	394	3,861
338.	11 Commercial Center(10-30a)	92.00 TSF	67	43	110	219	237	456	4,974
	SUB-TOTAL		67	43	110	219	237	456	4,974
339.	2 Single Family (1-5du/ac)	128.00 DU	24	72	96	82	47	129	1,267
	3 Single Family (6-10du/ac)	161.00 DU	31	90	121	103	60	163	1,594
	20 Elementary/Middle School	750.00 STU	195	150	345	60	68	128	1,088
	51 Developed Park	7.00 AC	0	0	0	0	0	0	18
	SUB-TOTAL		250	312	562	245	175	420	3,967
340.	2 Single Family (1-5du/ac)	270.00 DU	51	151	202	173	100	273	2,673
	3 Single Family (6-10du/ac)	124.00 DU	24	69	93	79	46	125	1,228
	4 Condominium/Townhouse	264.00 DU	26	127	153	124	69	193	2,112
	SUB-TOTAL		101	347	448	376	215	591	6,013
341.	5 Apartment	325.00 DU	26	140	166	133	68	201	2,243
	26 Day Care	260.00 STU	112	99	211	104	120	224	1,175
	SUB-TOTAL		138	239	377	237	188	425	3,418
342.	4 Condominium/Townhouse	168.00 DU	17	81	98	79	44	123	1,344
	SUB-TOTAL		17	81	98	79	44	123	1,344
343.	2 Single Family (1-5du/ac)	90.00 DU	17	50	67	58	33	91	891
	3 Single Family (6-10du/ac)	89.00 DU	17	50	67	57	33	90	881
	4 Condominium/Townhouse	132.00 DU	13	63	76	62	34	96	1,056
	SUB-TOTAL		47	163	210	177	100	277	2,828
344.	2 Single Family (1-5du/ac)	415.00 DU	79	232	311	266	154	420	4,109
	11 Commercial Center(10-30a)	40.00 TSF	29	19	48	95	103	198	2,162
	SUB-TOTAL		108	251	359	361	257	618	6,271
345.	2 Single Family (1-5du/ac)	81.00 DU	15	45	60	52	30	82	802
	SUB-TOTAL		15	45	60	52	30	82	802
346.	2 Single Family (1-5du/ac)	10.00 DU	2	6	8	6	4	10	99
	SUB-TOTAL		2	6	8	6	4	10	99
347.	2 Single Family (1-5du/ac)	313.00 DU	59	175	234	200	116	316	3,099
	SUB-TOTAL		59	175	234	200	116	316	3,099
348.	2 Single Family (1-5du/ac)	517.00 DU	98	290	388	331	191	522	5,118
	SUB-TOTAL		98	290	388	331	191	522	5,118
349.	4 Condominium/Townhouse	388.00 DU	39	186	225	182	101	283	3,104
	12 Commercial Center (<10ac)	8.00 TSF	9	6	15	27	29	56	680
	26 Day Care	50.00 STU	22	19	41	20	23	43	226
	SUB-TOTAL		70	211	281	229	153	382	4,010

OVOV Buildout Land Use and Trip Generation by TAZ									
			AM Peak Hour			PM Peak Hour			
Zone	Land Use Type	Units	In	Out	Total	In	Out	Total	ADT
350.	25 Church	200.00 TSF	78	66	144	72	60	132	1,860
	SUB-TOTAL		78	66	144	72	60	132	1,860
352.	2 Single Family (1-5du/ac)	592.00 DU	112	332	444	379	219	598	5,861
	20 Elementary/Middle School	924.00 STU	240	185	425	74	83	157	1,340
	51 Developed Park	9.00 AC	0	0	0	0	0	0	23
	SUB-TOTAL		352	517	869	453	302	755	7,224
353.	2 Single Family (1-5du/ac)	259.00 DU	49	145	194	166	96	262	2,564
	51 Developed Park	10.00 AC	0	0	0	0	0	0	26
	SUB-TOTAL		49	145	194	166	96	262	2,590
355.	2 Single Family (1-5du/ac)	500.00 DU	95	280	375	320	185	505	4,950
	20 Elementary/Middle School	750.00 STU	195	150	345	60	68	128	1,088
	51 Developed Park	5.00 AC	0	0	0	0	0	0	13
	SUB-TOTAL		290	430	720	380	253	633	6,051
356.	2 Single Family (1-5du/ac)	385.00 DU	73	216	289	246	142	388	3,811
	12 Commercial Center (<10ac)	60.00 TSF	65	41	106	199	216	415	5,104
	SUB-TOTAL		138	257	395	445	358	803	8,915
357.	2 Single Family (1-5du/ac)	90.00 DU	17	50	67	58	33	91	891
	SUB-TOTAL		17	50	67	58	33	91	891
358.	2 Single Family (1-5du/ac)	275.00 DU	52	154	206	176	102	278	2,723
	4 Condominium/Townhouse	121.00 DU	12	58	70	57	31	88	968
	20 Elementary/Middle School	750.00 STU	195	150	345	60	68	128	1,088
	51 Developed Park	19.20 AC	0	0	0	1	1	2	50
	SUB-TOTAL		259	362	621	294	202	496	4,829
359.	2 Single Family (1-5du/ac)	570.00 DU	108	319	427	365	211	576	5,643
	4 Condominium/Townhouse	192.00 DU	19	92	111	90	50	140	1,536
	SUB-TOTAL		127	411	538	455	261	716	7,179
360.	2 Single Family (1-5du/ac)	538.00 DU	102	301	403	344	199	543	5,326
	4 Condominium/Townhouse	248.00 DU	25	119	144	117	64	181	1,984
	12 Commercial Center (<10ac)	135.00 TSF	147	93	240	448	486	934	11,483
	20 Elementary/Middle School	750.00 STU	195	150	345	60	68	128	1,088
	SUB-TOTAL		469	663	1,132	969	817	1,786	19,881
361.	2 Single Family (1-5du/ac)	420.00 DU	80	235	315	269	155	424	4,158
	6 Mobile Home	181.00 DU	14	58	72	63	38	101	1,249
	25 Church	3.00 TSF	1	1	2	1	1	2	28
	SUB-TOTAL		95	294	389	333	194	527	5,435
362.	2 Single Family (1-5du/ac)	173.00 DU	33	97	130	111	64	175	1,713
	SUB-TOTAL		33	97	130	111	64	175	1,713
363.	2 Single Family (1-5du/ac)	44.00 DU	8	25	33	28	16	44	436
	SUB-TOTAL		8	25	33	28	16	44	436
364.	3 Single Family (6-10du/ac)	199.00 DU	38	111	149	127	74	201	1,970
	SUB-TOTAL		38	111	149	127	74	201	1,970

OVOV Buildout Land Use and Trip Generation by TAZ									
			AM Peak Hour			PM Peak Hour			
Zone	Land Use Type	Units	In	Out	Total	In	Out	Total	ADT
365.	2 Single Family (1-5du/ac)	201.00 DU	38	113	151	129	74	203	1,990
	4 Condominium/Townhouse	102.00 DU	10	49	59	48	27	75	816
	12 Commercial Center (<10ac)	11.00 TSF	12	8	20	37	40	77	936
	SUB-TOTAL		60	170	230	214	141	355	3,742
366.	2 Single Family (1-5du/ac)	600.00 DU	114	336	450	384	222	606	5,940
	SUB-TOTAL		114	336	450	384	222	606	5,940
367.	3 Single Family (6-10du/ac)	437.00 DU	83	245	328	280	162	442	4,326
	SUB-TOTAL		83	245	328	280	162	442	4,326
368.	2 Single Family (1-5du/ac)	1,070.00 DU	203	599	802	685	396	1,081	10,593
	12 Commercial Center (<10ac)	35.00 TSF	38	24	62	116	126	242	2,977
	20 Elementary/Middle School	750.00 STU	195	150	345	60	68	128	1,088
	25 Church	56.00 TSF	22	18	40	20	17	37	521
	51 Developed Park	7.50 AC	0	0	0	0	0	0	20
	SUB-TOTAL		458	791	1,249	881	607	1,488	15,199
369.	2 Single Family (1-5du/ac)	202.00 DU	38	113	151	129	75	204	2,000
	SUB-TOTAL		38	113	151	129	75	204	2,000
370.	2 Single Family (1-5du/ac)	1,080.00 DU	205	605	810	691	400	1,091	10,692
	21 High School	2,500.00 STU	800	350	1,150	150	225	375	4,475
	SUB-TOTAL		1,005	955	1,960	841	625	1,466	15,167
371.	2 Single Family (1-5du/ac)	673.00 DU	128	377	505	431	249	680	6,663
	20 Elementary/Middle School	750.00 STU	195	150	345	60	68	128	1,088
	SUB-TOTAL		323	527	850	491	317	808	7,751
372.	2 Single Family (1-5du/ac)	287.00 DU	55	161	216	184	106	290	2,841
	4 Condominium/Townhouse	230.00 DU	23	110	133	108	60	168	1,840
	11 Commercial Center(10-30a)	80.00 TSF	58	38	96	190	206	396	4,325
	SUB-TOTAL		136	309	445	482	372	854	9,006
373.	2 Single Family (1-5du/ac)	236.00 DU	45	132	177	151	87	238	2,336
	20 Elementary/Middle School	750.00 STU	195	150	345	60	68	128	1,088
	25 Church	23.52 TSF	9	8	17	8	7	15	219
	SUB-TOTAL		249	290	539	219	162	381	3,643
374.	2 Single Family (1-5du/ac)	300.00 DU	57	168	225	192	111	303	2,970
	5 Apartment	304.00 DU	24	131	155	125	64	189	2,098
	11 Commercial Center(10-30a)	150.00 TSF	110	71	181	357	387	744	8,109
	51 Developed Park	30.00 AC	0	0	0	1	1	2	78
	SUB-TOTAL		191	370	561	675	563	1,238	13,255
375.	12 Commercial Center (<10ac)	40.00 TSF	44	28	72	133	144	277	3,402
	16 Fast Food Restaurant	5.00 TSF	127	122	249	87	80	167	2,481
	SUB-TOTAL		171	150	321	220	224	444	5,883
377.	13 Commercial Shops	57.50 TSF	41	28	69	104	104	208	2,131
	SUB-TOTAL		41	28	69	104	104	208	2,131

OVOV Buildout Land Use and Trip Generation by TAZ									
			AM Peak Hour			PM Peak Hour			
Zone	Land Use Type	Units	In	Out	Total	In	Out	Total	ADT
378.	4 Condominium/Townhouse	407.00 DU	41	195	236	191	106	297	3,256
	6 Mobile Home	332.00 DU	27	106	133	116	70	186	2,291
	13 Commercial Shops	51.00 TSF	37	24	61	92	92	184	1,890
	30 Industrial Park	110.00 TSF	61	11	72	14	57	71	660
	31 Business Park	56.00 TSF	67	13	80	17	55	72	571
	SUB-TOTAL		233	349	582	430	380	810	8,668
380.	2 Single Family (1-5du/ac)	125.00 DU	24	70	94	80	46	126	1,238
	5 Apartment	400.00 DU	32	172	204	164	84	248	2,760
	SUB-TOTAL		56	242	298	244	130	374	3,998
381.	25 Church	10.00 TSF	4	3	7	4	3	7	93
	51 Developed Park	50.00 AC	0	0	0	2	2	4	130
	SUB-TOTAL		4	3	7	6	5	11	223
382.	34 Utilities	21.00 TSF	0	0	0	0	0	0	50
	51 Developed Park	50.00 AC	0	0	0	2	2	4	130
	SUB-TOTAL		0	0	0	2	2	4	180
383.	2 Single Family (1-5du/ac)	266.00 DU	51	149	200	170	98	268	2,633
	13 Commercial Shops	8.71 TSF	6	4	10	16	16	32	323
	SUB-TOTAL		57	153	210	186	114	300	2,956
384.	2 Single Family (1-5du/ac)	354.00 DU	67	198	265	227	131	358	3,505
	SUB-TOTAL		67	198	265	227	131	358	3,505
385.	2 Single Family (1-5du/ac)	75.00 DU	14	42	56	48	28	76	743
	SUB-TOTAL		14	42	56	48	28	76	743
387.	2 Single Family (1-5du/ac)	800.00 DU	152	448	600	512	296	808	7,920
	4 Condominium/Townhouse	700.00 DU	70	336	406	329	182	511	5,600
	SUB-TOTAL		222	784	1,006	841	478	1,319	13,520
388.	2 Single Family (1-5du/ac)	99.00 DU	19	55	74	63	37	100	980
	4 Condominium/Townhouse	400.00 DU	40	192	232	188	104	292	3,200
	20 Elementary/Middle School	1,600.00 STU	416	320	736	128	144	272	2,320
	SUB-TOTAL		475	567	1,042	379	285	664	6,500
389.	2 Single Family (1-5du/ac)	1,110.00 DU	211	622	833	710	411	1,121	10,989
	3 Single Family (6-10du/ac)	126.00 DU	24	71	95	81	47	128	1,247
	20 Elementary/Middle School	750.00 STU	195	150	345	60	68	128	1,088
	SUB-TOTAL		430	843	1,273	851	526	1,377	13,324
390.	2 Single Family (1-5du/ac)	150.00 DU	29	84	113	96	56	152	1,485
	SUB-TOTAL		29	84	113	96	56	152	1,485
391.	13 Commercial Shops	16.33 TSF	12	8	20	29	29	58	605
	30 Industrial Park	70.00 TSF	39	7	46	9	36	45	420
	32 Manufacturing/Warehouse	376.36 TSF	211	64	275	102	177	279	1,919
	SUB-TOTAL		262	79	341	140	242	382	2,944

OVOV Buildout Land Use and Trip Generation by TAZ									
			AM Peak Hour			PM Peak Hour			
Zone	Land Use Type	Units	In	Out	Total	In	Out	Total	ADT
392.	2 Single Family (1-5du/ac)	323.00 DU	61	181	242	207	120	327	3,198
	6 Mobile Home	434.00 DU	35	139	174	152	91	243	2,995
	11 Commercial Center(10-30a)	81.68 TSF	60	38	98	194	211	405	4,416
	13 Commercial Shops	20.80 TSF	15	10	25	37	37	74	771
	20 Elementary/Middle School	750.00 STU	195	150	345	60	68	128	1,088
	32 Manufacturing/Warehouse	500.00 TSF	280	85	365	135	235	370	2,550
	SUB-TOTAL		646	603	1,249	785	762	1,547	15,018
393.	3 Single Family (6-10du/ac)	162.00 DU	31	91	122	104	60	164	1,604
	4 Condominium/Townhouse	100.00 DU	10	48	58	47	26	73	800
	12 Commercial Center (<10ac)	52.27 TSF	57	36	93	174	188	362	4,446
	25 Church	73.00 TSF	28	24	52	26	22	48	679
	SUB-TOTAL		126	199	325	351	296	647	7,529
394.	2 Single Family (1-5du/ac)	325.00 DU	62	182	244	208	120	328	3,217
	20 Elementary/Middle School	750.00 STU	195	150	345	60	68	128	1,088
	21 High School	2,500.00 STU	800	350	1,150	150	225	375	4,475
	51 Developed Park	3.20 AC	0	0	0	0	0	0	8
	SUB-TOTAL		1,057	682	1,739	418	413	831	8,788
395.	5 Apartment	185.00 DU	15	80	95	76	39	115	1,277
	11 Commercial Center(10-30a)	165.53 TSF	121	78	199	394	427	821	8,949
	20 Elementary/Middle School	1,200.00 STU	312	240	552	96	108	204	1,740
	SUB-TOTAL		448	398	846	566	574	1,140	11,966
396.	12 Commercial Center (<10ac)	110.00 TSF	120	76	196	365	396	761	9,357
	SUB-TOTAL		120	76	196	365	396	761	9,357
397.	3 Single Family (6-10du/ac)	49.00 DU	9	27	36	31	18	49	485
	4 Condominium/Townhouse	512.00 DU	51	246	297	241	133	374	4,096
	5 Apartment	67.00 DU	5	29	34	27	14	41	462
	6 Mobile Home	500.00 DU	40	160	200	175	105	280	3,450
	11 Commercial Center(10-30a)	310.98 TSF	227	146	373	740	802	1,542	16,812
	12 Commercial Center (<10ac)	74.00 TSF	81	51	132	246	266	512	6,294
	20 Elementary/Middle School	600.00 STU	156	120	276	48	54	102	870
	25 Church	23.00 TSF	9	8	17	8	7	15	214
	SUB-TOTAL		578	787	1,365	1,516	1,399	2,915	32,683
398.	2 Single Family (1-5du/ac)	1,120.00 DU	213	627	840	717	414	1,131	11,088
	4 Condominium/Townhouse	120.00 DU	12	58	70	56	31	87	960
	12 Commercial Center (<10ac)	250.00 TSF	273	173	446	830	900	1,730	21,265
	13 Commercial Shops	2.68 TSF	2	1	3	5	5	10	99
	15 Sit-Down Restaurant	8.45 TSF	41	38	79	55	37	92	1,101
	20 Elementary/Middle School	750.00 STU	195	150	345	60	68	128	1,088
	24 Library	17.00 TSF	13	5	18	58	63	121	1,445
	SUB-TOTAL		749	1,052	1,801	1,781	1,518	3,299	37,046
399.	2 Single Family (1-5du/ac)	800.00 DU	152	448	600	512	296	808	7,920
	3 Single Family (6-10du/ac)	80.00 DU	15	45	60	51	30	81	792
	20 Elementary/Middle School	750.00 STU	195	150	345	60	68	128	1,088
	25 Church	15.00 TSF	6	5	11	5	5	10	140
	SUB-TOTAL		368	648	1,016	628	399	1,027	9,940
400.	2 Single Family (1-5du/ac)	12.00 DU	2	7	9	8	4	12	119
	SUB-TOTAL		2	7	9	8	4	12	119

OVOV Buildout Land Use and Trip Generation by TAZ									
			AM Peak Hour			PM Peak Hour			
Zone	Land Use Type	Units	In	Out	Total	In	Out	Total	ADT
401.	2 Single Family (1-5du/ac)	835.00 DU	159	468	627	534	309	843	8,267
	4 Condominium/Townhouse	482.00 DU	48	231	279	227	125	352	3,856
	SUB-TOTAL		207	699	906	761	434	1,195	12,123
402.	2 Single Family (1-5du/ac)	1,129.00 DU	215	632	847	723	418	1,141	11,177
	11 Commercial Center(10-30a)	150.00 TSF	110	71	181	357	387	744	8,109
	20 Elementary/Middle School	750.00 STU	195	150	345	60	68	128	1,088
	51 Developed Park	361.00 AC	0	0	0	11	14	25	939
	SUB-TOTAL		520	853	1,373	1,151	887	2,038	21,313
403.	2 Single Family (1-5du/ac)	111.00 DU	21	62	83	71	41	112	1,099
	5 Apartment	300.00 DU	24	129	153	123	63	186	2,070
	12 Commercial Center (<10ac)	46.00 TSF	50	32	82	153	166	319	3,913
	SUB-TOTAL		95	223	318	347	270	617	7,082
404.	2 Single Family (1-5du/ac)	177.00 DU	34	99	133	113	65	178	1,752
	SUB-TOTAL		34	99	133	113	65	178	1,752
405.	2 Single Family (1-5du/ac)	296.00 DU	56	166	222	189	110	299	2,930
	SUB-TOTAL		56	166	222	189	110	299	2,930
406.	2 Single Family (1-5du/ac)	353.00 DU	67	198	265	226	131	357	3,495
	SUB-TOTAL		67	198	265	226	131	357	3,495
407.	2 Single Family (1-5du/ac)	47.00 DU	9	26	35	30	17	47	465
	SUB-TOTAL		9	26	35	30	17	47	465
408.	2 Single Family (1-5du/ac)	380.00 DU	72	213	285	243	141	384	3,762
	SUB-TOTAL		72	213	285	243	141	384	3,762
409.	2 Single Family (1-5du/ac)	77.00 DU	15	43	58	49	28	77	762
	SUB-TOTAL		15	43	58	49	28	77	762
410.	2 Single Family (1-5du/ac)	148.00 DU	28	83	111	95	55	150	1,465
	6 Mobile Home	101.00 DU	8	32	40	35	21	56	697
	30 Industrial Park	44.00 TSF	24	4	28	6	23	29	264
	SUB-TOTAL		60	119	179	136	99	235	2,426
411.	2 Single Family (1-5du/ac)	675.00 DU	128	378	506	432	250	682	6,682
	20 Elementary/Middle School	750.00 STU	195	150	345	60	68	128	1,088
	SUB-TOTAL		323	528	851	492	318	810	7,770
412.	1 Single Family (<1du/ac)	120.00 DU	35	80	115	101	43	144	1,188
	11 Commercial Center(10-30a)	40.00 TSF	29	19	48	95	103	198	2,162
	SUB-TOTAL		64	99	163	196	146	342	3,350
413.	2 Single Family (1-5du/ac)	106.00 DU	20	59	79	68	39	107	1,049
	5 Apartment	514.00 DU	41	221	262	211	108	319	3,547
	6 Mobile Home	40.00 DU	3	13	16	14	8	22	276
	12 Commercial Center (<10ac)	44.60 TSF	49	31	80	148	161	309	3,794
	30 Industrial Park	48.54 TSF	27	5	32	6	25	31	291
	32 Manufacturing/Warehouse	45.21 TSF	25	8	33	12	21	33	231
	40 Commercial Office	36.59 TSF	57	7	64	8	47	55	423
	SUB-TOTAL		222	344	566	467	409	876	9,611

OVOV Buildout Land Use and Trip Generation by TAZ									
			AM Peak Hour			PM Peak Hour			
Zone	Land Use Type	Units	In	Out	Total	In	Out	Total	ADT
414.	2 Single Family (1-5du/ac)	40.00 DU	8	22	30	26	15	41	396
	4 Condominium/Townhouse	1,435.00 DU	144	689	833	674	373	1,047	11,480
	5 Apartment	200.00 DU	16	86	102	82	42	124	1,380
	6 Mobile Home	250.00 DU	20	80	100	88	53	141	1,725
	13 Commercial Shops	175.00 TSF	126	84	210	315	315	630	6,486
	SUB-TOTAL		314	961	1,275	1,185	798	1,983	21,467
415.	2 Single Family (1-5du/ac)	75.00 DU	14	42	56	48	28	76	743
	11 Commercial Center(10-30a)	63.71 TSF	47	30	77	152	164	316	3,444
	32 Manufacturing/Warehouse	27.80 TSF	16	5	21	8	13	21	142
	SUB-TOTAL		77	77	154	208	205	413	4,329
416.	2 Single Family (1-5du/ac)	276.00 DU	52	155	207	177	102	279	2,732
	4 Condominium/Townhouse	57.00 DU	6	27	33	27	15	42	456
	6 Mobile Home	220.00 DU	18	70	88	77	46	123	1,518
	13 Commercial Shops	15.00 TSF	11	7	18	27	27	54	556
	25 Church	20.00 TSF	8	7	15	7	6	13	186
	40 Commercial Office	100.00 TSF	155	19	174	21	129	150	1,156
	51 Developed Park	15.00 AC	0	0	0	0	1	1	39
	SUB-TOTAL		250	285	535	336	326	662	6,643
417.	2 Single Family (1-5du/ac)	950.00 DU	181	532	713	608	352	960	9,405
	4 Condominium/Townhouse	255.00 DU	26	122	148	120	66	186	2,040
	12 Commercial Center (<10ac)	10.00 TSF	11	7	18	33	36	69	851
	20 Elementary/Middle School	750.00 STU	195	150	345	60	68	128	1,088
	22 College	10,000.00 STU	1,300	100	1,400	700	1,400	2,100	15,400
	SUB-TOTAL		1,713	911	2,624	1,521	1,922	3,443	28,784
418.	4 Condominium/Townhouse	474.00 DU	47	228	275	223	123	346	3,792
	5 Apartment	755.00 DU	60	325	385	310	159	469	5,210
	6 Mobile Home	90.00 DU	7	29	36	32	19	51	621
	11 Commercial Center(10-30a)	228.00 TSF	166	107	273	543	588	1,131	12,326
	SUB-TOTAL		280	689	969	1,108	889	1,997	21,949
419.	4 Condominium/Townhouse	1,834.00 DU	183	880	1,063	862	477	1,339	14,672
	SUB-TOTAL		183	880	1,063	862	477	1,339	14,672
420.	4 Condominium/Townhouse	56.00 DU	6	27	33	26	15	41	448
	SUB-TOTAL		6	27	33	26	15	41	448
421.	3 Single Family (6-10du/ac)	250.00 DU	48	140	188	160	93	253	2,475
	4 Condominium/Townhouse	1,500.00 DU	150	720	870	705	390	1,095	12,000
	11 Commercial Center(10-30a)	400.00 TSF	292	188	480	952	1,032	1,984	21,624
	14 Hotel	200.00 ROOM	68	44	112	64	58	122	1,646
	40 Commercial Office	600.00 TSF	930	114	1,044	126	774	900	6,936
	51 Developed Park	12.00 AC	0	0	0	0	0	0	31
	SUB-TOTAL		1,488	1,206	2,694	2,007	2,347	4,354	44,712
422.	2 Single Family (1-5du/ac)	20.00 DU	4	11	15	13	7	20	198
	6 Mobile Home	80.00 DU	6	26	32	28	17	45	552
	12 Commercial Center (<10ac)	10.00 TSF	11	7	18	33	36	69	851
	20 Elementary/Middle School	1,050.00 STU	273	210	483	84	95	179	1,523
	SUB-TOTAL		294	254	548	158	155	313	3,124

OVOV Buildout Land Use and Trip Generation by TAZ									
			AM Peak Hour			PM Peak Hour			
Zone	Land Use Type	Units	In	Out	Total	In	Out	Total	ADT
423.	2 Single Family (1-5du/ac)	353.00 DU	67	198	265	226	131	357	3,495
	3 Single Family (6-10du/ac)	21.00 DU	4	12	16	13	8	21	208
	6 Mobile Home	90.00 DU	7	29	36	32	19	51	621
	12 Commercial Center (<10ac)	98.01 TSF	107	68	175	325	353	678	8,337
	40 Commercial Office	10.89 TSF	17	2	19	2	14	16	126
	SUB-TOTAL		202	309	511	598	525	1,123	12,787
424.	2 Single Family (1-5du/ac)	350.00 DU	67	196	263	224	130	354	3,465
	SUB-TOTAL		67	196	263	224	130	354	3,465
425.	2 Single Family (1-5du/ac)	114.00 DU	22	64	86	73	42	115	1,129
	4 Condominium/Townhouse	80.00 DU	8	38	46	38	21	59	640
	51 Developed Park	31.00 AC	0	0	0	1	1	2	81
	SUB-TOTAL		30	102	132	112	64	176	1,850
426.	2 Single Family (1-5du/ac)	560.00 DU	106	314	420	358	207	565	5,544
	3 Single Family (6-10du/ac)	70.00 DU	13	39	52	45	26	71	693
	32 Manufacturing/Warehouse	39.60 TSF	22	7	29	11	19	30	202
	SUB-TOTAL		141	360	501	414	252	666	6,439
427.	2 Single Family (1-5du/ac)	249.00 DU	47	139	186	159	92	251	2,465
	SUB-TOTAL		47	139	186	159	92	251	2,465
428.	2 Single Family (1-5du/ac)	1,313.00 DU	249	735	984	840	486	1,326	12,999
	11 Commercial Center(10-30a)	47.40 TSF	35	22	57	113	122	235	2,562
	12 Commercial Center (<10ac)	39.20 TSF	43	27	70	130	141	271	3,334
	20 Elementary/Middle School	750.00 STU	195	150	345	60	68	128	1,088
	SUB-TOTAL		522	934	1,456	1,143	817	1,960	19,983
429.	2 Single Family (1-5du/ac)	55.00 DU	10	31	41	35	20	55	545
	SUB-TOTAL		10	31	41	35	20	55	545
430.	2 Single Family (1-5du/ac)	2.00 DU	0	1	1	1	1	2	20
	SUB-TOTAL		0	1	1	1	1	2	20
431.	2 Single Family (1-5du/ac)	3.00 DU	1	2	3	2	1	3	30
	SUB-TOTAL		1	2	3	2	1	3	30
433.	2 Single Family (1-5du/ac)	155.00 DU	29	87	116	99	57	156	1,535
	SUB-TOTAL		29	87	116	99	57	156	1,535
434.	2 Single Family (1-5du/ac)	25.00 DU	5	14	19	16	9	25	247
	SUB-TOTAL		5	14	19	16	9	25	247
437.	31 Business Park	250.00 TSF	300	58	358	75	248	323	2,550
	59 Cemex	12.84 SG	46	48	94	26	29	55	1,284
	SUB-TOTAL		346	106	452	101	277	378	3,834
438.	2 Single Family (1-5du/ac)	10.00 DU	2	6	8	6	4	10	99
	31 Business Park	250.00 TSF	300	58	358	75	248	323	2,550
	SUB-TOTAL		302	64	366	81	252	333	2,649
439.	2 Single Family (1-5du/ac)	175.00 DU	33	98	131	112	65	177	1,732
	11 Commercial Center(10-30a)	41.65 TSF	30	20	50	99	107	206	2,252
	SUB-TOTAL		63	118	181	211	172	383	3,984

OVOV Buildout Land Use and Trip Generation by TAZ									
			AM Peak Hour			PM Peak Hour			
Zone	Land Use Type	Units	In	Out	Total	In	Out	Total	ADT
440.	30 Industrial Park	50.00 TSF	28	5	33	7	26	33	300
	SUB-TOTAL		28	5	33	7	26	33	300
441.	2 Single Family (1-5du/ac)	330.00 DU	63	185	248	211	122	333	3,267
	6 Mobile Home	160.00 DU	13	51	64	56	34	90	1,104
	13 Commercial Shops	30.00 TSF	22	14	36	54	54	108	1,112
	20 Elementary/Middle School	750.00 STU	195	150	345	60	68	128	1,088
	SUB-TOTAL		293	400	693	381	278	659	6,571
442.	2 Single Family (1-5du/ac)	112.00 DU	21	63	84	72	41	113	1,109
	3 Single Family (6-10du/ac)	216.00 DU	41	121	162	138	80	218	2,138
	SUB-TOTAL		62	184	246	210	121	331	3,247
443.	2 Single Family (1-5du/ac)	763.00 DU	145	427	572	488	282	770	7,554
	13 Commercial Shops	30.00 TSF	22	14	36	54	54	108	1,112
	20 Elementary/Middle School	750.00 STU	195	150	345	60	68	128	1,088
	SUB-TOTAL		362	591	953	602	404	1,006	9,754
444.	4 Condominium/Townhouse	440.00 DU	44	211	255	207	114	321	3,520
	11 Commercial Center(10-30a)	200.00 TSF	146	94	240	476	516	992	10,812
	25 Church	4.00 TSF	2	1	3	1	1	2	37
	SUB-TOTAL		192	306	498	684	631	1,315	14,369
445.	2 Single Family (1-5du/ac)	41.00 DU	8	23	31	26	15	41	406
	SUB-TOTAL		8	23	31	26	15	41	406
446.	2 Single Family (1-5du/ac)	20.00 DU	4	11	15	13	7	20	198
	SUB-TOTAL		4	11	15	13	7	20	198
447.	2 Single Family (1-5du/ac)	300.00 DU	57	168	225	192	111	303	2,970
	50 Golf Course	150.00 AC	23	9	32	15	30	45	1,194
	SUB-TOTAL		80	177	257	207	141	348	4,164
448.	2 Single Family (1-5du/ac)	691.00 DU	131	387	518	442	256	698	6,841
	SUB-TOTAL		131	387	518	442	256	698	6,841
449.	2 Single Family (1-5du/ac)	20.00 DU	4	11	15	13	7	20	198
	SUB-TOTAL		4	11	15	13	7	20	198
450.	2 Single Family (1-5du/ac)	27.00 DU	5	15	20	17	10	27	267
	SUB-TOTAL		5	15	20	17	10	27	267
451.	2 Single Family (1-5du/ac)	140.00 DU	27	78	105	90	52	142	1,386
	30 Industrial Park	47.00 TSF	26	5	31	6	24	30	282
	SUB-TOTAL		53	83	136	96	76	172	1,668
452.	2 Single Family (1-5du/ac)	38.00 DU	7	21	28	24	14	38	376
	SUB-TOTAL		7	21	28	24	14	38	376
453.	2 Single Family (1-5du/ac)	1,020.00 DU	194	571	765	653	377	1,030	10,098
	13 Commercial Shops	16.00 TSF	12	8	20	29	29	58	593
	20 Elementary/Middle School	750.00 STU	195	150	345	60	68	128	1,088
	SUB-TOTAL		401	729	1,130	742	474	1,216	11,779

OVOV Buildout Land Use and Trip Generation by TAZ									
			AM Peak Hour			PM Peak Hour			
Zone	Land Use Type	Units	In	Out	Total	In	Out	Total	ADT
454.	2 Single Family (1-5du/ac)	650.00 DU	124	364	488	416	241	657	6,435
	11 Commercial Center(10-30a)	34.14 TSF	25	16	41	81	88	169	1,846
	13 Commercial Shops	6.14 TSF	4	3	7	11	11	22	228
	52 Undeveloped Park	745.00 AC	0	0	0	0	0	0	373
	57 Agua Dulce Airport	51.09 SG	153	102	255	204	307	511	5,109
	SUB-TOTAL		306	485	791	712	647	1,359	13,991
455.	2 Single Family (1-5du/ac)	100.00 DU	19	56	75	64	37	101	990
	SUB-TOTAL		19	56	75	64	37	101	990

OVOV Buildout - Land Use and Trip Generation Summary									
			AM Peak Hour			PM Peak Hour			
Land Use Type	**Units**		**In**	**Out**	**Total**	**In**	**Out**	**Total**	**ADT**
1. Single Family (<1du/ac)	448.00	DU	129	299	428	376	164	540	4,436
2. Single Family (1-5du/ac)	64,889.00	DU	12,331	36,339	48,670	41,526	24,005	65,531	642,412
3. Single Family (6-10du/ac)	12,638.00	DU	2,405	7,077	9,482	8,085	4,678	12,763	125,116
4. Condominium/Townhouse	50,296.00	DU	5,033	24,142	29,175	23,638	13,082	36,720	402,368
5. Apartment	15,031.00	DU	1,203	6,471	7,674	6,166	3,160	9,326	103,716
6. Mobile Home	3,420.00	DU	272	1,095	1,367	1,199	719	1,918	23,599
7. Senior (Active)	2,352.00	DU	189	281	470	376	237	613	8,725
10. Commercial Center (>30ac)	9,728.62	TSF	4,572	2,918	7,490	15,955	17,317	33,272	389,730
11. Commercial Center(10-30a)	8,933.07	TSF	6,522	4,200	10,722	21,263	23,045	44,308	482,923
12. Commercial Center (<10ac)	2,465.12	TSF	2,690	1,705	4,395	8,184	8,877	17,061	209,685
13. Commercial Shops	2,104.11	TSF	1,513	1,010	2,523	3,790	3,790	7,580	77,980
14. Hotel	2,527.00	ROOM	859	555	1,414	810	733	1,543	20,798
15. Sit-Down Restaurant	289.72	TSF	1,397	1,288	2,685	1,890	1,258	3,148	37,763
16. Fast Food Restaurant	64.42	TSF	1,638	1,573	3,211	1,123	1,033	2,156	31,961
17. Movie Theater	3,600.00	SEAT	0	0	0	180	72	252	6,336
18. Health Club	138.00	TSF	132	88	220	298	199	497	5,520
19. Car Dealership	530.00	TSF	854	319	1,173	593	889	1,482	19,876
20. Elementary/Middle School	51,667.00	STU	13,434	10,334	23,768	4,134	4,674	8,808	74,942
21. High School	18,500.00	STU	5,920	2,590	8,510	1,110	1,665	2,775	33,115
22. College	36,062.00	STU	4,688	361	5,049	2,524	5,049	7,573	55,535
23. Hospital	365.16	TSF	260	95	355	80	255	335	6,134
24. Library	91.40	TSF	69	27	96	311	338	649	7,767
25. Church	997.46	TSF	392	333	725	356	301	657	9,278
26. Day Care	540.00	STU	233	205	438	216	249	465	2,441
30. Industrial Park	36,687.27	TSF	20,179	3,670	23,849	4,769	19,077	23,846	220,124
31. Business Park	7,797.08	TSF	9,358	1,795	11,153	2,337	7,722	10,059	79,530
32. Manufacturing/Warehouse	3,268.69	TSF	1,830	557	2,387	884	1,536	2,420	16,673
34. Utilities	1,032.44	TSF	0	0	0	0	0	0	2,457
35. Regional Post Office	780.00	TSF	156	117	273	117	117	234	3,900
40. Commercial Office	8,483.89	TSF	13,154	1,615	14,769	1,784	10,947	12,731	98,072
41. High-Rise Office	300.00	TSF	411	57	468	75	372	447	3,264
42. Medical Office	730.56	TSF	1,417	358	1,775	724	1,951	2,675	24,985
43. Post Office	50.00	TSF	209	193	402	275	265	540	5,410
50. Golf Course	1,338.00	AC	202	80	282	134	268	402	10,651
51. Developed Park	1,040.20	AC	0	0	0	30	39	69	2,705
52. Undeveloped Park	890.00	AC	0	0	0	0	0	0	446
53. Wayside Honor Ranch	30.00	SG	90	60	150	120	180	300	3,000
54. Six Flags Magic Mtn	240.00	SG	720	480	1,200	960	1,440	2,400	24,000
55. Travel Village	26.20	SG	79	52	131	105	157	262	2,620
57. Agua Dulce Airport	51.09	SG	153	102	255	204	307	511	5,109
58. Landfill	20.00	SG	60	40	100	80	120	200	2,000
59. Cemex	12.84	SG	46	48	94	26	29	55	1,284
TOTAL			**114,799**	**112,529**	**227,328**	**156,807**	**160,316**	**317,123**	**3,288,386**

Appendix D

TRAFFIC MODEL DATA

SCVCTM 5.0 Traffic Analysis Zones

DRAFT

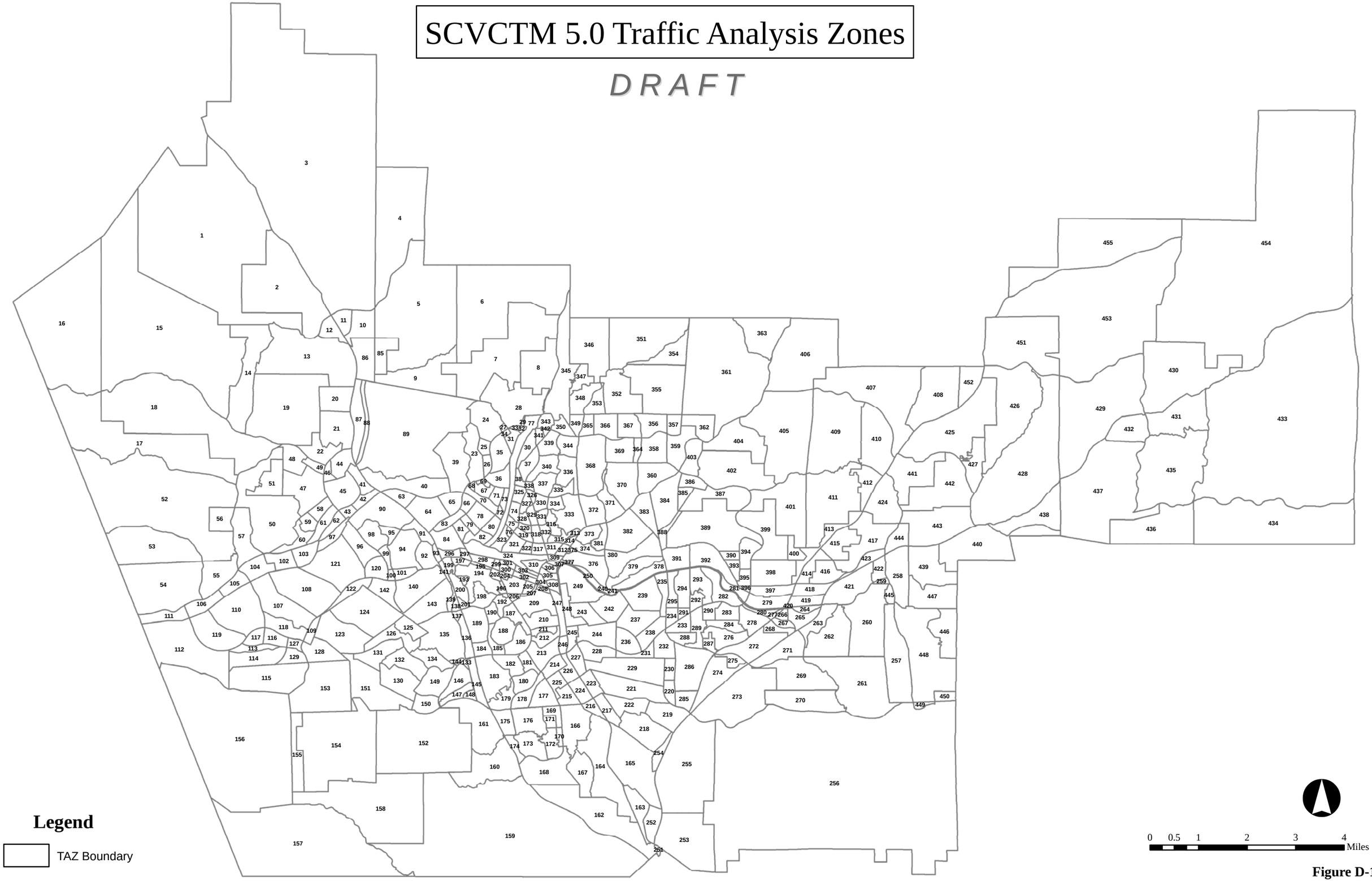


Figure D-1

Peak Hour and ADT Trip Rates

Zone	Land Use Type	Units	AM Peak Hour Inbound	AM Peak Hour Outbound	AM Peak Hour Total	PM Peak Hour Inbound	PM Peak Hour Outbound	PM Peak Hour Total	ADT
1.	Single Family (<1du/ac)	DU	.29	.67	.96	.84	.36	1.20	9.90
2.	Single Family (1-5du/ac)	DU	.19	.56	.75	.64	.37	1.01	9.90
3.	Single Family (6-10du/ac)	DU	.19	.56	.75	.64	.37	1.01	9.90
4.	Condominium/Townhouse	DU	.10	.48	.58	.47	.26	.73	8.00
5.	Apartment	DU	.08	.43	.51	.41	.21	.62	6.90
6.	Mobile Home	DU	.08	.32	.40	.35	.21	.56	6.90
7.	Senior (Active)	DU	.08	.12	.20	.16	.10	.26	3.71
10.	Commercial Center (>30ac)	TSF	.47	.30	.77	1.64	1.78	3.42	40.06
11.	Commercial Center(10-30a)	TSF	.73	.47	1.20	2.38	2.58	4.96	54.06
12.	Commercial Center (<10ac)	TSF	1.09	.69	1.78	3.32	3.60	6.92	85.06
13.	Commercial Shops	TSF	.72	.48	1.20	1.80	1.80	3.60	37.06
14.	Hotel	ROOM	.34	.22	.56	.32	.29	.61	8.23
15.	Sit-Down Restaurant	TSF	4.82	4.45	9.27	6.52	4.34	10.86	130.34
16.	Fast Food Restaurant	TSF	25.43	24.43	49.86	17.41	16.07	33.48	496.12
17.	Movie Theater	SEAT	.00	.00	.00	.05	.02	.07	1.76
18.	Health Club	TSF	.96	.64	1.60	2.16	1.44	3.60	40.00
19.	Car Dealership	TSF	1.61	.60	2.21	1.12	1.68	2.80	37.50
20.	Elementary/Middle School	STU	.26	.20	.46	.08	.09	.17	1.45
21.	High School	STU	.32	.14	.46	.06	.09	.15	1.79
22.	College	STU	.13	.01	.14	.07	.14	.21	1.54
23.	Hospital	TSF	.71	.26	.97	.22	.70	.92	16.80
24.	Library	TSF	.76	.30	1.06	3.40	3.69	7.09	84.98
25.	Church	TSF	.39	.33	.72	.36	.30	.66	9.30
26.	Day Care	STU	.43	.38	.81	.40	.46	.86	4.52
30.	Industrial Park	TSF	.55	.10	.65	.13	.52	.65	6.00
31.	Business Park	TSF	1.20	.23	1.43	.30	.99	1.29	10.20
32.	Manufacturing/Warehouse	TSF	.56	.17	.73	.27	.47	.74	5.10
33.	Science/Research	TSF	1.03	.21	1.24	.16	.92	1.08	10.20
34.	Utilities	TSF	.00	.00	.00	.00	.00	.00	2.38
35.	Regional Post Office	TSF	.20	.15	.35	.15	.15	.30	5.00
40.	Commercial Office	TSF	1.55	.19	1.74	.21	1.29	1.50	11.56
41.	High-Rise Office	TSF	1.37	.19	1.56	.25	1.24	1.49	10.88
42.	Medical Office	TSF	1.94	.49	2.43	.99	2.67	3.66	34.20
43.	Post Office	TSF	4.17	3.85	8.02	5.50	5.29	10.79	108.19
50.	Golf Course	AC	.15	.06	.21	.10	.20	.30	7.96
51.	Developed Park	AC	.00	.00	.00	.03	.04	.07	2.60
52.	Undeveloped Park	AC	.00	.00	.00	.00	.00	.00	.50
53.	Wayside Honor Ranch	SG	3.00	2.00	5.00	4.00	6.00	10.00	100.00
54.	Six Flags Magic Mtn	SG	3.00	2.00	5.00	4.00	6.00	10.00	100.00
55.	Travel Village	SG	3.00	2.00	5.00	4.00	6.00	10.00	100.00
56.	CHP Office	SG	3.00	2.00	5.00	4.00	6.00	10.00	100.00
57.	Agua Dulce Airport	SG	3.00	2.00	5.00	4.00	6.00	10.00	100.00
58.	Landfill	SG	3.00	2.00	5.00	4.00	6.00	10.00	100.00
59.	Cemex	SG	3.60	3.75	7.35	2.00	2.25	4.25	100.00
Peak Hour Reduction Factors			12.0%	12.9%	--	12.5%	12.2%	--	--
Peak Period to Peak Hour Factors			.60			.35			--

DU = Dwelling Unit
TSF = Thousand Square Feet
STU = Student
AC = Acre
SG = Special Generator

ADT Trip Rates and P&A Splitting Factors

	Land Use Type	Units	ADT	Productions						Attractions					
				H-W	H-S	H-O	O-W	O-O	Total	H-W	H-S	H-O	O-W	O-O	Total
1.	Single Family (<1du/ac)	DU	9.90	.220	.100	.320	.020	.110	.770	.000	.000	.100	.020	.110	.230
2.	Single Family (1-5du/ac)	DU	9.90	.220	.100	.320	.020	.110	.770	.000	.000	.100	.020	.110	.230
3.	Single Family (6-10du/ac)	DU	9.90	.220	.100	.320	.020	.110	.770	.000	.000	.100	.020	.110	.230
4.	Condominium/Townhouse	DU	8.00	.200	.140	.370	.020	.090	.820	.000	.000	.070	.020	.090	.180
5.	Apartment	DU	6.90	.200	.140	.370	.020	.090	.820	.000	.000	.070	.020	.090	.180
6.	Mobile Home	DU	6.90	.200	.140	.370	.020	.090	.820	.000	.000	.070	.020	.090	.180
7.	Senior (Active)	DU	3.71	.050	.220	.410	.020	.100	.800	.000	.000	.080	.020	.100	.200
10.	Commercial Center (>30ac)	TSF	40.06	.000	.000	.000	.030	.300	.330	.090	.140	.110	.030	.300	.670
11.	Commercial Center(10-30a)	TSF	54.06	.000	.000	.000	.030	.300	.330	.090	.140	.110	.030	.300	.670
12.	Commercial Center (<10ac)	TSF	85.06	.000	.000	.000	.030	.340	.370	.060	.110	.090	.030	.340	.630
13.	Commercial Shops	TSF	37.06	.000	.000	.000	.030	.340	.370	.060	.110	.090	.030	.340	.630
14.	Hotel	ROOM	8.23	.000	.000	.000	.060	.180	.240	.120	.000	.400	.060	.180	.760
15.	Sit-Down Restaurant	TSF	130.34	.000	.000	.000	.060	.240	.300	.040	.000	.360	.060	.240	.700
16.	Fast Food Restaurant	TSF	496.12	.000	.000	.000	.070	.310	.380	.010	.000	.230	.070	.310	.620
17.	Movie Theater	SEAT	1.76	.000	.000	.000	.000	.310	.310	.080	.000	.300	.000	.310	.690
18.	Health Club	TSF	40.00	.000	.000	.000	.010	.250	.260	.060	.000	.420	.010	.250	.740
19.	Car Dealership	TSF	37.50	.000	.000	.000	.030	.250	.280	.080	.210	.150	.030	.250	.720
20.	Elementary/Middle School	STU	1.45	.000	.000	.000	.000	.030	.030	.100	.000	.840	.000	.030	.970
21.	High School	STU	1.79	.000	.000	.000	.000	.030	.030	.100	.000	.840	.000	.030	.970
22.	College	STU	1.54	.000	.000	.000	.000	.230	.230	.060	.000	.480	.000	.230	.770
23.	Hospital	TSF	16.80	.000	.000	.000	.000	.050	.050	.320	.000	.580	.000	.050	.950
24.	Library	TSF	84.98	.000	.000	.000	.090	.170	.260	.160	.000	.320	.090	.170	.740
25.	Church	TSF	9.30	.000	.000	.000	.050	.100	.150	.350	.000	.350	.050	.100	.850
26.	Day Care	STU	4.52	.000	.000	.000	.000	.030	.030	.100	.000	.840	.000	.030	.970
30.	Industrial Park	TSF	6.00	.000	.000	.000	.070	.210	.280	.390	.000	.050	.070	.210	.720
31.	Business Park	TSF	10.20	.000	.000	.000	.070	.210	.280	.390	.000	.050	.070	.210	.720
32.	Manufacturing/Warehouse	TSF	5.10	.000	.000	.000	.070	.210	.280	.390	.000	.050	.070	.210	.720
33.	Science/Research	TSF	10.20	.000	.000	.000	.070	.210	.280	.390	.000	.050	.070	.210	.720
34.	Utilities	TSF	2.38	.000	.000	.000	.090	.170	.260	.190	.000	.290	.090	.170	.740
35.	Regional Post Office	TSF	5.00	.000	.000	.000	.070	.210	.280	.390	.000	.050	.070	.210	.720
40.	Commercial Office	TSF	11.56	.000	.000	.000	.110	.180	.290	.270	.000	.150	.110	.180	.710
41.	High-Rise Office	TSF	10.88	.000	.000	.000	.110	.180	.290	.270	.000	.150	.110	.180	.710
42.	Medical Office	TSF	34.20	.000	.000	.000	.030	.260	.290	.140	.000	.280	.030	.260	.710
43.	Post Office	TSF	108.19	.000	.000	.000	.090	.220	.310	.150	.000	.230	.090	.220	.690
50.	Golf Course	AC	7.96	.000	.000	.000	.000	.270	.270	.080	.000	.380	.000	.270	.730
51.	Developed Park	AC	2.60	.000	.000	.000	.000	.120	.120	.010	.000	.750	.000	.120	.880
52.	Undeveloped Park	AC	.50	.000	.000	.000	.000	.120	.120	.010	.000	.750	.000	.120	.880
53.	Wayside Honor Ranch	SG	100.00	.000	.000	.000	.000	.170	.170	.330	.000	.330	.000	.170	.830
54.	Six Flags Magic Mtn	SG	100.00	.000	.000	.000	.010	.180	.190	.150	.000	.470	.010	.180	.810
55.	Travel Village	SG	100.00	.000	.000	.000	.010	.250	.260	.060	.000	.420	.010	.250	.740
56.	CHP Office	SG	100.00	.000	.000	.000	.110	.180	.290	.270	.000	.150	.110	.180	.710
57.	Agua Dulce Airport	SG	100.00	.000	.000	.000	.040	.180	.220	.160	.000	.400	.040	.180	.780
58.	Landfill	SG	100.00	.000	.000	.000	.110	.180	.290	.270	.000	.150	.110	.180	.710
59.	Cemex	SG	100.00	.000	.000	.000	.110	.180	.290	.270	.000	.150	.110	.180	.710

Peak Period to Peak Hour Factors	AM	.60	PM	.35	

DU = Dwelling Unit
TSF = Thousand Square Feet
STU = Student
AC = Acre
SG = Special Generator

Network Speed and Capacity Table							
	Speed by Link Classification					One Hour	Off Peak
Facility Type	**1**	**2**	**3**	**4**	**5**	**Capacity**	**Capacity**
1 - Freeway	65	60	55	50	65	2,200	22,500
2 - Major Hwy (6+ Lanes)	40	35	30	45	50	1,000	9,000
3 - Secondary Hwy (4 Lanes)	35	30	25	40	45	850	8,000
4 - Limited Secondary Hwy (2 Lanes)	30	25	20	35	40	750	7,000
5 - Local/Industrial Collector (2-4 Lanes)	25	20	15	30	35	750	7,000
6 - Centroid Connector	15	15	15	15	15	unrestricted	unrestricted
7 - Expressway	45	40	35	50	55	1,400	14,000
8 - Freeway Ramp	30	30	30	30	30	1,500	12,000

Note: Capacities are per lane and are for one direction.

Appendix E

FREEWAY D/C CALCULATIONS

Table E-1: Freeway D/C Calculations - Existing Lanes

			Existing Conditions				Current GP Buildout				Proposed OVOV Buildout			
			AM		PM		AM		PM		AM		PM	
Segment	**Lanes**	**Capacity**	**Vol**	**D/C**	**Vol**	**D/C**	**Vol**	**D/C**	**Vol**	**D/C**	**Vol**	**D/C**	**Vol**	**D/C**
Northbound														
I-5 s/o Parker	4M	8,000	1,860	0.23	3,570	0.45	5,140	0.64	8,760	**1.10**	4,090	0.51	8,770	**1.10**
I-5 s/o Valencia	4M	8,000	5,430	0.68	6,050	0.76	8,540	**1.07**	9,730	**1.22**	7,860	0.98	9,190	**1.15**
I-5 s/o Calgrove	4M	8,000	5,600	0.70	6,970	0.87	8,710	**1.09**	10,530	**1.32**	7,540	0.94	8,700	**1.09**
SR-14 s/o Aqua Dulce	3M+1H	8,000	1,970	0.25	5,130	0.64	4,260	0.53	11,300	**1.41**	2,700	0.34	10,590	**1.32**
SR-14 s/o Sierra Hwy	4M+1H	10,000	2,510	0.25	7,500	0.75	5,020	0.50	15,430	**1.54**	3,900	0.39	13,580	**1.36**
SR-14 n/o I-5	5M+1H	12,000	2,950	0.25	8,430	0.70	6,320	0.53	16,250	**1.35**	5,100	0.43	13,390	**1.12**
Southbound														
I-5 s/o Parker	4M	8,000	2,190	0.27	3,070	0.38	6,950	0.87	7,980	1.00	6,770	0.85	7,640	0.96
I-5 s/o Valencia	4M	8,000	5,310	0.66	6,420	0.80	9,970	**1.25**	10,320	**1.29**	8,200	**1.03**	10,300	**1.29**
I-5 s/o Calgrove	4M	6,400	6,610	**1.03**	6,410	**1.00**	10,430	**1.63**	10,800	**1.69**	7,380	**1.15**	10,480	**1.64**
SR-14 s/o Aqua Dulce	3M+1H	8,000	5,580	0.70	2,810	0.35	11,970	**1.50**	5,190	0.65	11,780	**1.47**	3,350	0.42
SR-14 s/o Sierra Hwy	4M+1H	10,000	7,090	0.71	3,380	0.34	15,330	**1.53**	7,100	0.71	14,350	**1.44**	5,150	0.52
SR-14 n/o I-5	5M+1H	12,000	8,350	0.70	4,100	0.34	16,170	**1.35**	8,490	0.71	13,920	**1.16**	6,820	0.57

Capacities:

Mix-Flow Lane (M)	2,000 vphpl (1,600 vphpl for extended uphill grades)
HOV Lane (H)	2,000 vphpl
Truck Lane (T)	1,200 vphpl
Auxiliary Lane (A)	1,000 vphpl

Abbreviations:

Vol = Volume
D/C = Demand/Capacity Ratio
HOV = High Occupancy Vehicle

Table E-2: Freeway D/C Calculations - Future Lanes

			Existing Conditions				Current GP Buildout				Proposed OVOV Buildout			
			AM		PM		AM		PM		AM		PM	
Segment	**Lanes**	**Capacity**	**Vol**	**D/C**	**Vol**	**D/C**	**Vol**	**D/C**	**Vol**	**D/C**	**Vol**	**D/C**	**Vol**	**D/C**
Northbound														
I-5 s/o Parker	4M+1H	10,000	1,860	0.19	3,570	0.36	5,140	0.51	8,760	0.88	4,090	0.41	8,770	0.88
I-5 s/o Valencia	4M+1H	10,000	5,430	0.54	6,050	0.61	8,540	0.85	9,730	0.97	7,860	0.79	9,190	0.92
I-5 s/o Calgrove	4M+1H+1T	11,200	5,600	0.50	6,970	0.62	8,710	0.78	10,530	0.94	7,540	0.67	8,700	0.78
SR-14 s/o Aqua Dulce	3M+2H	10,000	1,970	0.20	5,130	0.51	4,260	0.43	11,300	**1.13**	2,700	0.27	10,590	**1.06**
SR-14 s/o Sierra Hwy	4M+2H	12,000	2,510	0.21	7,500	0.63	5,020	0.42	15,430	**1.29**	3,900	0.33	13,580	**1.13**
SR-14 n/o I-5	5M+2H	14,000	2,950	0.21	8,430	0.60	6,320	0.45	16,250	**1.16**	5,100	0.36	13,390	0.96
Southbound														
I-5 s/o Parker	4M+1H	10,000	2,190	0.22	3,070	0.31	6,950	0.70	7,980	0.80	6,770	0.68	7,640	0.76
I-5 s/o Valencia	4M+1H	11,000	5,310	0.48	6,420	0.58	9,970	0.91	10,320	0.94	8,200	0.75	10,300	0.94
I-5 s/o Calgrove	4M+1H+2T	12,400	6,610	0.53	6,410	0.52	10,430	0.84	10,800	0.87	7,380	0.60	10,480	0.85
SR-14 s/o Aqua Dulce	3M+2H	10,000	5,580	0.56	2,810	0.28	11,970	**1.20**	5,190	0.52	11,780	**1.18**	3,350	0.34
SR-14 s/o Sierra Hwy	4M+2H	12,000	7,090	0.59	3,380	0.28	15,330	**1.28**	7,100	0.59	14,350	**1.20**	5,150	0.43
SR-14 n/o I-5	5M+2H	14,000	8,350	0.60	4,100	0.29	16,170	**1.16**	8,490	0.61	13,920	0.99	6,820	0.49

Capacities:

Mix-Flow Lane (M)	2,000 vphpl (1,600 vphpl for extended uphill grades)
HOV Lane (H)	2,000 vphpl
Truck Lane (T)	1,200 vphpl
Auxiliary Lane (A)	1,000 vphpl

Abbreviations:

Vol = Volume
D/C = Demand/Capacity Ratio
HOV = High Occupancy Vehicle

APPENDIX 3.3

Air Quality Emission Calculations

Existing Operational Emissions

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Urbemis 2007 Version 9.2.4

Combined Summer Emissions Reports (Pounds/Day)

File Name: C:\Documents and Settings\rmamaghani\Application Data\Urbemis\Version9a\Projects\112-23 Ex. Comm'l.urb924

Project Name: 112-23 OVOV Existing Commercial 2004 Emissions

Project Location: South Coast AQMD

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	57.33	59.72	57.44	0.00	0.13	0.13	71,575.84

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	4,089.43	6,218.14	54,530.90	57.76	9,513.24	1,850.80	5,638,883.05

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	4,146.76	6,277.86	54,588.34	57.76	9,513.37	1,850.93	5,710,458.89

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Area Source Unmitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

Source	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
Natural Gas	4.33	59.64	50.10	0.00	0.11	0.11	71,564.80
Hearth - No Summer Emissions							
Landscape	0.64	0.08	7.34	0.00	0.02	0.02	11.04
Consumer Products	0.00						
Architectural Coatings	52.36						
TOTALS (lbs/day, unmitigated)	57.33	59.72	57.44	0.00	0.13	0.13	71,575.84

Area Source Changes to Defaults

Percentage of residences with wood stoves changed from 10% to 0%

Percentage of residences with wood fireplaces changed from 5% to 0%

Percentage of residences with natural gas fireplaces changed from 85% to 0%

The number of persons per household for consumer product use changed from 3 persons to 3.09 persons

Operational Unmitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

Source	ROG	NOX	CO	SO2	PM10	PM25	CO2
Comm'l Ctr >30 ac	777.11	1,175.79	10,311.24	10.92	1,798.86	349.97	1,066,255.74
Comm'l Ctr 10-30 ac	1,989.47	3,026.35	26,540.01	28.11	4,630.06	900.78	2,744,425.53
Comm'l Ctr <10 ac	925.08	1,415.18	12,410.64	13.15	2,165.11	421.22	1,283,348.62
Comm'l Shops	397.77	600.82	5,269.01	5.58	919.21	178.83	544,853.16
TOTALS (lbs/day, unmitigated)	4,089.43	6,218.14	54,530.90	57.76	9,513.24	1,850.80	5,638,883.05

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Operational Settings:

Does not include correction for passby trips

Does not include double counting adjustment for internal trips

Analysis Year: 2010 Temperature (F): 80 Season: Summer

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Comm'l Ctr >30 ac		40.06	1000 sq ft	2,221.66	88,999.70	1,041,296.46
Comm'l Ctr 10-30 ac		54.06	1000 sq ft	4,237.43	229,075.48	2,680,183.09
Comm'l Ctr <10 ac		85.06	1000 sq ft	1,259.35	107,120.31	1,253,307.56
Comm'l Shops		37.06	1000 sq ft	1,227.16	45,478.55	532,099.06
					470,674.04	5,506,886.17

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	51.7	1.2	98.6	0.2
Light Truck < 3750 lbs	7.3	2.7	94.6	2.7
Light Truck 3751-5750 lbs	22.9	0.4	99.6	0.0
Med Truck 5751-8500 lbs	10.6	0.9	99.1	0.0
Lite-Heavy Truck 8501-10,000 lbs	1.6	0.0	81.2	18.8
Lite-Heavy Truck 10,001-14,000 lbs	0.5	0.0	60.0	40.0
Med-Heavy Truck 14,001-33,000 lbs	0.9	0.0	22.2	77.8
Heavy-Heavy Truck 33,001-60,000 lbs	0.5	0.0	0.0	100.0

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Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Other Bus	0.1	0.0	0.0	100.0
Urban Bus	0.1	0.0	0.0	100.0
Motorcycle	2.8	67.9	32.1	0.0
School Bus	0.1	0.0	0.0	100.0
Motor Home	0.9	0.0	88.9	11.1

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	11.7	11.7	11.7	11.7	11.7	11.7
Rural Trip Length (miles)	17.6	12.1	14.9	15.4	9.6	12.6
Trip speeds (mph)	30.0	30.0	30.0	30.0	30.0	30.0
% of Trips - Residential	32.9	18.0	49.1			
% of Trips - Commercial (by land use)						
Comm'l Ctr >30 ac				2.0	1.0	97.0
Comm'l Ctr 10-30 ac				2.0	1.0	97.0
Comm'l Ctr <10 ac				2.0	1.0	97.0
Comm'l Shops				2.0	1.0	97.0

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Urbemis 2007 Version 9.2.4

Combined Winter Emissions Reports (Pounds/Day)

File Name: C:\Documents and Settings\rmamaghani\Application Data\Urbemis\Version9a\Projects\112-23 Ex. Comm'l.urb924

Project Name: 112-23 OVOV Existing Commercial 2004 Emissions

Project Location: South Coast AQMD

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	56.69	59.64	50.10	0.00	0.11	0.11	71,564.80

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	4,752.55	7,497.69	52,077.19	48.03	9,513.24	1,850.80	5,104,178.97

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	4,809.24	7,557.33	52,127.29	48.03	9,513.35	1,850.91	5,175,743.77

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Area Source Unmitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Winter Pounds Per Day, Unmitigated

Source	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
Natural Gas	4.33	59.64	50.10	0.00	0.11	0.11	71,564.80
Hearth	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping - No Winter Emissions							
Consumer Products	0.00						
Architectural Coatings	52.36						
TOTALS (lbs/day, unmitigated)	56.69	59.64	50.10	0.00	0.11	0.11	71,564.80

Area Source Changes to Defaults

Percentage of residences with wood stoves changed from 10% to 0%

Percentage of residences with wood fireplaces changed from 5% to 0%

Percentage of residences with natural gas fireplaces changed from 85% to 0%

The number of persons per household for consumer product use changed from 3 persons to 3.09 persons

Operational Unmitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Winter Pounds Per Day, Unmitigated

Source	ROG	NOX	CO	SO2	PM10	PM25	CO2
Comm'l Ctr >30 ac	900.39	1,417.74	9,847.27	9.08	1,798.86	349.97	965,148.61
Comm'l Ctr 10-30 ac	2,312.67	3,649.10	25,345.80	23.38	4,630.06	900.78	2,484,186.84
Comm'l Ctr <10 ac	1,079.10	1,706.39	11,852.20	10.93	2,165.11	421.22	1,161,655.77
Comm'l Shops	460.39	724.46	5,031.92	4.64	919.21	178.83	493,187.75
TOTALS (lbs/day, unmitigated)	4,752.55	7,497.69	52,077.19	48.03	9,513.24	1,850.80	5,104,178.97

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Operational Settings:

Does not include correction for passby trips

Does not include double counting adjustment for internal trips

Analysis Year: 2010 Temperature (F): 60 Season: Winter

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Comm'l Ctr >30 ac		40.06	1000 sq ft	2,221.66	88,999.70	1,041,296.46
Comm'l Ctr 10-30 ac		54.06	1000 sq ft	4,237.43	229,075.48	2,680,183.09
Comm'l Ctr <10 ac		85.06	1000 sq ft	1,259.35	107,120.31	1,253,307.56
Comm'l Shops		37.06	1000 sq ft	1,227.16	45,478.55	532,099.06
					470,674.04	5,506,886.17

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	51.7	1.2	98.6	0.2
Light Truck < 3750 lbs	7.3	2.7	94.6	2.7
Light Truck 3751-5750 lbs	22.9	0.4	99.6	0.0
Med Truck 5751-8500 lbs	10.6	0.9	99.1	0.0
Lite-Heavy Truck 8501-10,000 lbs	1.6	0.0	81.2	18.8
Lite-Heavy Truck 10,001-14,000 lbs	0.5	0.0	60.0	40.0
Med-Heavy Truck 14,001-33,000 lbs	0.9	0.0	22.2	77.8
Heavy-Heavy Truck 33,001-60,000 lbs	0.5	0.0	0.0	100.0

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Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Other Bus	0.1	0.0	0.0	100.0
Urban Bus	0.1	0.0	0.0	100.0
Motorcycle	2.8	67.9	32.1	0.0
School Bus	0.1	0.0	0.0	100.0
Motor Home	0.9	0.0	88.9	11.1

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	11.7	11.7	11.7	11.7	11.7	11.7
Rural Trip Length (miles)	17.6	12.1	14.9	15.4	9.6	12.6
Trip speeds (mph)	30.0	30.0	30.0	30.0	30.0	30.0
% of Trips - Residential	32.9	18.0	49.1			
% of Trips - Commercial (by land use)						
Comm'l Ctr >30 ac				2.0	1.0	97.0
Comm'l Ctr 10-30 ac				2.0	1.0	97.0
Comm'l Ctr <10 ac				2.0	1.0	97.0
Comm'l Shops				2.0	1.0	97.0

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Urbemis 2007 Version 9.2.4

Summary Report for Summer Emissions (Pounds/Day)

File Name: C:\Documents and Settings\rmamaghani\Application Data\Urbemis\Version9a\Projects\112-23 Ex. Institutional.urb924

Project Name: 112-23 OVOV Existing Institutional 2004 Emissions

Project Location: South Coast AQMD

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	221.96	324.17	285.04	0.00	0.61	0.61	388,864.18

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	1,332.06	1,378.03	12,174.61	12.82	2,105.37	409.73	1,249,903.26

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	1,554.02	1,702.20	12,459.65	12.82	2,105.98	410.34	1,638,767.44

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Urbemis 2007 Version 9.2.4

Combined Winter Emissions Reports (Pounds/Day)

File Name: C:\Documents and Settings\rmamaghani\Application Data\Urbemis\Version9a\Projects\112-23 Ex. Institutional.urb924

Project Name: 112-23 OVOV Existing Institutional 2004 Emissions

Project Location: South Coast AQMD

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	220.83	324.04	272.19	0.00	0.58	0.58	388,844.86

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	1,246.32	1,661.73	11,614.55	10.65	2,105.37	409.73	1,131,578.16

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	1,467.15	1,985.77	11,886.74	10.65	2,105.95	410.31	1,520,423.02

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Area Source Unmitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Winter Pounds Per Day, Unmitigated

Source	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
Natural Gas	23.53	324.04	272.19	0.00	0.58	0.58	388,844.86
Hearth	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping - No Winter Emissions							
Consumer Products	0.00						
Architectural Coatings	197.30						
TOTALS (lbs/day, unmitigated)	220.83	324.04	272.19	0.00	0.58	0.58	388,844.86

Area Source Changes to Defaults

The number of persons per household for consumer product use changed from 3 persons to 3.09 persons

Operational Unmitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Winter Pounds Per Day, Unmitigated

Source	ROG	NOX	CO	SO2	PM10	PM25	CO2
Elementary school	536.69	692.51	4,861.87	4.44	876.47	170.61	471,670.49
High school	223.63	299.75	2,091.99	1.92	379.91	73.93	204,105.67
Junior college (2 yrs)	344.37	451.07	3,138.65	2.89	572.09	111.31	307,097.30
Library	46.05	72.74	506.15	0.47	92.26	17.95	49,523.76
Place of worship	47.15	72.29	502.41	0.46	91.71	17.84	49,213.75
Hospital	26.07	40.25	283.43	0.26	50.91	9.91	27,419.51
Day Care	22.36	33.12	230.05	0.21	42.02	8.18	22,547.68
TOTALS (lbs/day, unmitigated)	1,246.32	1,661.73	11,614.55	10.65	2,105.37	409.73	1,131,578.16

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Operational Settings:

Does not include correction for passby trips

Does not include double counting adjustment for internal trips

Analysis Year: 2010 Temperature (F): 60 Season: Winter

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Elementary school		1.45	1000 sq ft	29,902.00	43,357.90	507,287.44
High school		1.79	students	10,500.00	18,795.00	219,901.49
Junior college (2 yrs)		1.54	students	18,379.00	28,303.66	331,152.81
Library		84.95	1000 sq ft	53.73	4,564.36	53,403.05
Place of worship		9.30	1000 sq ft	487.89	4,537.38	53,087.31
Hospital		16.80	1000 sq ft	149.90	2,518.32	29,464.34
Day Care		4.52	1000 sq ft	460.00	2,079.20	24,326.64
					104,155.82	1,218,623.08

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	51.7	1.2	98.6	0.2
Light Truck < 3750 lbs	7.3	2.7	94.6	2.7
Light Truck 3751-5750 lbs	22.9	0.4	99.6	0.0
Med Truck 5751-8500 lbs	10.6	0.9	99.1	0.0
Lite-Heavy Truck 8501-10,000 lbs	1.6	0.0	81.2	18.8

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Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Lite-Heavy Truck 10,001-14,000 lbs	0.5	0.0	60.0	40.0
Med-Heavy Truck 14,001-33,000 lbs	0.9	0.0	22.2	77.8
Heavy-Heavy Truck 33,001-60,000 lbs	0.5	0.0	0.0	100.0
Other Bus	0.1	0.0	0.0	100.0
Urban Bus	0.1	0.0	0.0	100.0
Motorcycle	2.8	67.9	32.1	0.0
School Bus	0.1	0.0	0.0	100.0
Motor Home	0.9	0.0	88.9	11.1

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	11.7	11.7	11.7	11.7	11.7	11.7
Rural Trip Length (miles)	17.6	12.1	14.9	15.4	9.6	12.6
Trip speeds (mph)	30.0	30.0	30.0	30.0	30.0	30.0
% of Trips - Residential	32.9	18.0	49.1			
% of Trips - Commercial (by land use)						
Elementary school				20.0	10.0	70.0
High school				10.0	5.0	85.0
Junior college (2 yrs)				5.0	2.5	92.5
Library				5.0	2.5	92.5

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Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Place of worship				3.0	1.5	95.5
Hospital				25.0	12.5	62.5
Day Care				2.0	1.0	97.0

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Urbemis 2007 Version 9.2.4

Combined Summer Emissions Reports (Pounds/Day)

File Name: C:\Documents and Settings\rmamaghani\Application Data\Urbemis\Version9a\Projects\112-23 Ex. Res'l.urb924

Project Name: 112-23 OVOV Existing Residential 2004 Emissions

Project Location: South Coast AQMD

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	4,600.95	1,048.26	3,032.98	0.13	8.99	8.89	1,313,719.80

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	6,446.64	8,816.78	80,437.25	82.10	13,389.92	2,609.50	8,006,351.55

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	11,047.59	9,865.04	83,470.23	82.23	13,398.91	2,618.39	9,320,071.35

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Area Source Unmitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

Source	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
Natural Gas	79.27	1,026.36	436.75	0.01	1.97	1.94	1,310,250.40
Hearth - No Summer Emissions							
Landscape	467.23	21.90	2,596.23	0.12	7.02	6.95	3,469.40
Consumer Products	3,838.12						
Architectural Coatings	216.33						
TOTALS (lbs/day, unmitigated)	4,600.95	1,048.26	3,032.98	0.13	8.99	8.89	1,313,719.80

Area Source Changes to Defaults

The number of persons per household for consumer product use changed from 3 persons to 3.09 persons

Operational Unmitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

Source	ROG	NOX	CO	SO2	PM10	PM25	CO2
Single family housing	4,411.74	6,073.02	55,405.32	56.55	9,223.00	1,797.43	5,514,788.17
Apartments mid rise	201.44	268.45	2,449.16	2.50	407.70	79.45	243,778.46
Condo/townhouse general	1,675.10	2,265.15	20,665.41	21.09	3,440.05	670.42	2,056,938.91
Mobile home park	150.28	200.28	1,827.23	1.87	304.17	59.28	181,874.41
Retirement community	8.08	9.88	90.13	0.09	15.00	2.92	8,971.60
TOTALS (lbs/day, unmitigated)	6,446.64	8,816.78	80,437.25	82.10	13,389.92	2,609.50	8,006,351.55

Operational Settings:

4/21/2009 1:17:23 PM

Does not include correction for passby trips

Does not include double counting adjustment for internal trips

Analysis Year: 2010 Temperature (F): 80 Season: Summer

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Single family housing	15,357.00	9.90	dwelling units	46,071.00	456,102.88	5,336,403.64
Apartments mid rise	76.89	6.90	dwelling units	2,922.00	20,161.80	235,893.06
Condo/townhouse general	1,329.06	8.00	dwelling units	21,265.00	170,120.00	1,990,403.97
Mobile home park	363.33	6.90	dwelling units	2,180.00	15,042.00	175,991.40
Retirement community	40.00	3.71	dwelling units	200.00	742.00	8,681.40
					662,168.68	7,747,373.47

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	51.7	1.2	98.6	0.2
Light Truck < 3750 lbs	7.3	2.7	94.6	2.7
Light Truck 3751-5750 lbs	22.9	0.4	99.6	0.0
Med Truck 5751-8500 lbs	10.6	0.9	99.1	0.0
Lite-Heavy Truck 8501-10,000 lbs	1.6	0.0	81.2	18.8
Lite-Heavy Truck 10,001-14,000 lbs	0.5	0.0	60.0	40.0
Med-Heavy Truck 14,001-33,000 lbs	0.9	0.0	22.2	77.8
Heavy-Heavy Truck 33,001-60,000 lbs	0.5	0.0	0.0	100.0
Other Bus	0.1	0.0	0.0	100.0

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Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Urban Bus	0.1	0.0	0.0	100.0
Motorcycle	2.8	67.9	32.1	0.0
School Bus	0.1	0.0	0.0	100.0
Motor Home	0.9	0.0	88.9	11.1

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	11.7	11.7	11.7	11.7	11.7	11.7
Rural Trip Length (miles)	17.6	12.1	14.9	15.4	9.6	12.6
Trip speeds (mph)	30.0	30.0	30.0	30.0	30.0	30.0
% of Trips - Residential	32.9	18.0	49.1			

% of Trips - Commercial (by land use)

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Urbemis 2007 Version 9.2.4

Combined Winter Emissions Reports (Pounds/Day)

File Name: C:\Documents and Settings\rmamaghani\Application Data\Urbemis\Version9a\Projects\112-23 Ex. Res'l.urb924

Project Name: 112-23 OVOV Existing Residential 2004 Emissions

Project Location: South Coast AQMD

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	15,517.55	2,003.68	32,004.27	88.62	4,897.32	4,714.61	2,619,891.79

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	7,113.03	10,634.94	76,646.60	68.40	13,389.92	2,609.50	7,254,102.10

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	22,630.58	12,638.62	108,650.87	157.02	18,287.24	7,324.11	9,873,993.89

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Area Source Unmitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Winter Pounds Per Day, Unmitigated

Source	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
Natural Gas	79.27	1,026.36	436.75	0.01	1.97	1.94	1,310,250.40
Hearth	11,383.83	977.32	31,567.52	88.61	4,895.35	4,712.67	1,309,641.39
Landscaping - No Winter Emissions							
Consumer Products	3,838.12						
Architectural Coatings	216.33						
TOTALS (lbs/day, unmitigated)	15,517.55	2,003.68	32,004.27	88.62	4,897.32	4,714.61	2,619,891.79

Area Source Changes to Defaults

The number of persons per household for consumer product use changed from 3 persons to 3.09 persons

Operational Unmitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Winter Pounds Per Day, Unmitigated

Source	ROG	NOX	CO	SO2	PM10	PM25	CO2
Single family housing	4,886.56	7,325.36	52,794.30	47.12	9,223.00	1,797.43	4,996,637.50
Apartments mid rise	218.89	323.81	2,333.75	2.08	407.70	79.45	220,873.87
Condo/townhouse general	1,835.91	2,732.26	19,691.54	17.57	3,440.05	670.42	1,863,675.95
Mobile home park	163.31	241.59	1,741.12	1.55	304.17	59.28	164,786.12
Retirement community	8.36	11.92	85.89	0.08	15.00	2.92	8,128.66
TOTALS (lbs/day, unmitigated)	7,113.03	10,634.94	76,646.60	68.40	13,389.92	2,609.50	7,254,102.10

Operational Settings:

4/21/2009 1:17:45 PM

Does not include correction for passby trips

Does not include double counting adjustment for internal trips

Analysis Year: 2010 Temperature (F): 60 Season: Winter

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Single family housing	15,357.00	9.90	dwelling units	46,071.00	456,102.88	5,336,403.64
Apartments mid rise	76.89	6.90	dwelling units	2,922.00	20,161.80	235,893.06
Condo/townhouse general	1,329.06	8.00	dwelling units	21,265.00	170,120.00	1,990,403.97
Mobile home park	363.33	6.90	dwelling units	2,180.00	15,042.00	175,991.40
Retirement community	40.00	3.71	dwelling units	200.00	742.00	8,681.40
					662,168.68	7,747,373.47

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	51.7	1.2	98.6	0.2
Light Truck < 3750 lbs	7.3	2.7	94.6	2.7
Light Truck 3751-5750 lbs	22.9	0.4	99.6	0.0
Med Truck 5751-8500 lbs	10.6	0.9	99.1	0.0
Lite-Heavy Truck 8501-10,000 lbs	1.6	0.0	81.2	18.8
Lite-Heavy Truck 10,001-14,000 lbs	0.5	0.0	60.0	40.0
Med-Heavy Truck 14,001-33,000 lbs	0.9	0.0	22.2	77.8
Heavy-Heavy Truck 33,001-60,000 lbs	0.5	0.0	0.0	100.0
Other Bus	0.1	0.0	0.0	100.0

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Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Urban Bus	0.1	0.0	0.0	100.0
Motorcycle	2.8	67.9	32.1	0.0
School Bus	0.1	0.0	0.0	100.0
Motor Home	0.9	0.0	88.9	11.1

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	11.7	11.7	11.7	11.7	11.7	11.7
Rural Trip Length (miles)	17.6	12.1	14.9	15.4	9.6	12.6
Trip speeds (mph)	30.0	30.0	30.0	30.0	30.0	30.0
% of Trips - Residential	32.9	18.0	49.1			

% of Trips - Commercial (by land use)

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Urbemis 2007 Version 9.2.4

Combined Summer Emissions Reports (Pounds/Day)

File Name: C:\Documents and Settings\rmamaghani\Application Data\Urbemis\Version9a\Projects\112-23 Ex. SG.urb924

Project Name: 112-23 OVOV Existing Special Generator 2004 Emissions

Project Location: South Coast AQMD

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	32.71	0.09	9.18	0.00	0.02	0.02	13.80

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	207.25	317.41	2,783.59	2.94	485.61	94.47	287,842.10

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	239.96	317.50	2,792.77	2.94	485.63	94.49	287,855.90

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Area Source Unmitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

Source	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
Natural Gas	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hearth - No Summer Emissions							
Landscape	0.81	0.09	9.18	0.00	0.02	0.02	13.80
Consumer Products	0.00						
Architectural Coatings	31.90						
TOTALS (lbs/day, unmitigated)	32.71	0.09	9.18	0.00	0.02	0.02	13.80

Area Source Changes to Defaults

The number of persons per household for consumer product use changed from 3 persons to 3.09 persons

Operational Unmitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

Source	ROG	NOX	CO	SO2	PM10	PM25	CO2
Wayside Honor Ranch	8.70	13.21	115.86	0.12	20.21	3.93	11,980.44
Six Flags Magic Mtn	137.97	211.38	1,853.71	1.96	323.39	62.92	191,687.07
Travel Village	22.59	34.61	303.55	0.32	52.96	10.30	31,388.76
Agua Dulce Airport	29.37	45.00	394.61	0.42	68.84	13.39	40,805.39
Landfill	8.62	13.21	115.86	0.12	20.21	3.93	11,980.44
TOTALS (lbs/day, unmitigated)	207.25	317.41	2,783.59	2.94	485.61	94.47	287,842.10

Operational Settings:

4/21/2009 1:41:20 PM

Does not include correction for passby trips

Does not include double counting adjustment for internal trips

Analysis Year: 2010 Temperature (F): 80 Season: Summer

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Wayside Honor Ranch		50.00	acres	20.00	1,000.00	11,700.00
Six Flags Magic Mtn		100.00	acres	160.00	16,000.00	187,200.00
Travel Village		100.00	acres	26.20	2,620.00	30,654.00
Agua Dulce Airport		100.00	acres	34.06	3,406.00	39,850.20
Landfill		100.00	acres	10.00	1,000.00	11,700.00
					24,026.00	281,104.20

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	51.7	1.2	98.6	0.2
Light Truck < 3750 lbs	7.3	2.7	94.6	2.7
Light Truck 3751-5750 lbs	22.9	0.4	99.6	0.0
Med Truck 5751-8500 lbs	10.6	0.9	99.1	0.0
Lite-Heavy Truck 8501-10,000 lbs	1.6	0.0	81.2	18.8
Lite-Heavy Truck 10,001-14,000 lbs	0.5	0.0	60.0	40.0
Med-Heavy Truck 14,001-33,000 lbs	0.9	0.0	22.2	77.8
Heavy-Heavy Truck 33,001-60,000 lbs	0.5	0.0	0.0	100.0
Other Bus	0.1	0.0	0.0	100.0

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Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Urban Bus	0.1	0.0	0.0	100.0
Motorcycle	2.8	67.9	32.1	0.0
School Bus	0.1	0.0	0.0	100.0
Motor Home	0.9	0.0	88.9	11.1

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	11.7	11.7	11.7	11.7	11.7	11.7
Rural Trip Length (miles)	17.6	12.1	14.9	15.4	9.6	12.6
Trip speeds (mph)	30.0	30.0	30.0	30.0	30.0	30.0
% of Trips - Residential	32.9	18.0	49.1			
% of Trips - Commercial (by land use)						
Wayside Honor Ranch				2.0	1.0	97.0
Six Flags Magic Mtn				2.0	1.0	97.0
Travel Village				2.0	1.0	97.0
Agua Dulce Airport				2.0	1.0	97.0
Landfill				2.0	1.0	97.0

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Urbemis 2007 Version 9.2.4

Combined Winter Emissions Reports (Pounds/Day)

File Name: C:\Documents and Settings\rmamaghani\Application Data\Urbemis\Version9a\Projects\112-23 Ex. SG.urb924

Project Name: 112-23 OVOV Existing Special Generator 2004 Emissions

Project Location: South Coast AQMD

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	31.90	0.00	0.00	0.00	0.00	0.00	0.00

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	241.93	382.73	2,658.32	2.45	485.61	94.47	260,547.63

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	273.83	382.73	2,658.32	2.45	485.61	94.47	260,547.63

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Area Source Unmitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Winter Pounds Per Day, Unmitigated

Source	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
Natural Gas	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hearth	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping - No Winter Emissions							
Consumer Products	0.00						
Architectural Coatings	31.90						
TOTALS (lbs/day, unmitigated)	31.90	0.00	0.00	0.00	0.00	0.00	0.00

Area Source Changes to Defaults

The number of persons per household for consumer product use changed from 3 persons to 3.09 persons

Operational Unmitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Winter Pounds Per Day, Unmitigated

Source	ROG	NOX	CO	SO2	PM10	PM25	CO2
Wayside Honor Ranch	10.10	15.93	110.64	0.10	20.21	3.93	10,844.40
Six Flags Magic Mtn	161.09	254.87	1,770.30	1.63	323.39	62.92	173,510.45
Travel Village	26.38	41.74	289.89	0.27	52.96	10.30	28,412.34
Agua Dulce Airport	34.29	54.26	376.85	0.35	68.84	13.39	36,936.04
Landfill	10.07	15.93	110.64	0.10	20.21	3.93	10,844.40
TOTALS (lbs/day, unmitigated)	241.93	382.73	2,658.32	2.45	485.61	94.47	260,547.63

Operational Settings:

4/21/2009 1:41:39 PM

Does not include correction for passby trips

Does not include double counting adjustment for internal trips

Analysis Year: 2010 Temperature (F): 60 Season: Winter

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Wayside Honor Ranch		50.00	acres	20.00	1,000.00	11,700.00
Six Flags Magic Mtn		100.00	acres	160.00	16,000.00	187,200.00
Travel Village		100.00	acres	26.20	2,620.00	30,654.00
Agua Dulce Airport		100.00	acres	34.06	3,406.00	39,850.20
Landfill		100.00	acres	10.00	1,000.00	11,700.00
					24,026.00	281,104.20

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	51.7	1.2	98.6	0.2
Light Truck < 3750 lbs	7.3	2.7	94.6	2.7
Light Truck 3751-5750 lbs	22.9	0.4	99.6	0.0
Med Truck 5751-8500 lbs	10.6	0.9	99.1	0.0
Lite-Heavy Truck 8501-10,000 lbs	1.6	0.0	81.2	18.8
Lite-Heavy Truck 10,001-14,000 lbs	0.5	0.0	60.0	40.0
Med-Heavy Truck 14,001-33,000 lbs	0.9	0.0	22.2	77.8
Heavy-Heavy Truck 33,001-60,000 lbs	0.5	0.0	0.0	100.0
Other Bus	0.1	0.0	0.0	100.0

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Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Urban Bus	0.1	0.0	0.0	100.0
Motorcycle	2.8	67.9	32.1	0.0
School Bus	0.1	0.0	0.0	100.0
Motor Home	0.9	0.0	88.9	11.1

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	11.7	11.7	11.7	11.7	11.7	11.7
Rural Trip Length (miles)	17.6	12.1	14.9	15.4	9.6	12.6
Trip speeds (mph)	30.0	30.0	30.0	30.0	30.0	30.0
% of Trips - Residential	32.9	18.0	49.1			
% of Trips - Commercial (by land use)						
Wayside Honor Ranch				2.0	1.0	97.0
Six Flags Magic Mtn				2.0	1.0	97.0
Travel Village				2.0	1.0	97.0
Agua Dulce Airport				2.0	1.0	97.0
Landfill				2.0	1.0	97.0

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Urbemis 2007 Version 9.2.4

Combined Summer Emissions Reports (Pounds/Day)

File Name: C:\Documents and Settings\rmamaghani\Application Data\Urbemis\Version9a\Projects\112-23 Ex. Non-Res'l.urb924

Project Name: 112-23 OVOV Existing Non-Residential 2004 Emissions

Project Location: South Coast AQMD

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	30.04	35.83	41.03	0.00	0.09	0.09	42,882.11

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	711.71	1,042.05	9,152.84	9.68	1,593.80	310.09	945,027.74

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	741.75	1,077.88	9,193.87	9.68	1,593.89	310.18	987,909.85

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Area Source Unmitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

Source	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
Natural Gas	2.59	35.72	30.01	0.00	0.06	0.06	42,865.55
Hearth - No Summer Emissions							
Landscape	0.97	0.11	11.02	0.00	0.03	0.03	16.56
Consumer Products	0.00						
Architectural Coatings	26.48						
TOTALS (lbs/day, unmitigated)	30.04	35.83	41.03	0.00	0.09	0.09	42,882.11

Area Source Changes to Defaults

The number of persons per household for consumer product use changed from 3 persons to 3.09 persons

Operational Unmitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

Source	ROG	NOX	CO	SO2	PM10	PM25	CO2
Racquetball/health	43.76	66.08	580.76	0.61	101.06	19.66	59,930.65
High turnover (sit-down) rest.	184.89	283.29	2,489.65	2.63	433.24	84.29	256,915.67
Fast food rest. w/ drive thru	202.64	311.98	2,741.82	2.90	477.12	92.83	282,937.30
Hotel	75.84	106.05	932.03	0.99	162.19	31.56	96,179.71
Movie Theater	73.58	76.73	672.90	0.71	117.39	22.84	69,582.41
Car Dealership	131.00	197.92	1,735.68	1.84	302.80	58.91	179,482.00
TOTALS (lbs/day, unmitigated)	711.71	1,042.05	9,152.84	9.68	1,593.80	310.09	945,027.74

4/21/2009 11:53:12 AM

Operational Settings:

Does not include correction for passby trips

Does not include double counting adjustment for internal trips

Analysis Year: 2010 Temperature (F): 80 Season: Summer

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Racquetball/health		40.00	1000 sq ft	125.00	5,000.00	58,500.00
High turnover (sit-down) rest.		130.34	1000 sq ft	164.45	21,434.41	250,782.62
Fast food rest. w/ drive thru		496.12	1000 sq ft	47.58	23,605.39	276,183.06
Hotel		8.23	rooms	975.00	8,024.25	93,883.72
Movie Theater		1.76	1000 sq ft	3,300.00	5,808.00	67,953.60
Car Dealership		37.50	1000 sq ft	399.50	14,981.25	175,280.62
					78,853.30	922,583.62

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	51.7	1.2	98.6	0.2
Light Truck < 3750 lbs	7.3	2.7	94.6	2.7
Light Truck 3751-5750 lbs	22.9	0.4	99.6	0.0
Med Truck 5751-8500 lbs	10.6	0.9	99.1	0.0
Lite-Heavy Truck 8501-10,000 lbs	1.6	0.0	81.2	18.8
Lite-Heavy Truck 10,001-14,000 lbs	0.5	0.0	60.0	40.0
Med-Heavy Truck 14,001-33,000 lbs	0.9	0.0	22.2	77.8

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Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Heavy-Heavy Truck 33,001-60,000 lbs	0.5	0.0	0.0	100.0
Other Bus	0.1	0.0	0.0	100.0
Urban Bus	0.1	0.0	0.0	100.0
Motorcycle	2.8	67.9	32.1	0.0
School Bus	0.1	0.0	0.0	100.0
Motor Home	0.9	0.0	88.9	11.1

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	11.7	11.7	11.7	11.7	11.7	11.7
Rural Trip Length (miles)	17.6	12.1	14.9	15.4	9.6	12.6
Trip speeds (mph)	30.0	30.0	30.0	30.0	30.0	30.0
% of Trips - Residential	32.9	18.0	49.1			
% of Trips - Commercial (by land use)						
Racquetball/health				5.0	2.5	92.5
High turnover (sit-down) rest.				5.0	2.5	92.5
Fast food rest. w/ drive thru				5.0	2.5	92.5
Hotel				5.0	2.5	92.5
Movie Theater				2.0	1.0	97.0
Car Dealership				2.0	1.0	97.0

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Urbemis 2007 Version 9.2.4

Combined Winter Emissions Reports (Pounds/Day)

File Name: C:\Documents and Settings\rmamaghani\Application Data\Urbemis\Version9a\Projects\112-23 Ex. Non-Res'l.urb924

Project Name: 112-23 OVOV Existing Non-Residential 2004 Emissions

Project Location: South Coast AQMD

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	29.07	35.72	30.01	0.00	0.06	0.06	42,865.55

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	808.57	1,256.51	8,739.05	8.05	1,593.80	310.09	855,447.29

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	837.64	1,292.23	8,769.06	8.05	1,593.86	310.15	898,312.84

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Area Source Unmitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Winter Pounds Per Day, Unmitigated

Source	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
Natural Gas	2.59	35.72	30.01	0.00	0.06	0.06	42,865.55
Hearth	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping - No Winter Emissions							
Consumer Products	0.00						
Architectural Coatings	26.48						
TOTALS (lbs/day, unmitigated)	29.07	35.72	30.01	0.00	0.06	0.06	42,865.55

Area Source Changes to Defaults

The number of persons per household for consumer product use changed from 3 persons to 3.09 persons

Operational Unmitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Winter Pounds Per Day, Unmitigated

Source	ROG	NOX	CO	SO2	PM10	PM25	CO2
Racquetball/health	50.66	79.68	554.46	0.51	101.06	19.66	54,250.46
High turnover (sit-down) rest.	215.98	341.59	2,376.91	2.19	433.24	84.29	232,565.34
Fast food rest. w/ drive thru	237.42	376.19	2,617.65	2.41	477.12	92.83	256,120.65
Hotel	83.83	127.88	889.83	0.82	162.19	31.56	87,063.84
Movie Theater	69.04	92.52	642.62	0.59	117.39	22.84	62,984.29
Car Dealership	151.64	238.65	1,657.58	1.53	302.80	58.91	162,462.71
TOTALS (lbs/day, unmitigated)	808.57	1,256.51	8,739.05	8.05	1,593.80	310.09	855,447.29

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Operational Settings:

Does not include correction for passby trips

Does not include double counting adjustment for internal trips

Analysis Year: 2010 Temperature (F): 60 Season: Winter

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Racquetball/health		40.00	1000 sq ft	125.00	5,000.00	58,500.00
High turnover (sit-down) rest.		130.34	1000 sq ft	164.45	21,434.41	250,782.62
Fast food rest. w/ drive thru		496.12	1000 sq ft	47.58	23,605.39	276,183.06
Hotel		8.23	rooms	975.00	8,024.25	93,883.72
Movie Theater		1.76	1000 sq ft	3,300.00	5,808.00	67,953.60
Car Dealership		37.50	1000 sq ft	399.50	14,981.25	175,280.62
					78,853.30	922,583.62

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	51.7	1.2	98.6	0.2
Light Truck < 3750 lbs	7.3	2.7	94.6	2.7
Light Truck 3751-5750 lbs	22.9	0.4	99.6	0.0
Med Truck 5751-8500 lbs	10.6	0.9	99.1	0.0
Lite-Heavy Truck 8501-10,000 lbs	1.6	0.0	81.2	18.8
Lite-Heavy Truck 10,001-14,000 lbs	0.5	0.0	60.0	40.0
Med-Heavy Truck 14,001-33,000 lbs	0.9	0.0	22.2	77.8

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Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Heavy-Heavy Truck 33,001-60,000 lbs	0.5	0.0	0.0	100.0
Other Bus	0.1	0.0	0.0	100.0
Urban Bus	0.1	0.0	0.0	100.0
Motorcycle	2.8	67.9	32.1	0.0
School Bus	0.1	0.0	0.0	100.0
Motor Home	0.9	0.0	88.9	11.1

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	11.7	11.7	11.7	11.7	11.7	11.7
Rural Trip Length (miles)	17.6	12.1	14.9	15.4	9.6	12.6
Trip speeds (mph)	30.0	30.0	30.0	30.0	30.0	30.0
% of Trips - Residential	32.9	18.0	49.1			
% of Trips - Commercial (by land use)						
Racquetball/health				5.0	2.5	92.5
High turnover (sit-down) rest.				5.0	2.5	92.5
Fast food rest. w/ drive thru				5.0	2.5	92.5
Hotel				5.0	2.5	92.5
Movie Theater				2.0	1.0	97.0
Car Dealership				2.0	1.0	97.0

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Urbemis 2007 Version 9.2.4

Combined Summer Emissions Reports (Pounds/Day)

File Name: C:\Documents and Settings\rmamaghani\Application Data\Urbemis\Version9a\Projects\112-23 Ex. Office.urb924

Project Name: 112-23 OVOV Existing Office 2004 Emissions

Project Location: South Coast AQMD

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	14.35	14.50	19.45	0.00	0.05	0.05	17,310.40

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	110.27	146.09	1,281.73	1.36	223.48	43.47	132,478.58

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	124.62	160.59	1,301.18	1.36	223.53	43.52	149,788.98

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Area Source Unmitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

Source	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
Natural Gas	1.05	14.42	12.11	0.00	0.03	0.03	17,299.36
Hearth - No Summer Emissions							
Landscape	0.64	0.08	7.34	0.00	0.02	0.02	11.04
Consumer Products	0.00						
Architectural Coatings	12.66						
TOTALS (lbs/day, unmitigated)	14.35	14.50	19.45	0.00	0.05	0.05	17,310.40

Area Source Changes to Defaults

The number of persons per household for consumer product use changed from 3 persons to 3.09 persons

Operational Unmitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

Source	ROG	NOX	CO	SO2	PM10	PM25	CO2
Medical office building	13.46	19.24	169.29	0.18	29.41	5.72	17,445.13
Regional Post Office	21.09	24.02	210.67	0.22	36.75	7.15	21,784.28
Post Office	14.98	22.59	198.12	0.21	34.56	6.72	20,486.56
Commercial Office	60.74	80.24	703.65	0.75	122.76	23.88	72,762.61
TOTALS (lbs/day, unmitigated)	110.27	146.09	1,281.73	1.36	223.48	43.47	132,478.58

Operational Settings:

4/21/2009 1:44:33 PM

Does not include correction for passby trips

Does not include double counting adjustment for internal trips

Analysis Year: 2010 Temperature (F): 80 Season: Summer

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Medical office building		10.88	1000 sq ft	133.73	1,454.98	17,023.29
Regional Post Office		2.38	1000 sq ft	764.00	1,818.32	21,274.34
Post Office		34.20	1000 sq ft	50.00	1,710.00	20,007.00
Commercial Office		5.00	1000 sq ft	1,214.69	6,073.45	71,059.36
					11,056.75	129,363.99

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	51.7	1.2	98.6	0.2
Light Truck < 3750 lbs	7.3	2.7	94.6	2.7
Light Truck 3751-5750 lbs	22.9	0.4	99.6	0.0
Med Truck 5751-8500 lbs	10.6	0.9	99.1	0.0
Lite-Heavy Truck 8501-10,000 lbs	1.6	0.0	81.2	18.8
Lite-Heavy Truck 10,001-14,000 lbs	0.5	0.0	60.0	40.0
Med-Heavy Truck 14,001-33,000 lbs	0.9	0.0	22.2	77.8
Heavy-Heavy Truck 33,001-60,000 lbs	0.5	0.0	0.0	100.0
Other Bus	0.1	0.0	0.0	100.0
Urban Bus	0.1	0.0	0.0	100.0

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Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Motorcycle	2.8	67.9	32.1	0.0
School Bus	0.1	0.0	0.0	100.0
Motor Home	0.9	0.0	88.9	11.1

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	11.7	11.7	11.7	11.7	11.7	11.7
Rural Trip Length (miles)	17.6	12.1	14.9	15.4	9.6	12.6
Trip speeds (mph)	30.0	30.0	30.0	30.0	30.0	30.0
% of Trips - Residential	32.9	18.0	49.1			
% of Trips - Commercial (by land use)						
Medical office building				7.0	3.5	89.5
Regional Post Office				2.0	1.0	97.0
Post Office				2.0	1.0	97.0
Commercial Office				2.0	1.0	97.0

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Urbemis 2007 Version 9.2.4

Combined Winter Emissions Reports (Pounds/Day)

File Name: C:\Documents and Settings\rmamaghani\Application Data\Urbemis\Version9a\Projects\112-23 Ex. Office.urb924

Project Name: 112-23 OVOV Existing Office 2004 Emissions

Project Location: South Coast AQMD

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	13.71	14.42	12.11	0.00	0.03	0.03	17,299.36

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	118.05	176.15	1,223.97	1.13	223.48	43.47	119,917.68

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	131.76	190.57	1,236.08	1.13	223.51	43.50	137,217.04

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Area Source Unmitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Winter Pounds Per Day, Unmitigated

Source	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
Natural Gas	1.05	14.42	12.11	0.00	0.03	0.03	17,299.36
Hearth	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping - No Winter Emissions							
Consumer Products	0.00						
Architectural Coatings	12.66						
TOTALS (lbs/day, unmitigated)	13.71	14.42	12.11	0.00	0.03	0.03	17,299.36

Area Source Changes to Defaults

The number of persons per household for consumer product use changed from 3 persons to 3.09 persons

Operational Unmitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Winter Pounds Per Day, Unmitigated

Source	ROG	NOX	CO	SO2	PM10	PM25	CO2
Medical office building	15.08	23.19	161.59	0.15	29.41	5.72	15,792.21
Regional Post Office	20.74	28.97	201.19	0.19	36.75	7.15	19,718.60
Post Office	17.32	27.24	189.20	0.17	34.56	6.72	18,543.93
Commercial Office	64.91	96.75	671.99	0.62	122.76	23.88	65,862.94
TOTALS (lbs/day, unmitigated)	118.05	176.15	1,223.97	1.13	223.48	43.47	119,917.68

Operational Settings:

4/21/2009 1:44:54 PM

Does not include correction for passby trips

Does not include double counting adjustment for internal trips

Analysis Year: 2010 Temperature (F): 60 Season: Winter

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Medical office building		10.88	1000 sq ft	133.73	1,454.98	17,023.29
Regional Post Office		2.38	1000 sq ft	764.00	1,818.32	21,274.34
Post Office		34.20	1000 sq ft	50.00	1,710.00	20,007.00
Commercial Office		5.00	1000 sq ft	1,214.69	6,073.45	71,059.36
					11,056.75	129,363.99

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	51.7	1.2	98.6	0.2
Light Truck < 3750 lbs	7.3	2.7	94.6	2.7
Light Truck 3751-5750 lbs	22.9	0.4	99.6	0.0
Med Truck 5751-8500 lbs	10.6	0.9	99.1	0.0
Lite-Heavy Truck 8501-10,000 lbs	1.6	0.0	81.2	18.8
Lite-Heavy Truck 10,001-14,000 lbs	0.5	0.0	60.0	40.0
Med-Heavy Truck 14,001-33,000 lbs	0.9	0.0	22.2	77.8
Heavy-Heavy Truck 33,001-60,000 lbs	0.5	0.0	0.0	100.0
Other Bus	0.1	0.0	0.0	100.0
Urban Bus	0.1	0.0	0.0	100.0

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Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Motorcycle	2.8	67.9	32.1	0.0
School Bus	0.1	0.0	0.0	100.0
Motor Home	0.9	0.0	88.9	11.1

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	11.7	11.7	11.7	11.7	11.7	11.7
Rural Trip Length (miles)	17.6	12.1	14.9	15.4	9.6	12.6
Trip speeds (mph)	30.0	30.0	30.0	30.0	30.0	30.0
% of Trips - Residential	32.9	18.0	49.1			
% of Trips - Commercial (by land use)						
Medical office building				7.0	3.5	89.5
Regional Post Office				2.0	1.0	97.0
Post Office				2.0	1.0	97.0
Commercial Office				2.0	1.0	97.0

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Urbemis 2007 Version 9.2.4

Combined Summer Emissions Reports (Pounds/Day)

File Name: C:\Documents and Settings\rmamaghani\Application Data\Urbemis\Version9a\Projects\112-23 Ex. Recreation.urb924

Project Name: 112-23 OVOV Existing Recreation 2004 Emissions

Project Location: South Coast AQMD

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	225.08	0.06	5.51	0.00	0.01	0.01	8.28

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	612.98	927.34	8,132.48	8.61	1,418.76	276.02	840,957.13

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	838.06	927.40	8,137.99	8.61	1,418.77	276.03	840,965.41

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Area Source Unmitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

Source	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
Natural Gas	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hearth - No Summer Emissions							
Landscape	0.48	0.06	5.51	0.00	0.01	0.01	8.28
Consumer Products	0.00						
Architectural Coatings	224.60						
TOTALS (lbs/day, unmitigated)	225.08	0.06	5.51	0.00	0.01	0.01	8.28

Area Source Changes to Defaults

The number of persons per household for consumer product use changed from 3 persons to 3.09 persons

Operational Unmitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

Source	ROG	NOX	CO	SO2	PM10	PM25	CO2
Golf Course	566.87	869.02	7,621.02	8.07	1,329.53	258.66	788,067.75
Developed Park	19.87	27.75	243.37	0.26	42.46	8.26	25,166.64
Undeveloped Park	26.24	30.57	268.09	0.28	46.77	9.10	27,722.74
TOTALS (lbs/day, unmitigated)	612.98	927.34	8,132.48	8.61	1,418.76	276.02	840,957.13

Operational Settings:

Does not include correction for passby trips

4/21/2009 1:36:46 PM

Does not include double counting adjustment for internal trips

Analysis Year: 2010 Temperature (F): 80 Season: Summer

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Golf Course		108.19	acres	608.00	65,779.52	769,620.39
Developed Park		7.96	acres	263.90	2,100.64	24,577.53
Undeveloped Park		2.60	acres	890.00	2,314.00	27,073.80
					70,194.16	821,271.72

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	51.7	1.2	98.6	0.2
Light Truck < 3750 lbs	7.3	2.7	94.6	2.7
Light Truck 3751-5750 lbs	22.9	0.4	99.6	0.0
Med Truck 5751-8500 lbs	10.6	0.9	99.1	0.0
Lite-Heavy Truck 8501-10,000 lbs	1.6	0.0	81.2	18.8
Lite-Heavy Truck 10,001-14,000 lbs	0.5	0.0	60.0	40.0
Med-Heavy Truck 14,001-33,000 lbs	0.9	0.0	22.2	77.8
Heavy-Heavy Truck 33,001-60,000 lbs	0.5	0.0	0.0	100.0
Other Bus	0.1	0.0	0.0	100.0
Urban Bus	0.1	0.0	0.0	100.0
Motorcycle	2.8	67.9	32.1	0.0
School Bus	0.1	0.0	0.0	100.0

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Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Motor Home	0.9	0.0	88.9	11.1

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	11.7	11.7	11.7	11.7	11.7	11.7
Rural Trip Length (miles)	17.6	12.1	14.9	15.4	9.6	12.6
Trip speeds (mph)	30.0	30.0	30.0	30.0	30.0	30.0
% of Trips - Residential	32.9	18.0	49.1			
% of Trips - Commercial (by land use)						
Golf Course				2.0	1.0	97.0
Developed Park				2.0	1.0	97.0
Undeveloped Park				2.0	1.0	97.0

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Urbemis 2007 Version 9.2.4

Combined Winter Emissions Reports (Pounds/Day)

File Name: C:\Documents and Settings\rmamaghani\Application Data\Urbemis\Version9a\Projects\112-23 Ex. Recreation.urb924

Project Name: 112-23 OVOV Existing Recreation 2004 Emissions

Project Location: South Coast AQMD

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	224.60	0.00	0.00	0.00	0.00	0.00	0.00

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	710.17	1,118.17	7,766.55	7.16	1,418.76	276.02	761,213.82

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	934.77	1,118.17	7,766.55	7.16	1,418.76	276.02	761,213.82

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Area Source Unmitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Winter Pounds Per Day, Unmitigated

Source	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
Natural Gas	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hearth	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping - No Winter Emissions							
Consumer Products	0.00						
Architectural Coatings	224.60						
TOTALS (lbs/day, unmitigated)	224.60	0.00	0.00	0.00	0.00	0.00	0.00

Area Source Changes to Defaults

The number of persons per household for consumer product use changed from 3 persons to 3.09 persons

Operational Unmitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Winter Pounds Per Day, Unmitigated

Source	ROG	NOX	CO	SO2	PM10	PM25	CO2
Golf Course	662.11	1,047.85	7,278.10	6.71	1,329.53	258.66	713,339.64
Developed Park	21.94	33.46	232.42	0.21	42.46	8.26	22,780.23
Undeveloped Park	26.12	36.86	256.03	0.24	46.77	9.10	25,093.95
TOTALS (lbs/day, unmitigated)	710.17	1,118.17	7,766.55	7.16	1,418.76	276.02	761,213.82

Operational Settings:

Does not include correction for passby trips

4/21/2009 1:37:11 PM

Does not include double counting adjustment for internal trips

Analysis Year: 2010 Temperature (F): 60 Season: Winter

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Golf Course		108.19	acres	608.00	65,779.52	769,620.39
Developed Park		7.96	acres	263.90	2,100.64	24,577.53
Undeveloped Park		2.60	acres	890.00	2,314.00	27,073.80
					70,194.16	821,271.72

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	51.7	1.2	98.6	0.2
Light Truck < 3750 lbs	7.3	2.7	94.6	2.7
Light Truck 3751-5750 lbs	22.9	0.4	99.6	0.0
Med Truck 5751-8500 lbs	10.6	0.9	99.1	0.0
Lite-Heavy Truck 8501-10,000 lbs	1.6	0.0	81.2	18.8
Lite-Heavy Truck 10,001-14,000 lbs	0.5	0.0	60.0	40.0
Med-Heavy Truck 14,001-33,000 lbs	0.9	0.0	22.2	77.8
Heavy-Heavy Truck 33,001-60,000 lbs	0.5	0.0	0.0	100.0
Other Bus	0.1	0.0	0.0	100.0
Urban Bus	0.1	0.0	0.0	100.0
Motorcycle	2.8	67.9	32.1	0.0
School Bus	0.1	0.0	0.0	100.0

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Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Motor Home	0.9	0.0	88.9	11.1

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	11.7	11.7	11.7	11.7	11.7	11.7
Rural Trip Length (miles)	17.6	12.1	14.9	15.4	9.6	12.6
Trip speeds (mph)	30.0	30.0	30.0	30.0	30.0	30.0
% of Trips - Residential	32.9	18.0	49.1			
% of Trips - Commercial (by land use)						
Golf Course				2.0	1.0	97.0
Developed Park				2.0	1.0	97.0
Undeveloped Park				2.0	1.0	97.0

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Urbemis 2007 Version 9.2.4

Combined Winter Emissions Reports (Pounds/Day)

File Name: C:\Documents and Settings\rmamaghani\Application Data\Urbemis\Version9a\Projects\112-23 Ex. Ind'l.urb924

Project Name: 112-23 Existing 2004 Industrial Emissions

Project Location: South Coast AQMD

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	113.25	12.46	10.47	0.00	0.02	0.02	14,950.01

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	1,292.36	1,926.78	13,659.25	12.36	2,433.01	473.85	1,312,918.34

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	1,405.61	1,939.24	13,669.72	12.36	2,433.03	473.87	1,327,868.35

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Area Source Unmitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Winter Pounds Per Day, Unmitigated

Source	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
Natural Gas	0.90	12.46	10.47	0.00	0.02	0.02	14,950.01
Hearth	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping - No Winter Emissions							
Consumer Products	0.00						
Architectural Coatings	112.35						
TOTALS (lbs/day, unmitigated)	113.25	12.46	10.47	0.00	0.02	0.02	14,950.01

Area Source Changes to Defaults

The number of persons per household for consumer product use changed from 3 persons to 3.09 persons

Operational Unmitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Winter Pounds Per Day, Unmitigated

Source	ROG	NOX	CO	SO2	PM10	PM25	CO2
Industrial park	1,017.42	1,511.00	10,742.50	9.70	1,906.69	371.39	1,029,740.52
Manufacturing	103.08	151.40	1,080.42	0.97	190.87	37.19	103,195.13
Business Park	76.44	117.59	816.74	0.75	149.20	29.03	80,050.56
Utilities	95.42	146.79	1,019.59	0.94	186.25	36.24	99,932.13
TOTALS (lbs/day, unmitigated)	1,292.36	1,926.78	13,659.25	12.36	2,433.01	473.85	1,312,918.34

Operational Settings:

4/20/2009 6:45:00 PM

Does not include correction for passby trips

Does not include double counting adjustment for internal trips

Analysis Year: 2010 Temperature (F): 60 Season: Winter

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Industrial park		6.00	1000 sq ft	15,717.43	94,304.58	1,103,363.55
Manufacturing		5.10	1000 sq ft	1,850.99	9,440.05	110,448.57
Business Park		10.20	1000 sq ft	723.70	7,381.74	86,366.36
Utilities		10.20	1000 sq ft	903.44	9,215.09	107,816.53
					120,341.46	1,407,995.01

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	51.7	1.2	98.6	0.2
Light Truck < 3750 lbs	7.3	2.7	94.6	2.7
Light Truck 3751-5750 lbs	22.9	0.4	99.6	0.0
Med Truck 5751-8500 lbs	10.6	0.9	99.1	0.0
Lite-Heavy Truck 8501-10,000 lbs	1.6	0.0	81.2	18.8
Lite-Heavy Truck 10,001-14,000 lbs	0.5	0.0	60.0	40.0
Med-Heavy Truck 14,001-33,000 lbs	0.9	0.0	22.2	77.8
Heavy-Heavy Truck 33,001-60,000 lbs	0.5	0.0	0.0	100.0
Other Bus	0.1	0.0	0.0	100.0
Urban Bus	0.1	0.0	0.0	100.0

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Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Motorcycle	2.8	67.9	32.1	0.0
School Bus	0.1	0.0	0.0	100.0
Motor Home	0.9	0.0	88.9	11.1

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	11.7	11.7	11.7	11.7	11.7	11.7
Rural Trip Length (miles)	17.6	12.1	14.9	15.4	9.6	12.6
Trip speeds (mph)	30.0	30.0	30.0	30.0	30.0	30.0
% of Trips - Residential	32.9	18.0	49.1			
% of Trips - Commercial (by land use)						
Industrial park				41.5	20.8	37.8
Manufacturing				48.0	24.0	28.0
Business Park				2.0	1.0	97.0
Utilities				2.0	1.0	97.0

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Urbemis 2007 Version 9.2.4

Combined Summer Emissions Reports (Pounds/Day)

File Name: C:\Documents and Settings\rmamaghani\Application Data\Urbemis\Version9a\Projects\112-23 Ex. Ind'l.urb924

Project Name: 112-23 Existing 2004 Industrial Emissions

Project Location: South Coast AQMD

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	113.89	12.54	17.81	0.00	0.04	0.04	14,961.05

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	1,194.99	1,597.47	14,351.69	14.87	2,433.01	473.85	1,449,630.94

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	1,308.88	1,610.01	14,369.50	14.87	2,433.05	473.89	1,464,591.99

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Area Source Unmitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

Source	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
Natural Gas	0.90	12.46	10.47	0.00	0.02	0.02	14,950.01
Hearth - No Summer Emissions							
Landscape	0.64	0.08	7.34	0.00	0.02	0.02	11.04
Consumer Products	0.00						
Architectural Coatings	112.35						
TOTALS (lbs/day, unmitigated)	113.89	12.54	17.81	0.00	0.04	0.04	14,961.05

Area Source Changes to Defaults

The number of persons per household for consumer product use changed from 3 persons to 3.09 persons

Operational Unmitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

Source	ROG	NOX	CO	SO2	PM10	PM25	CO2
Industrial park	944.35	1,252.70	11,292.40	11.66	1,906.69	371.39	1,136,874.20
Manufacturing	96.94	125.51	1,136.43	1.17	190.87	37.19	113,919.40
Business Park	68.36	97.52	855.23	0.91	149.20	29.03	88,436.51
Utilities	85.34	121.74	1,067.63	1.13	186.25	36.24	110,400.83
TOTALS (lbs/day, unmitigated)	1,194.99	1,597.47	14,351.69	14.87	2,433.01	473.85	1,449,630.94

Operational Settings:

4/20/2009 6:44:32 PM

Does not include correction for passby trips

Does not include double counting adjustment for internal trips

Analysis Year: 2010 Temperature (F): 80 Season: Summer

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Industrial park		6.00	1000 sq ft	15,717.43	94,304.58	1,103,363.55
Manufacturing		5.10	1000 sq ft	1,850.99	9,440.05	110,448.57
Business Park		10.20	1000 sq ft	723.70	7,381.74	86,366.36
Utilities		10.20	1000 sq ft	903.44	9,215.09	107,816.53
					120,341.46	1,407,995.01

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	51.7	1.2	98.6	0.2
Light Truck < 3750 lbs	7.3	2.7	94.6	2.7
Light Truck 3751-5750 lbs	22.9	0.4	99.6	0.0
Med Truck 5751-8500 lbs	10.6	0.9	99.1	0.0
Lite-Heavy Truck 8501-10,000 lbs	1.6	0.0	81.2	18.8
Lite-Heavy Truck 10,001-14,000 lbs	0.5	0.0	60.0	40.0
Med-Heavy Truck 14,001-33,000 lbs	0.9	0.0	22.2	77.8
Heavy-Heavy Truck 33,001-60,000 lbs	0.5	0.0	0.0	100.0
Other Bus	0.1	0.0	0.0	100.0
Urban Bus	0.1	0.0	0.0	100.0

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Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Motorcycle	2.8	67.9	32.1	0.0
School Bus	0.1	0.0	0.0	100.0
Motor Home	0.9	0.0	88.9	11.1

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	11.7	11.7	11.7	11.7	11.7	11.7
Rural Trip Length (miles)	17.6	12.1	14.9	15.4	9.6	12.6
Trip speeds (mph)	30.0	30.0	30.0	30.0	30.0	30.0
% of Trips - Residential	32.9	18.0	49.1			
% of Trips - Commercial (by land use)						
Industrial park				41.5	20.8	37.8
Manufacturing				48.0	24.0	28.0
Business Park				2.0	1.0	97.0
Utilities				2.0	1.0	97.0

Construction Air Emissions

for Existing General Plan and Area Plan

5/26/2009 01:41:00 PM

Urbemis 2007 Version 9.2.4

Combined Summer Emissions Reports (Pounds/Day)

File Name: Z:\Alan Sako\112.23 OVOV\112-23 URBEMIS FILES\112.23 Const Ex GP Comm'l.urb924

Project Name: 112-23 Construction Emissions Existing General Plan Commercial

Project Location: South Coast AQMD

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

CONSTRUCTION EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5
2010 TOTALS (lbs/day unmitigated)	137.74	634.00	1,125.32	1.28	5,640.28	29.81	5,670.10	1,178.73	27.20	1,205.93
2010 TOTALS (lbs/day mitigated)	137.74	634.00	1,125.32	1.28	1,005.16	29.81	1,034.97	210.73	27.20	237.93
2011 TOTALS (lbs/day unmitigated)	131.44	587.90	1,051.02	1.28	5,640.28	27.52	5,667.80	1,178.73	25.09	1,203.82
2011 TOTALS (lbs/day mitigated)	131.44	587.90	1,051.02	1.28	1,005.16	27.52	1,032.68	210.73	25.09	235.82
2012 TOTALS (lbs/day unmitigated)	125.79	543.25	981.68	1.28	5,640.28	25.38	5,665.66	1,178.73	23.11	1,201.84
2012 TOTALS (lbs/day mitigated)	125.79	543.25	981.68	1.28	1,005.16	25.38	1,030.53	210.73	23.11	233.84
2013 TOTALS (lbs/day unmitigated)	120.98	500.94	916.12	1.28	5,640.28	23.44	5,663.72	1,178.73	21.31	1,200.04
2013 TOTALS (lbs/day mitigated)	120.98	500.94	916.12	1.28	1,005.16	23.44	1,028.60	210.73	21.31	232.04
2014 TOTALS (lbs/day unmitigated)	115.94	458.55	857.51	1.28	5,640.28	21.60	5,661.88	1,178.73	19.62	1,198.34
2014 TOTALS (lbs/day mitigated)	115.94	458.55	857.51	1.28	1,005.16	21.60	1,026.75	210.73	19.62	230.35
2015 TOTALS (lbs/day unmitigated)	110.95	416.73	802.48	1.28	5,640.28	19.93	5,660.21	1,178.73	18.09	1,196.81
2015 TOTALS (lbs/day mitigated)	110.95	416.73	802.48	1.28	1,005.16	19.93	1,025.09	210.73	18.09	228.81
2016 TOTALS (lbs/day unmitigated)	106.61	379.77	754.35	1.28	5,640.28	18.36	5,658.64	1,178.73	16.64	1,195.36
2016 TOTALS (lbs/day mitigated)	106.61	379.77	754.35	1.28	1,005.16	18.36	1,023.51	210.73	16.64	227.36
2017 TOTALS (lbs/day unmitigated)	102.78	345.86	708.60	1.28	5,640.28	16.82	5,657.11	1,178.73	15.23	1,193.95
2017 TOTALS (lbs/day mitigated)	102.78	345.86	708.60	1.28	1,005.16	16.82	1,021.98	210.73	15.23	225.95
2018 TOTALS (lbs/day unmitigated)	98.85	314.91	666.99	1.28	5,640.28	15.42	5,655.71	1,178.73	13.93	1,192.66
2018 TOTALS (lbs/day mitigated)	98.85	314.91	666.99	1.28	1,005.16	15.42	1,020.58	210.73	13.93	224.66
2019 TOTALS (lbs/day unmitigated)	95.66	287.13	628.30	1.28	5,640.28	14.07	5,654.36	1,178.73	12.69	1,191.42
2019 TOTALS (lbs/day mitigated)	95.66	287.13	628.30	1.28	1,005.16	14.07	1,019.23	210.73	12.69	223.42

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Urbemis 2007 Version 9.2.4

Combined Summer Emissions Reports (Pounds/Day)

File Name: Z:\Alan Sako\112.23 OVOV\112-23 URBEMIS FILES\112.23 Const Ex GP Comm'l.urb924

Project Name: 112-23 Construction Emissions Existing General Plan Commercial

2020 TOTALS (lbs/day unmitigated)	92.30	262.08	592.44	1.28	5,640.28	12.99	5,653.27	1,178.73	11.69	1,190.41
2020 TOTALS (lbs/day mitigated)	92.30	262.08	592.44	1.28	1,005.16	12.99	1,018.14	210.73	11.69	222.41
2021 TOTALS (lbs/day unmitigated)	87.22	239.28	468.97	1.28	5,640.28	12.38	5,652.67	1,178.73	11.14	1,189.86
2021 TOTALS (lbs/day mitigated)	87.22	239.28	468.97	1.28	1,005.16	12.38	1,017.54	210.73	11.14	221.86
2022 TOTALS (lbs/day unmitigated)	87.22	239.28	468.97	1.28	5,640.28	12.38	5,652.67	1,178.73	11.14	1,189.86
2022 TOTALS (lbs/day mitigated)	87.22	239.28	468.97	1.28	1,005.16	12.38	1,017.54	210.73	11.14	221.86
2023 TOTALS (lbs/day unmitigated)	87.22	239.28	468.97	1.28	5,640.28	12.38	5,652.67	1,178.73	11.14	1,189.86
2023 TOTALS (lbs/day mitigated)	87.22	239.28	468.97	1.28	1,005.16	12.38	1,017.54	210.73	11.14	221.86
2024 TOTALS (lbs/day unmitigated)	87.22	239.28	468.97	1.28	5,640.28	12.38	5,652.67	1,178.73	11.14	1,189.86
2024 TOTALS (lbs/day mitigated)	87.22	239.28	468.97	1.28	1,005.16	12.38	1,017.54	210.73	11.14	221.86
2025 TOTALS (lbs/day unmitigated)	87.22	239.28	468.97	1.28	5,640.28	12.38	5,652.67	1,178.73	11.14	1,189.86
2025 TOTALS (lbs/day mitigated)	87.22	239.28	468.97	1.28	1,005.16	12.38	1,017.54	210.73	11.14	221.86
2026 TOTALS (lbs/day unmitigated)	84.43	229.71	402.11	1.28	5,640.28	12.17	5,652.45	1,178.73	10.94	1,189.67
2026 TOTALS (lbs/day mitigated)	84.43	229.71	402.11	1.28	1,005.16	12.17	1,017.33	210.73	10.94	221.67
2027 TOTALS (lbs/day unmitigated)	84.43	229.71	402.11	1.28	5,640.28	12.17	5,652.45	1,178.73	10.94	1,189.67
2027 TOTALS (lbs/day mitigated)	84.43	229.71	402.11	1.28	1,005.16	12.17	1,017.33	210.73	10.94	221.67
2028 TOTALS (lbs/day unmitigated)	84.43	229.71	402.11	1.28	5,640.28	12.17	5,652.45	1,178.73	10.94	1,189.67
2028 TOTALS (lbs/day mitigated)	84.43	229.71	402.11	1.28	1,005.16	12.17	1,017.33	210.73	10.94	221.67
2029 TOTALS (lbs/day unmitigated)	84.43	229.71	402.11	1.28	5,640.28	12.17	5,652.45	1,178.73	10.94	1,189.67
2029 TOTALS (lbs/day mitigated)	84.43	229.71	402.11	1.28	1,005.16	12.17	1,017.33	210.73	10.94	221.67
2030 TOTALS (lbs/day unmitigated)	84.43	229.71	402.11	1.28	5,640.28	12.17	5,652.45	1,178.73	10.94	1,189.67
2030 TOTALS (lbs/day mitigated)	84.43	229.71	402.11	1.28	1,005.16	12.17	1,017.33	210.73	10.94	221.67

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Urbemis 2007 Version 9.2.4

Combined Winter Emissions Reports (Pounds/Day)

File Name: Z:\Alan Sako\112.23 OVOV\112-23 URBEMIS FILES\112.23 Const Ex GP Comm'l.urb924

Project Name: 112-23 Construction Emissions Existing General Plan Commercial

Project Location: South Coast AQMD

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

CONSTRUCTION EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5
2010 TOTALS (lbs/day unmitigated)	137.74	634.00	1,125.32	1.28	5,640.28	29.81	5,670.10	1,178.73	27.20	1,205.93
2010 TOTALS (lbs/day mitigated)	137.74	634.00	1,125.32	1.28	1,005.16	29.81	1,034.97	210.73	27.20	237.93
2011 TOTALS (lbs/day unmitigated)	131.44	587.90	1,051.02	1.28	5,640.28	27.52	5,667.80	1,178.73	25.09	1,203.82
2011 TOTALS (lbs/day mitigated)	131.44	587.90	1,051.02	1.28	1,005.16	27.52	1,032.68	210.73	25.09	235.82
2012 TOTALS (lbs/day unmitigated)	125.79	543.25	981.68	1.28	5,640.28	25.38	5,665.66	1,178.73	23.11	1,201.84
2012 TOTALS (lbs/day mitigated)	125.79	543.25	981.68	1.28	1,005.16	25.38	1,030.53	210.73	23.11	233.84
2013 TOTALS (lbs/day unmitigated)	120.98	500.94	916.12	1.28	5,640.28	23.44	5,663.72	1,178.73	21.31	1,200.04
2013 TOTALS (lbs/day mitigated)	120.98	500.94	916.12	1.28	1,005.16	23.44	1,028.60	210.73	21.31	232.04
2014 TOTALS (lbs/day unmitigated)	115.94	458.55	857.51	1.28	5,640.28	21.60	5,661.88	1,178.73	19.62	1,198.34
2014 TOTALS (lbs/day mitigated)	115.94	458.55	857.51	1.28	1,005.16	21.60	1,026.75	210.73	19.62	230.35
2015 TOTALS (lbs/day unmitigated)	110.95	416.73	802.48	1.28	5,640.28	19.93	5,660.21	1,178.73	18.09	1,196.81
2015 TOTALS (lbs/day mitigated)	110.95	416.73	802.48	1.28	1,005.16	19.93	1,025.09	210.73	18.09	228.81
2016 TOTALS (lbs/day unmitigated)	106.61	379.77	754.35	1.28	5,640.28	18.36	5,658.64	1,178.73	16.64	1,195.36
2016 TOTALS (lbs/day mitigated)	106.61	379.77	754.35	1.28	1,005.16	18.36	1,023.51	210.73	16.64	227.36
2017 TOTALS (lbs/day unmitigated)	102.78	345.86	708.60	1.28	5,640.28	16.82	5,657.11	1,178.73	15.23	1,193.95
2017 TOTALS (lbs/day mitigated)	102.78	345.86	708.60	1.28	1,005.16	16.82	1,021.98	210.73	15.23	225.95
2018 TOTALS (lbs/day unmitigated)	98.85	314.91	666.99	1.28	5,640.28	15.42	5,655.71	1,178.73	13.93	1,192.66
2018 TOTALS (lbs/day mitigated)	98.85	314.91	666.99	1.28	1,005.16	15.42	1,020.58	210.73	13.93	224.66
2019 TOTALS (lbs/day unmitigated)	95.66	287.13	628.30	1.28	5,640.28	14.07	5,654.36	1,178.73	12.69	1,191.42
2019 TOTALS (lbs/day mitigated)	95.66	287.13	628.30	1.28	1,005.16	14.07	1,019.23	210.73	12.69	223.42

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Combined Winter Emissions Reports (Pounds/Day)

File Name: Z:\Alan Sako\112.23 OVOV\112-23 URBEMIS FILES\112.23 Const Ex GP Comm'l.urb924

Project Name: 112-23 Construction Emissions Existing General Plan Commercial

2020 TOTALS (lbs/day unmitigated)	92.30	262.08	592.44	1.28	5,640.28	12.99	5,653.27	1,178.73	11.69	1,190.41
2020 TOTALS (lbs/day mitigated)	92.30	262.08	592.44	1.28	1,005.16	12.99	1,018.14	210.73	11.69	222.41
2021 TOTALS (lbs/day unmitigated)	87.22	239.28	468.97	1.28	5,640.28	12.38	5,652.67	1,178.73	11.14	1,189.86
2021 TOTALS (lbs/day mitigated)	87.22	239.28	468.97	1.28	1,005.16	12.38	1,017.54	210.73	11.14	221.86
2022 TOTALS (lbs/day unmitigated)	87.22	239.28	468.97	1.28	5,640.28	12.38	5,652.67	1,178.73	11.14	1,189.86
2022 TOTALS (lbs/day mitigated)	87.22	239.28	468.97	1.28	1,005.16	12.38	1,017.54	210.73	11.14	221.86
2023 TOTALS (lbs/day unmitigated)	87.22	239.28	468.97	1.28	5,640.28	12.38	5,652.67	1,178.73	11.14	1,189.86
2023 TOTALS (lbs/day mitigated)	87.22	239.28	468.97	1.28	1,005.16	12.38	1,017.54	210.73	11.14	221.86
2024 TOTALS (lbs/day unmitigated)	87.22	239.28	468.97	1.28	5,640.28	12.38	5,652.67	1,178.73	11.14	1,189.86
2024 TOTALS (lbs/day mitigated)	87.22	239.28	468.97	1.28	1,005.16	12.38	1,017.54	210.73	11.14	221.86
2025 TOTALS (lbs/day unmitigated)	87.22	239.28	468.97	1.28	5,640.28	12.38	5,652.67	1,178.73	11.14	1,189.86
2025 TOTALS (lbs/day mitigated)	87.22	239.28	468.97	1.28	1,005.16	12.38	1,017.54	210.73	11.14	221.86
2026 TOTALS (lbs/day unmitigated)	84.43	229.71	402.11	1.28	5,640.28	12.17	5,652.45	1,178.73	10.94	1,189.67
2026 TOTALS (lbs/day mitigated)	84.43	229.71	402.11	1.28	1,005.16	12.17	1,017.33	210.73	10.94	221.67
2027 TOTALS (lbs/day unmitigated)	84.43	229.71	402.11	1.28	5,640.28	12.17	5,652.45	1,178.73	10.94	1,189.67
2027 TOTALS (lbs/day mitigated)	84.43	229.71	402.11	1.28	1,005.16	12.17	1,017.33	210.73	10.94	221.67
2028 TOTALS (lbs/day unmitigated)	84.43	229.71	402.11	1.28	5,640.28	12.17	5,652.45	1,178.73	10.94	1,189.67
2028 TOTALS (lbs/day mitigated)	84.43	229.71	402.11	1.28	1,005.16	12.17	1,017.33	210.73	10.94	221.67
2029 TOTALS (lbs/day unmitigated)	84.43	229.71	402.11	1.28	5,640.28	12.17	5,652.45	1,178.73	10.94	1,189.67
2029 TOTALS (lbs/day mitigated)	84.43	229.71	402.11	1.28	1,005.16	12.17	1,017.33	210.73	10.94	221.67
2030 TOTALS (lbs/day unmitigated)	84.43	229.71	402.11	1.28	5,640.28	12.17	5,652.45	1,178.73	10.94	1,189.67
2030 TOTALS (lbs/day mitigated)	84.43	229.71	402.11	1.28	1,005.16	12.17	1,017.33	210.73	10.94	221.67

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Combined Summer Emissions Reports (Pounds/Day)

File Name: Z:\Alan Sako\112.23 OVOV\112-23 URBEMIS FILES\112.23 Const Ex GP Ind'l.urb924

Project Name: 112-23 Construction Emissions Industrial Existing General Plan

Project Location: South Coast AQMD

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

CONSTRUCTION EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5
2010 TOTALS (lbs/day unmitigated)	537.94	3,917.09	5,027.69	8.63	14,614.03	167.27	14,781.30	3,056.70	153.00	3,209.69
2010 TOTALS (lbs/day mitigated)	537.94	3,917.09	5,027.69	8.63	2,620.68	167.27	2,787.95	552.01	153.00	705.00
2011 TOTALS (lbs/day unmitigated)	505.89	3,549.41	4,669.75	8.63	14,614.03	150.54	14,764.57	3,056.70	137.58	3,194.28
2011 TOTALS (lbs/day mitigated)	505.89	3,549.41	4,669.75	8.63	2,620.68	150.54	2,771.22	552.01	137.58	689.59
2012 TOTALS (lbs/day unmitigated)	475.11	3,190.40	4,330.51	8.63	14,614.03	134.82	14,748.84	3,056.70	123.09	3,179.79
2012 TOTALS (lbs/day mitigated)	475.11	3,190.40	4,330.51	8.63	2,620.68	134.82	2,755.50	552.01	123.09	675.10
2013 TOTALS (lbs/day unmitigated)	445.99	2,845.70	4,005.47	8.63	14,614.03	119.90	14,733.93	3,056.70	109.31	3,166.00
2013 TOTALS (lbs/day mitigated)	445.99	2,845.70	4,005.47	8.63	2,620.68	119.90	2,740.58	552.01	109.31	661.31
2014 TOTALS (lbs/day unmitigated)	417.81	2,521.74	3,710.03	8.63	14,614.03	106.92	14,720.95	3,056.70	97.38	3,154.07
2014 TOTALS (lbs/day mitigated)	417.81	2,521.74	3,710.03	8.63	2,620.68	106.92	2,727.60	552.01	97.38	649.38
2015 TOTALS (lbs/day unmitigated)	391.25	2,226.45	3,435.48	8.63	14,614.03	94.91	14,708.93	3,056.70	86.31	3,143.00
2015 TOTALS (lbs/day mitigated)	391.25	2,226.45	3,435.48	8.63	2,620.68	94.91	2,715.59	552.01	86.31	638.31
2016 TOTALS (lbs/day unmitigated)	369.17	1,981.58	3,199.15	8.63	14,614.03	85.25	14,699.28	3,056.70	77.42	3,134.11
2016 TOTALS (lbs/day mitigated)	369.17	1,981.58	3,199.15	8.63	2,620.68	85.25	2,705.93	552.01	77.42	629.42
2017 TOTALS (lbs/day unmitigated)	349.92	1,774.03	2,981.79	8.63	14,614.03	76.77	14,690.79	3,056.70	69.61	3,126.31
2017 TOTALS (lbs/day mitigated)	349.92	1,774.03	2,981.79	8.63	2,620.68	76.77	2,697.45	552.01	69.61	621.62
2018 TOTALS (lbs/day unmitigated)	332.37	1,596.95	2,785.06	8.63	14,614.03	69.76	14,683.79	3,056.70	63.15	3,119.84
2018 TOTALS (lbs/day mitigated)	332.37	1,596.95	2,785.06	8.63	2,620.68	69.76	2,690.45	552.01	63.15	615.15
2019 TOTALS (lbs/day unmitigated)	317.42	1,445.38	2,605.37	8.63	14,614.03	63.60	14,677.63	3,056.70	57.48	3,114.18
2019 TOTALS (lbs/day mitigated)	317.42	1,445.38	2,605.37	8.63	2,620.68	63.60	2,684.28	552.01	57.48	609.49

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Urbemis 2007 Version 9.2.4

Combined Summer Emissions Reports (Pounds/Day)

File Name: Z:\Alan Sako\112.23 OVOV\112-23 URBEMIS FILES\112.23 Const Ex GP Ind'l.urb924

Project Name: 112-23 Construction Emissions Industrial Existing General Plan

2020 TOTALS (lbs/day unmitigated)	303.47	1,316.00	2,440.46	8.63	14,614.03	58.61	14,672.64	3,056.70	52.89	3,109.58
2020 TOTALS (lbs/day mitigated)	303.47	1,316.00	2,440.46	8.63	2,620.68	58.61	2,679.29	552.01	52.89	604.89
2021 TOTALS (lbs/day unmitigated)	264.02	982.18	1,851.59	8.62	14,614.03	46.94	14,660.96	3,056.70	42.16	3,098.85
2021 TOTALS (lbs/day mitigated)	264.02	982.18	1,851.59	8.62	2,620.68	46.94	2,667.62	552.01	42.16	594.16
2022 TOTALS (lbs/day unmitigated)	264.02	982.18	1,851.59	8.62	14,614.03	46.94	14,660.96	3,056.70	42.16	3,098.85
2022 TOTALS (lbs/day mitigated)	264.02	982.18	1,851.59	8.62	2,620.68	46.94	2,667.62	552.01	42.16	594.16
2023 TOTALS (lbs/day unmitigated)	264.02	982.18	1,851.59	8.62	14,614.03	46.94	14,660.96	3,056.70	42.16	3,098.85
2023 TOTALS (lbs/day mitigated)	264.02	982.18	1,851.59	8.62	2,620.68	46.94	2,667.62	552.01	42.16	594.16
2024 TOTALS (lbs/day unmitigated)	264.02	982.18	1,851.59	8.62	14,614.03	46.94	14,660.96	3,056.70	42.16	3,098.85
2024 TOTALS (lbs/day mitigated)	264.02	982.18	1,851.59	8.62	2,620.68	46.94	2,667.62	552.01	42.16	594.16
2025 TOTALS (lbs/day unmitigated)	264.02	982.18	1,851.59	8.62	14,614.03	46.94	14,660.96	3,056.70	42.16	3,098.85
2025 TOTALS (lbs/day mitigated)	264.02	982.18	1,851.59	8.62	2,620.68	46.94	2,667.62	552.01	42.16	594.16
2026 TOTALS (lbs/day unmitigated)	245.58	858.78	1,545.33	8.62	14,614.03	42.86	14,656.89	3,056.70	38.42	3,095.12
2026 TOTALS (lbs/day mitigated)	245.58	858.78	1,545.33	8.62	2,620.68	42.86	2,663.54	552.01	38.42	590.43
2027 TOTALS (lbs/day unmitigated)	245.58	858.78	1,545.33	8.62	14,614.03	42.86	14,656.89	3,056.70	38.42	3,095.12
2027 TOTALS (lbs/day mitigated)	245.58	858.78	1,545.33	8.62	2,620.68	42.86	2,663.54	552.01	38.42	590.43
2028 TOTALS (lbs/day unmitigated)	245.58	858.78	1,545.33	8.62	14,614.03	42.86	14,656.89	3,056.70	38.42	3,095.12
2028 TOTALS (lbs/day mitigated)	245.58	858.78	1,545.33	8.62	2,620.68	42.86	2,663.54	552.01	38.42	590.43
2029 TOTALS (lbs/day unmitigated)	245.58	858.78	1,545.33	8.62	14,614.03	42.86	14,656.89	3,056.70	38.42	3,095.12
2029 TOTALS (lbs/day mitigated)	245.58	858.78	1,545.33	8.62	2,620.68	42.86	2,663.54	552.01	38.42	590.43
2030 TOTALS (lbs/day unmitigated)	245.58	858.78	1,545.33	8.62	14,614.03	42.86	14,656.89	3,056.70	38.42	3,095.12
2030 TOTALS (lbs/day mitigated)	245.58	858.78	1,545.33	8.62	2,620.68	42.86	2,663.54	552.01	38.42	590.43

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Urbemis 2007 Version 9.2.4

Combined Winter Emissions Reports (Pounds/Day)

File Name: Z:\Alan Sako\112.23 OVOV\112-23 URBEMIS FILES\112.23 Const Ex GP Ind'l.urb924

Project Name: 112-23 Construction Emissions Industrial Existing General Plan

Project Location: South Coast AQMD

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

CONSTRUCTION EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5
2010 TOTALS (lbs/day unmitigated)	537.94	3,917.09	5,027.69	8.63	14,614.03	167.27	14,781.30	3,056.70	153.00	3,209.69
2010 TOTALS (lbs/day mitigated)	537.94	3,917.09	5,027.69	8.63	2,620.68	167.27	2,787.95	552.01	153.00	705.00
2011 TOTALS (lbs/day unmitigated)	505.89	3,549.41	4,669.75	8.63	14,614.03	150.54	14,764.57	3,056.70	137.58	3,194.28
2011 TOTALS (lbs/day mitigated)	505.89	3,549.41	4,669.75	8.63	2,620.68	150.54	2,771.22	552.01	137.58	689.59
2012 TOTALS (lbs/day unmitigated)	475.11	3,190.40	4,330.51	8.63	14,614.03	134.82	14,748.84	3,056.70	123.09	3,179.79
2012 TOTALS (lbs/day mitigated)	475.11	3,190.40	4,330.51	8.63	2,620.68	134.82	2,755.50	552.01	123.09	675.10
2013 TOTALS (lbs/day unmitigated)	445.99	2,845.70	4,005.47	8.63	14,614.03	119.90	14,733.93	3,056.70	109.31	3,166.00
2013 TOTALS (lbs/day mitigated)	445.99	2,845.70	4,005.47	8.63	2,620.68	119.90	2,740.58	552.01	109.31	661.31
2014 TOTALS (lbs/day unmitigated)	417.81	2,521.74	3,710.03	8.63	14,614.03	106.92	14,720.95	3,056.70	97.38	3,154.07
2014 TOTALS (lbs/day mitigated)	417.81	2,521.74	3,710.03	8.63	2,620.68	106.92	2,727.60	552.01	97.38	649.38
2015 TOTALS (lbs/day unmitigated)	391.25	2,226.45	3,435.48	8.63	14,614.03	94.91	14,708.93	3,056.70	86.31	3,143.00
2015 TOTALS (lbs/day mitigated)	391.25	2,226.45	3,435.48	8.63	2,620.68	94.91	2,715.59	552.01	86.31	638.31
2016 TOTALS (lbs/day unmitigated)	369.17	1,981.58	3,199.15	8.63	14,614.03	85.25	14,699.28	3,056.70	77.42	3,134.11
2016 TOTALS (lbs/day mitigated)	369.17	1,981.58	3,199.15	8.63	2,620.68	85.25	2,705.93	552.01	77.42	629.42
2017 TOTALS (lbs/day unmitigated)	349.92	1,774.03	2,981.79	8.63	14,614.03	76.77	14,690.79	3,056.70	69.61	3,126.31
2017 TOTALS (lbs/day mitigated)	349.92	1,774.03	2,981.79	8.63	2,620.68	76.77	2,697.45	552.01	69.61	621.62
2018 TOTALS (lbs/day unmitigated)	332.37	1,596.95	2,785.06	8.63	14,614.03	69.76	14,683.79	3,056.70	63.15	3,119.84
2018 TOTALS (lbs/day mitigated)	332.37	1,596.95	2,785.06	8.63	2,620.68	69.76	2,690.45	552.01	63.15	615.15
2019 TOTALS (lbs/day unmitigated)	317.42	1,445.38	2,605.37	8.63	14,614.03	63.60	14,677.63	3,056.70	57.48	3,114.18
2019 TOTALS (lbs/day mitigated)	317.42	1,445.38	2,605.37	8.63	2,620.68	63.60	2,684.28	552.01	57.48	609.49

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Urbemis 2007 Version 9.2.4

Combined Winter Emissions Reports (Pounds/Day)

File Name: Z:\Alan Sako\112.23 OVOV\112-23 URBEMIS FILES\112.23 Const Ex GP Ind'l.urb924

Project Name: 112-23 Construction Emissions Industrial Existing General Plan

2020 TOTALS (lbs/day unmitigated)	303.47	1,316.00	2,440.46	8.63	14,614.03	58.61	14,672.64	3,056.70	52.89	3,109.58
2020 TOTALS (lbs/day mitigated)	303.47	1,316.00	2,440.46	8.63	2,620.68	58.61	2,679.29	552.01	52.89	604.89
2021 TOTALS (lbs/day unmitigated)	264.02	982.18	1,851.59	8.62	14,614.03	46.94	14,660.96	3,056.70	42.16	3,098.85
2021 TOTALS (lbs/day mitigated)	264.02	982.18	1,851.59	8.62	2,620.68	46.94	2,667.62	552.01	42.16	594.16
2022 TOTALS (lbs/day unmitigated)	264.02	982.18	1,851.59	8.62	14,614.03	46.94	14,660.96	3,056.70	42.16	3,098.85
2022 TOTALS (lbs/day mitigated)	264.02	982.18	1,851.59	8.62	2,620.68	46.94	2,667.62	552.01	42.16	594.16
2023 TOTALS (lbs/day unmitigated)	264.02	982.18	1,851.59	8.62	14,614.03	46.94	14,660.96	3,056.70	42.16	3,098.85
2023 TOTALS (lbs/day mitigated)	264.02	982.18	1,851.59	8.62	2,620.68	46.94	2,667.62	552.01	42.16	594.16
2024 TOTALS (lbs/day unmitigated)	264.02	982.18	1,851.59	8.62	14,614.03	46.94	14,660.96	3,056.70	42.16	3,098.85
2024 TOTALS (lbs/day mitigated)	264.02	982.18	1,851.59	8.62	2,620.68	46.94	2,667.62	552.01	42.16	594.16
2025 TOTALS (lbs/day unmitigated)	264.02	982.18	1,851.59	8.62	14,614.03	46.94	14,660.96	3,056.70	42.16	3,098.85
2025 TOTALS (lbs/day mitigated)	264.02	982.18	1,851.59	8.62	2,620.68	46.94	2,667.62	552.01	42.16	594.16
2026 TOTALS (lbs/day unmitigated)	245.58	858.78	1,545.33	8.62	14,614.03	42.86	14,656.89	3,056.70	38.42	3,095.12
2026 TOTALS (lbs/day mitigated)	245.58	858.78	1,545.33	8.62	2,620.68	42.86	2,663.54	552.01	38.42	590.43
2027 TOTALS (lbs/day unmitigated)	245.58	858.78	1,545.33	8.62	14,614.03	42.86	14,656.89	3,056.70	38.42	3,095.12
2027 TOTALS (lbs/day mitigated)	245.58	858.78	1,545.33	8.62	2,620.68	42.86	2,663.54	552.01	38.42	590.43
2028 TOTALS (lbs/day unmitigated)	245.58	858.78	1,545.33	8.62	14,614.03	42.86	14,656.89	3,056.70	38.42	3,095.12
2028 TOTALS (lbs/day mitigated)	245.58	858.78	1,545.33	8.62	2,620.68	42.86	2,663.54	552.01	38.42	590.43
2029 TOTALS (lbs/day unmitigated)	245.58	858.78	1,545.33	8.62	14,614.03	42.86	14,656.89	3,056.70	38.42	3,095.12
2029 TOTALS (lbs/day mitigated)	245.58	858.78	1,545.33	8.62	2,620.68	42.86	2,663.54	552.01	38.42	590.43
2030 TOTALS (lbs/day unmitigated)	245.58	858.78	1,545.33	8.62	14,614.03	42.86	14,656.89	3,056.70	38.42	3,095.12
2030 TOTALS (lbs/day mitigated)	245.58	858.78	1,545.33	8.62	2,620.68	42.86	2,663.54	552.01	38.42	590.43

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Urbemis 2007 Version 9.2.4

Combined Summer Emissions Reports (Pounds/Day)

File Name: Z:\Alan Sako\112.23 OVOV\112-23 URBEMIS FILES\112.23 Const Ex GP Instit'l.urb924

Project Name: 112-23 Construction Emissions Institutional Existing General Plan

Project Location: South Coast AQMD

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

CONSTRUCTION EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5
2010 TOTALS (lbs/day unmitigated)	68.47	375.17	481.47	0.45	1,983.55	19.23	2,002.78	414.53	17.61	432.15
2010 TOTALS (lbs/day mitigated)	68.47	375.17	481.47	0.45	353.51	19.23	372.74	74.12	17.61	91.73
2011 TOTALS (lbs/day unmitigated)	64.99	349.66	452.01	0.45	1,983.55	17.84	2,001.40	414.53	16.34	430.87
2011 TOTALS (lbs/day mitigated)	64.99	349.66	452.01	0.45	353.51	17.84	371.36	74.12	16.34	90.45
2012 TOTALS (lbs/day unmitigated)	61.87	324.95	424.69	0.45	1,983.55	16.41	1,999.96	414.53	15.01	429.54
2012 TOTALS (lbs/day mitigated)	61.87	324.95	424.69	0.45	353.51	16.41	369.92	74.12	15.01	89.13
2013 TOTALS (lbs/day unmitigated)	59.26	301.60	398.87	0.45	1,983.55	15.12	1,998.67	414.53	13.82	428.35
2013 TOTALS (lbs/day mitigated)	59.26	301.60	398.87	0.45	353.51	15.12	368.63	74.12	13.82	87.94
2014 TOTALS (lbs/day unmitigated)	56.46	277.98	375.94	0.45	1,983.55	13.79	1,997.34	414.53	12.59	427.13
2014 TOTALS (lbs/day mitigated)	56.46	277.98	375.94	0.45	353.51	13.79	367.30	74.12	12.59	86.71
2015 TOTALS (lbs/day unmitigated)	53.65	253.69	354.33	0.45	1,983.55	12.71	1,996.26	414.53	11.60	426.13
2015 TOTALS (lbs/day mitigated)	53.65	253.69	354.33	0.45	353.51	12.71	366.22	74.12	11.60	85.72
2016 TOTALS (lbs/day unmitigated)	51.17	231.87	335.56	0.45	1,983.55	11.54	1,995.10	414.53	10.53	425.06
2016 TOTALS (lbs/day mitigated)	51.17	231.87	335.56	0.45	353.51	11.54	365.05	74.12	10.53	84.65
2017 TOTALS (lbs/day unmitigated)	48.96	211.62	317.71	0.45	1,983.55	10.49	1,994.05	414.53	9.57	424.10
2017 TOTALS (lbs/day mitigated)	48.96	211.62	317.71	0.45	353.51	10.49	364.01	74.12	9.57	83.68
2018 TOTALS (lbs/day unmitigated)	46.65	192.90	301.63	0.45	1,983.55	9.50	1,993.06	414.53	8.65	423.18
2018 TOTALS (lbs/day mitigated)	46.65	192.90	301.63	0.45	353.51	9.50	363.01	74.12	8.65	82.77
2019 TOTALS (lbs/day unmitigated)	44.79	176.01	286.65	0.45	1,983.55	8.53	1,992.08	414.53	7.75	422.29
2019 TOTALS (lbs/day mitigated)	44.79	176.01	286.65	0.45	353.51	8.53	362.04	74.12	7.75	81.87

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Urbemis 2007 Version 9.2.4

Combined Summer Emissions Reports (Pounds/Day)

File Name: Z:\Alan Sako\112.23 OVOV\112-23 URBEMIS FILES\112.23 Const Ex GP Instit'l.urb924

Project Name: 112-23 Construction Emissions Institutional Existing General Plan

2020 TOTALS (lbs/day unmitigated)	42.84	160.73	272.95	0.45	1,983.55	7.80	1,991.36	414.53	7.09	421.62
2020 TOTALS (lbs/day mitigated)	42.84	160.73	272.95	0.45	353.51	7.80	361.31	74.12	7.09	81.20
2021 TOTALS (lbs/day unmitigated)	41.03	152.68	228.90	0.45	1,983.55	7.59	1,991.14	414.53	6.89	421.42
2021 TOTALS (lbs/day mitigated)	41.03	152.68	228.90	0.45	353.51	7.59	361.10	74.12	6.89	81.01
2022 TOTALS (lbs/day unmitigated)	41.03	152.68	228.90	0.45	1,983.55	7.59	1,991.14	414.53	6.89	421.42
2022 TOTALS (lbs/day mitigated)	41.03	152.68	228.90	0.45	353.51	7.59	361.10	74.12	6.89	81.01
2023 TOTALS (lbs/day unmitigated)	41.03	152.68	228.90	0.45	1,983.55	7.59	1,991.14	414.53	6.89	421.42
2023 TOTALS (lbs/day mitigated)	41.03	152.68	228.90	0.45	353.51	7.59	361.10	74.12	6.89	81.01
2024 TOTALS (lbs/day unmitigated)	41.03	152.68	228.90	0.45	1,983.55	7.59	1,991.14	414.53	6.89	421.42
2024 TOTALS (lbs/day mitigated)	41.03	152.68	228.90	0.45	353.51	7.59	361.10	74.12	6.89	81.01
2025 TOTALS (lbs/day unmitigated)	41.03	152.68	228.90	0.45	1,983.55	7.59	1,991.14	414.53	6.89	421.42
2025 TOTALS (lbs/day mitigated)	41.03	152.68	228.90	0.45	353.51	7.59	361.10	74.12	6.89	81.01
2026 TOTALS (lbs/day unmitigated)	40.03	149.29	205.04	0.45	1,983.55	7.52	1,991.07	414.53	6.82	421.36
2026 TOTALS (lbs/day mitigated)	40.03	149.29	205.04	0.45	353.51	7.52	361.03	74.12	6.82	80.94
2027 TOTALS (lbs/day unmitigated)	40.03	149.29	205.04	0.45	1,983.55	7.52	1,991.07	414.53	6.82	421.36
2027 TOTALS (lbs/day mitigated)	40.03	149.29	205.04	0.45	353.51	7.52	361.03	74.12	6.82	80.94
2028 TOTALS (lbs/day unmitigated)	40.03	149.29	205.04	0.45	1,983.55	7.52	1,991.07	414.53	6.82	421.36
2028 TOTALS (lbs/day mitigated)	40.03	149.29	205.04	0.45	353.51	7.52	361.03	74.12	6.82	80.94
2029 TOTALS (lbs/day unmitigated)	40.03	149.29	205.04	0.45	1,983.55	7.52	1,991.07	414.53	6.82	421.36
2029 TOTALS (lbs/day mitigated)	40.03	149.29	205.04	0.45	353.51	7.52	361.03	74.12	6.82	80.94
2030 TOTALS (lbs/day unmitigated)	40.03	149.29	205.04	0.45	1,983.55	7.52	1,991.07	414.53	6.82	421.36
2030 TOTALS (lbs/day mitigated)	40.03	149.29	205.04	0.45	353.51	7.52	361.03	74.12	6.82	80.94

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Urbemis 2007 Version 9.2.4

Combined Winter Emissions Reports (Pounds/Day)

File Name: Z:\Alan Sako\112.23 OVOV\112-23 URBEMIS FILES\112.23 Const Ex GP Instit'l.urb924

Project Name: 112-23 Construction Emissions Institutional Existing General Plan

Project Location: South Coast AQMD

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

CONSTRUCTION EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5
2010 TOTALS (lbs/day unmitigated)	68.47	375.17	481.47	0.45	1,983.55	19.23	2,002.78	414.53	17.61	432.15
2010 TOTALS (lbs/day mitigated)	68.47	375.17	481.47	0.45	353.51	19.23	372.74	74.12	17.61	91.73
2011 TOTALS (lbs/day unmitigated)	64.99	349.66	452.01	0.45	1,983.55	17.84	2,001.40	414.53	16.34	430.87
2011 TOTALS (lbs/day mitigated)	64.99	349.66	452.01	0.45	353.51	17.84	371.36	74.12	16.34	90.45
2012 TOTALS (lbs/day unmitigated)	61.87	324.95	424.69	0.45	1,983.55	16.41	1,999.96	414.53	15.01	429.54
2012 TOTALS (lbs/day mitigated)	61.87	324.95	424.69	0.45	353.51	16.41	369.92	74.12	15.01	89.13
2013 TOTALS (lbs/day unmitigated)	59.26	301.60	398.87	0.45	1,983.55	15.12	1,998.67	414.53	13.82	428.35
2013 TOTALS (lbs/day mitigated)	59.26	301.60	398.87	0.45	353.51	15.12	368.63	74.12	13.82	87.94
2014 TOTALS (lbs/day unmitigated)	56.46	277.98	375.94	0.45	1,983.55	13.79	1,997.34	414.53	12.59	427.13
2014 TOTALS (lbs/day mitigated)	56.46	277.98	375.94	0.45	353.51	13.79	367.30	74.12	12.59	86.71
2015 TOTALS (lbs/day unmitigated)	53.65	253.69	354.33	0.45	1,983.55	12.71	1,996.26	414.53	11.60	426.13
2015 TOTALS (lbs/day mitigated)	53.65	253.69	354.33	0.45	353.51	12.71	366.22	74.12	11.60	85.72
2016 TOTALS (lbs/day unmitigated)	51.17	231.87	335.56	0.45	1,983.55	11.54	1,995.10	414.53	10.53	425.06
2016 TOTALS (lbs/day mitigated)	51.17	231.87	335.56	0.45	353.51	11.54	365.05	74.12	10.53	84.65
2017 TOTALS (lbs/day unmitigated)	48.96	211.62	317.71	0.45	1,983.55	10.49	1,994.05	414.53	9.57	424.10
2017 TOTALS (lbs/day mitigated)	48.96	211.62	317.71	0.45	353.51	10.49	364.01	74.12	9.57	83.68
2018 TOTALS (lbs/day unmitigated)	46.65	192.90	301.63	0.45	1,983.55	9.50	1,993.06	414.53	8.65	423.18
2018 TOTALS (lbs/day mitigated)	46.65	192.90	301.63	0.45	353.51	9.50	363.01	74.12	8.65	82.77
2019 TOTALS (lbs/day unmitigated)	44.79	176.01	286.65	0.45	1,983.55	8.53	1,992.08	414.53	7.75	422.29
2019 TOTALS (lbs/day mitigated)	44.79	176.01	286.65	0.45	353.51	8.53	362.04	74.12	7.75	81.87
2020 TOTALS (lbs/day unmitigated)	42.84	160.73	272.95	0.45	1,983.55	7.80	1,991.36	414.53	7.09	421.62

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Urbemis 2007 Version 9.2.4

Combined Winter Emissions Reports (Pounds/Day)

File Name: Z:\Alan Sako\112.23 OVOV\112-23 URBEMIS FILES\112.23 Const Ex GP Instit'l.urb924

Project Name: 112-23 Construction Emissions Institutional Existing General Plan

2020 TOTALS (lbs/day mitigated)	42.84	160.73	272.95	0.45	353.51	7.80	361.31	74.12	7.09	81.20
2021 TOTALS (lbs/day unmitigated)	41.03	152.68	228.90	0.45	1,983.55	7.59	1,991.14	414.53	6.89	421.42
2021 TOTALS (lbs/day mitigated)	41.03	152.68	228.90	0.45	353.51	7.59	361.10	74.12	6.89	81.01
2022 TOTALS (lbs/day unmitigated)	41.03	152.68	228.90	0.45	1,983.55	7.59	1,991.14	414.53	6.89	421.42
2022 TOTALS (lbs/day mitigated)	41.03	152.68	228.90	0.45	353.51	7.59	361.10	74.12	6.89	81.01
2023 TOTALS (lbs/day unmitigated)	41.03	152.68	228.90	0.45	1,983.55	7.59	1,991.14	414.53	6.89	421.42
2023 TOTALS (lbs/day mitigated)	41.03	152.68	228.90	0.45	353.51	7.59	361.10	74.12	6.89	81.01
2024 TOTALS (lbs/day unmitigated)	41.03	152.68	228.90	0.45	1,983.55	7.59	1,991.14	414.53	6.89	421.42
2024 TOTALS (lbs/day mitigated)	41.03	152.68	228.90	0.45	353.51	7.59	361.10	74.12	6.89	81.01
2025 TOTALS (lbs/day unmitigated)	41.03	152.68	228.90	0.45	1,983.55	7.59	1,991.14	414.53	6.89	421.42
2025 TOTALS (lbs/day mitigated)	41.03	152.68	228.90	0.45	353.51	7.59	361.10	74.12	6.89	81.01
2026 TOTALS (lbs/day unmitigated)	40.03	149.29	205.04	0.45	1,983.55	7.52	1,991.07	414.53	6.82	421.36
2026 TOTALS (lbs/day mitigated)	40.03	149.29	205.04	0.45	353.51	7.52	361.03	74.12	6.82	80.94
2027 TOTALS (lbs/day unmitigated)	40.03	149.29	205.04	0.45	1,983.55	7.52	1,991.07	414.53	6.82	421.36
2027 TOTALS (lbs/day mitigated)	40.03	149.29	205.04	0.45	353.51	7.52	361.03	74.12	6.82	80.94
2028 TOTALS (lbs/day unmitigated)	40.03	149.29	205.04	0.45	1,983.55	7.52	1,991.07	414.53	6.82	421.36
2028 TOTALS (lbs/day mitigated)	40.03	149.29	205.04	0.45	353.51	7.52	361.03	74.12	6.82	80.94
2029 TOTALS (lbs/day unmitigated)	40.03	149.29	205.04	0.45	1,983.55	7.52	1,991.07	414.53	6.82	421.36
2029 TOTALS (lbs/day mitigated)	40.03	149.29	205.04	0.45	353.51	7.52	361.03	74.12	6.82	80.94
2030 TOTALS (lbs/day unmitigated)	40.03	149.29	205.04	0.45	1,983.55	7.52	1,991.07	414.53	6.82	421.36
2030 TOTALS (lbs/day mitigated)	40.03	149.29	205.04	0.45	353.51	7.52	361.03	74.12	6.82	80.94

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Urbemis 2007 Version 9.2.4

Combined Summer Emissions Reports (Pounds/Day)

File Name: Z:\Alan Sako\112.23 OVOV\112-23 URBEMIS FILES\112.23 Const Ex GP Non-Res'l.urb924

Project Name: 112-23 Construction Emissions Non Residential Existing General Plan

Project Location: South Coast AQMD

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

CONSTRUCTION EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5
2010 TOTALS (lbs/day unmitigated)	24.06	152.61	124.23	0.06	245.07	9.01	254.08	51.22	8.28	59.50
2010 TOTALS (lbs/day mitigated)	24.06	152.61	124.23	0.06	43.70	9.01	52.71	9.17	8.28	17.44
2011 TOTALS (lbs/day unmitigated)	22.64	143.18	118.48	0.06	245.07	8.50	253.57	51.22	7.80	59.03
2011 TOTALS (lbs/day mitigated)	22.64	143.18	118.48	0.06	43.70	8.50	52.20	9.17	7.80	16.97
2012 TOTALS (lbs/day unmitigated)	21.37	134.10	113.26	0.06	245.07	7.78	252.86	51.22	7.15	58.37
2012 TOTALS (lbs/day mitigated)	21.37	134.10	113.26	0.06	43.70	7.78	51.49	9.17	7.15	16.32
2013 TOTALS (lbs/day unmitigated)	20.18	125.48	108.32	0.06	245.07	7.13	252.20	51.22	6.54	57.77
2013 TOTALS (lbs/day mitigated)	20.18	125.48	108.32	0.06	43.70	7.13	50.83	9.17	6.54	15.71
2014 TOTALS (lbs/day unmitigated)	18.99	116.71	103.87	0.06	245.07	6.42	251.50	51.22	5.90	57.12
2014 TOTALS (lbs/day mitigated)	18.99	116.71	103.87	0.06	43.70	6.42	50.13	9.17	5.90	15.06
2015 TOTALS (lbs/day unmitigated)	17.79	107.26	99.68	0.06	245.07	5.91	250.98	51.22	5.43	56.65
2015 TOTALS (lbs/day mitigated)	17.79	107.26	99.68	0.06	43.70	5.91	49.61	9.17	5.43	14.59
2016 TOTALS (lbs/day unmitigated)	16.72	98.61	96.03	0.06	245.07	5.36	250.43	51.22	4.92	56.14
2016 TOTALS (lbs/day mitigated)	16.72	98.61	96.03	0.06	43.70	5.36	49.06	9.17	4.92	14.09
2017 TOTALS (lbs/day unmitigated)	15.82	90.55	92.59	0.06	245.07	4.83	249.91	51.22	4.43	55.65
2017 TOTALS (lbs/day mitigated)	15.82	90.55	92.59	0.06	43.70	4.83	48.54	9.17	4.43	13.60
2018 TOTALS (lbs/day unmitigated)	14.80	83.05	89.49	0.06	245.07	4.33	249.40	51.22	3.97	55.19
2018 TOTALS (lbs/day mitigated)	14.80	83.05	89.49	0.06	43.70	4.33	48.03	9.17	3.97	13.13
2019 TOTALS (lbs/day unmitigated)	13.90	76.13	86.62	0.06	245.07	3.84	248.91	51.22	3.52	54.74
2019 TOTALS (lbs/day mitigated)	13.90	76.13	86.62	0.06	43.70	3.84	47.54	9.17	3.52	12.68

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Combined Summer Emissions Reports (Pounds/Day)

File Name: Z:\Alan Sako\112.23 OVOV\112-23 URBEMIS FILES\112.23 Const Ex GP Non-Res'l.urb924

Project Name: 112-23 Construction Emissions Non Residential Existing General Plan

2020 TOTALS (lbs/day unmitigated)	13.12	69.94	84.10	0.06	245.07	3.52	248.59	51.22	3.22	54.45
2020 TOTALS (lbs/day mitigated)	13.12	69.94	84.10	0.06	43.70	3.52	47.22	9.17	3.22	12.39
2021 TOTALS (lbs/day unmitigated)	12.87	68.90	77.88	0.06	245.07	3.49	248.57	51.22	3.20	54.42
2021 TOTALS (lbs/day mitigated)	12.87	68.90	77.88	0.06	43.70	3.49	47.20	9.17	3.20	12.37
2022 TOTALS (lbs/day unmitigated)	12.87	68.90	77.88	0.06	245.07	3.49	248.57	51.22	3.20	54.42
2022 TOTALS (lbs/day mitigated)	12.87	68.90	77.88	0.06	43.70	3.49	47.20	9.17	3.20	12.37
2023 TOTALS (lbs/day unmitigated)	12.87	68.90	77.88	0.06	245.07	3.49	248.57	51.22	3.20	54.42
2023 TOTALS (lbs/day mitigated)	12.87	68.90	77.88	0.06	43.70	3.49	47.20	9.17	3.20	12.37
2024 TOTALS (lbs/day unmitigated)	12.87	68.90	77.88	0.06	245.07	3.49	248.57	51.22	3.20	54.42
2024 TOTALS (lbs/day mitigated)	12.87	68.90	77.88	0.06	43.70	3.49	47.20	9.17	3.20	12.37
2025 TOTALS (lbs/day unmitigated)	12.87	68.90	77.88	0.06	245.07	3.49	248.57	51.22	3.20	54.42
2025 TOTALS (lbs/day mitigated)	12.87	68.90	77.88	0.06	43.70	3.49	47.20	9.17	3.20	12.37
2026 TOTALS (lbs/day unmitigated)	12.74	68.46	74.51	0.06	245.07	3.48	248.56	51.22	3.19	54.41
2026 TOTALS (lbs/day mitigated)	12.74	68.46	74.51	0.06	43.70	3.48	47.19	9.17	3.19	12.36
2027 TOTALS (lbs/day unmitigated)	12.74	68.46	74.51	0.06	245.07	3.48	248.56	51.22	3.19	54.41
2027 TOTALS (lbs/day mitigated)	12.74	68.46	74.51	0.06	43.70	3.48	47.19	9.17	3.19	12.36
2028 TOTALS (lbs/day unmitigated)	12.74	68.46	74.51	0.06	245.07	3.48	248.56	51.22	3.19	54.41
2028 TOTALS (lbs/day mitigated)	12.74	68.46	74.51	0.06	43.70	3.48	47.19	9.17	3.19	12.36
2029 TOTALS (lbs/day unmitigated)	12.74	68.46	74.51	0.06	245.07	3.48	248.56	51.22	3.19	54.41
2029 TOTALS (lbs/day mitigated)	12.74	68.46	74.51	0.06	43.70	3.48	47.19	9.17	3.19	12.36
2030 TOTALS (lbs/day unmitigated)	12.74	68.46	74.51	0.06	245.07	3.48	248.56	51.22	3.19	54.41
2030 TOTALS (lbs/day mitigated)	12.74	68.46	74.51	0.06	43.70	3.48	47.19	9.17	3.19	12.36

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Urbemis 2007 Version 9.2.4

Combined Winter Emissions Reports (Pounds/Day)

File Name: Z:\Alan Sako\112.23 OVOV\112-23 URBEMIS FILES\112.23 Const Ex GP Non-Res'l.urb924

Project Name: 112-23 Construction Emissions Non Residential Existing General Plan

Project Location: South Coast AQMD

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

CONSTRUCTION EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5
2010 TOTALS (lbs/day unmitigated)	24.06	152.61	124.23	0.06	245.07	9.01	254.08	51.22	8.28	59.50
2010 TOTALS (lbs/day mitigated)	24.06	152.61	124.23	0.06	43.70	9.01	52.71	9.17	8.28	17.44
2011 TOTALS (lbs/day unmitigated)	22.64	143.18	118.48	0.06	245.07	8.50	253.57	51.22	7.80	59.03
2011 TOTALS (lbs/day mitigated)	22.64	143.18	118.48	0.06	43.70	8.50	52.20	9.17	7.80	16.97
2012 TOTALS (lbs/day unmitigated)	21.37	134.10	113.26	0.06	245.07	7.78	252.86	51.22	7.15	58.37
2012 TOTALS (lbs/day mitigated)	21.37	134.10	113.26	0.06	43.70	7.78	51.49	9.17	7.15	16.32
2013 TOTALS (lbs/day unmitigated)	20.18	125.48	108.32	0.06	245.07	7.13	252.20	51.22	6.54	57.77
2013 TOTALS (lbs/day mitigated)	20.18	125.48	108.32	0.06	43.70	7.13	50.83	9.17	6.54	15.71
2014 TOTALS (lbs/day unmitigated)	18.99	116.71	103.87	0.06	245.07	6.42	251.50	51.22	5.90	57.12
2014 TOTALS (lbs/day mitigated)	18.99	116.71	103.87	0.06	43.70	6.42	50.13	9.17	5.90	15.06
2015 TOTALS (lbs/day unmitigated)	17.79	107.26	99.68	0.06	245.07	5.91	250.98	51.22	5.43	56.65
2015 TOTALS (lbs/day mitigated)	17.79	107.26	99.68	0.06	43.70	5.91	49.61	9.17	5.43	14.59
2016 TOTALS (lbs/day unmitigated)	16.72	98.61	96.03	0.06	245.07	5.36	250.43	51.22	4.92	56.14
2016 TOTALS (lbs/day mitigated)	16.72	98.61	96.03	0.06	43.70	5.36	49.06	9.17	4.92	14.09
2017 TOTALS (lbs/day unmitigated)	15.82	90.55	92.59	0.06	245.07	4.83	249.91	51.22	4.43	55.65
2017 TOTALS (lbs/day mitigated)	15.82	90.55	92.59	0.06	43.70	4.83	48.54	9.17	4.43	13.60
2018 TOTALS (lbs/day unmitigated)	14.80	83.05	89.49	0.06	245.07	4.33	249.40	51.22	3.97	55.19
2018 TOTALS (lbs/day mitigated)	14.80	83.05	89.49	0.06	43.70	4.33	48.03	9.17	3.97	13.13
2019 TOTALS (lbs/day unmitigated)	13.90	76.13	86.62	0.06	245.07	3.84	248.91	51.22	3.52	54.74
2019 TOTALS (lbs/day mitigated)	13.90	76.13	86.62	0.06	43.70	3.84	47.54	9.17	3.52	12.68

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Combined Winter Emissions Reports (Pounds/Day)

File Name: Z:\Alan Sako\112.23 OVOV\112-23 URBEMIS FILES\112.23 Const Ex GP Non-Res'l.urb924

Project Name: 112-23 Construction Emissions Non Residential Existing General Plan

2020 TOTALS (lbs/day unmitigated)	13.12	69.94	84.10	0.06	245.07	3.52	248.59	51.22	3.22	54.45
2020 TOTALS (lbs/day mitigated)	13.12	69.94	84.10	0.06	43.70	3.52	47.22	9.17	3.22	12.39
2021 TOTALS (lbs/day unmitigated)	12.87	68.90	77.88	0.06	245.07	3.49	248.57	51.22	3.20	54.42
2021 TOTALS (lbs/day mitigated)	12.87	68.90	77.88	0.06	43.70	3.49	47.20	9.17	3.20	12.37
2022 TOTALS (lbs/day unmitigated)	12.87	68.90	77.88	0.06	245.07	3.49	248.57	51.22	3.20	54.42
2022 TOTALS (lbs/day mitigated)	12.87	68.90	77.88	0.06	43.70	3.49	47.20	9.17	3.20	12.37
2023 TOTALS (lbs/day unmitigated)	12.87	68.90	77.88	0.06	245.07	3.49	248.57	51.22	3.20	54.42
2023 TOTALS (lbs/day mitigated)	12.87	68.90	77.88	0.06	43.70	3.49	47.20	9.17	3.20	12.37
2024 TOTALS (lbs/day unmitigated)	12.87	68.90	77.88	0.06	245.07	3.49	248.57	51.22	3.20	54.42
2024 TOTALS (lbs/day mitigated)	12.87	68.90	77.88	0.06	43.70	3.49	47.20	9.17	3.20	12.37
2025 TOTALS (lbs/day unmitigated)	12.87	68.90	77.88	0.06	245.07	3.49	248.57	51.22	3.20	54.42
2025 TOTALS (lbs/day mitigated)	12.87	68.90	77.88	0.06	43.70	3.49	47.20	9.17	3.20	12.37
2026 TOTALS (lbs/day unmitigated)	12.74	68.46	74.51	0.06	245.07	3.48	248.56	51.22	3.19	54.41
2026 TOTALS (lbs/day mitigated)	12.74	68.46	74.51	0.06	43.70	3.48	47.19	9.17	3.19	12.36
2027 TOTALS (lbs/day unmitigated)	12.74	68.46	74.51	0.06	245.07	3.48	248.56	51.22	3.19	54.41
2027 TOTALS (lbs/day mitigated)	12.74	68.46	74.51	0.06	43.70	3.48	47.19	9.17	3.19	12.36
2028 TOTALS (lbs/day unmitigated)	12.74	68.46	74.51	0.06	245.07	3.48	248.56	51.22	3.19	54.41
2028 TOTALS (lbs/day mitigated)	12.74	68.46	74.51	0.06	43.70	3.48	47.19	9.17	3.19	12.36
2029 TOTALS (lbs/day unmitigated)	12.74	68.46	74.51	0.06	245.07	3.48	248.56	51.22	3.19	54.41
2029 TOTALS (lbs/day mitigated)	12.74	68.46	74.51	0.06	43.70	3.48	47.19	9.17	3.19	12.36
2030 TOTALS (lbs/day unmitigated)	12.74	68.46	74.51	0.06	245.07	3.48	248.56	51.22	3.19	54.41
2030 TOTALS (lbs/day mitigated)	12.74	68.46	74.51	0.06	43.70	3.48	47.19	9.17	3.19	12.36

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Urbemis 2007 Version 9.2.4

Combined Summer Emissions Reports (Pounds/Day)

File Name: Z:\Alan Sako\112.23 OVOV\112-23 URBEMIS FILES\112.23 Const Ex GP Office.urb924
Project Name: 112-23 Construction Emissions Office Existing General Plan

Project Location: South Coast AQMD
On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006
Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:
CONSTRUCTION EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5
2010 TOTALS (lbs/day unmitigated)	18.04	115.24	86.12	0.04	128.16	6.96	135.12	26.79	6.40	33.18
2010 TOTALS (lbs/day mitigated)	18.04	115.24	86.12	0.04	22.87	6.96	29.82	4.80	6.40	11.19
2011 TOTALS (lbs/day unmitigated)	16.95	108.11	82.54	0.04	128.16	6.57	134.73	26.79	6.04	32.83
2011 TOTALS (lbs/day mitigated)	16.95	108.11	82.54	0.04	22.87	6.57	29.44	4.80	6.04	10.84
2012 TOTALS (lbs/day unmitigated)	15.97	101.25	79.32	0.04	128.16	6.02	134.18	26.79	5.53	32.32
2012 TOTALS (lbs/day mitigated)	15.97	101.25	79.32	0.04	22.87	6.02	28.89	4.80	5.53	10.33
2013 TOTALS (lbs/day unmitigated)	15.02	94.73	76.30	0.04	128.16	5.51	133.67	26.79	5.07	31.85
2013 TOTALS (lbs/day mitigated)	15.02	94.73	76.30	0.04	22.87	5.51	28.38	4.80	5.07	9.86
2014 TOTALS (lbs/day unmitigated)	14.10	88.10	73.54	0.04	128.16	4.96	133.12	26.79	4.56	31.35
2014 TOTALS (lbs/day mitigated)	14.10	88.10	73.54	0.04	22.87	4.96	27.83	4.80	4.56	9.36
2015 TOTALS (lbs/day unmitigated)	13.16	80.88	70.98	0.04	128.16	4.57	132.73	26.79	4.20	30.99
2015 TOTALS (lbs/day mitigated)	13.16	80.88	70.98	0.04	22.87	4.57	27.44	4.80	4.20	9.00
2016 TOTALS (lbs/day unmitigated)	12.34	74.24	68.76	0.04	128.16	4.12	132.28	26.79	3.79	30.57
2016 TOTALS (lbs/day mitigated)	12.34	74.24	68.76	0.04	22.87	4.12	26.99	4.80	3.79	8.59
2017 TOTALS (lbs/day unmitigated)	11.62	68.05	66.67	0.04	128.16	3.71	131.87	26.79	3.41	30.20
2017 TOTALS (lbs/day mitigated)	11.62	68.05	66.67	0.04	22.87	3.71	26.58	4.80	3.41	8.21
2018 TOTALS (lbs/day unmitigated)	10.83	62.31	64.79	0.04	128.16	3.32	131.48	26.79	3.05	29.84
2018 TOTALS (lbs/day mitigated)	10.83	62.31	64.79	0.04	22.87	3.32	26.19	4.80	3.05	7.85
2019 TOTALS (lbs/day unmitigated)	10.13	57.01	63.04	0.04	128.16	2.95	131.11	26.79	2.71	29.49
2019 TOTALS (lbs/day mitigated)	10.13	57.01	63.04	0.04	22.87	2.95	25.82	4.80	2.71	7.51

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Combined Summer Emissions Reports (Pounds/Day)

File Name: Z:\Alan Sako\112.23 OVOV\112-23 URBEMIS FILES\112.23 Const Ex GP Office.urb924

Project Name: 112-23 Construction Emissions Office Existing General Plan

2020 TOTALS (lbs/day unmitigated)	9.51	52.29	61.52	0.04	128.16	2.68	130.84	26.79	2.46	29.25
2020 TOTALS (lbs/day mitigated)	9.51	52.29	61.52	0.04	22.87	2.68	25.55	4.80	2.46	7.26
2021 TOTALS (lbs/day unmitigated)	9.36	51.73	57.90	0.04	128.16	2.67	130.82	26.79	2.45	29.23
2021 TOTALS (lbs/day mitigated)	9.36	51.73	57.90	0.04	22.87	2.67	25.53	4.80	2.45	7.24
2022 TOTALS (lbs/day unmitigated)	9.36	51.73	57.90	0.04	128.16	2.67	130.82	26.79	2.45	29.23
2022 TOTALS (lbs/day mitigated)	9.36	51.73	57.90	0.04	22.87	2.67	25.53	4.80	2.45	7.24
2023 TOTALS (lbs/day unmitigated)	9.36	51.73	57.90	0.04	128.16	2.67	130.82	26.79	2.45	29.23
2023 TOTALS (lbs/day mitigated)	9.36	51.73	57.90	0.04	22.87	2.67	25.53	4.80	2.45	7.24
2024 TOTALS (lbs/day unmitigated)	9.36	51.73	57.90	0.04	128.16	2.67	130.82	26.79	2.45	29.23
2024 TOTALS (lbs/day mitigated)	9.36	51.73	57.90	0.04	22.87	2.67	25.53	4.80	2.45	7.24
2025 TOTALS (lbs/day unmitigated)	9.36	51.73	57.90	0.04	128.16	2.67	130.82	26.79	2.45	29.23
2025 TOTALS (lbs/day mitigated)	9.36	51.73	57.90	0.04	22.87	2.67	25.53	4.80	2.45	7.24
2026 TOTALS (lbs/day unmitigated)	9.29	51.48	55.94	0.04	128.16	2.66	130.82	26.79	2.44	29.23
2026 TOTALS (lbs/day mitigated)	9.29	51.48	55.94	0.04	22.87	2.66	25.53	4.80	2.44	7.24
2027 TOTALS (lbs/day unmitigated)	9.29	51.48	55.94	0.04	128.16	2.66	130.82	26.79	2.44	29.23
2027 TOTALS (lbs/day mitigated)	9.29	51.48	55.94	0.04	22.87	2.66	25.53	4.80	2.44	7.24
2028 TOTALS (lbs/day unmitigated)	9.29	51.48	55.94	0.04	128.16	2.66	130.82	26.79	2.44	29.23
2028 TOTALS (lbs/day mitigated)	9.29	51.48	55.94	0.04	22.87	2.66	25.53	4.80	2.44	7.24
2029 TOTALS (lbs/day unmitigated)	9.29	51.48	55.94	0.04	128.16	2.66	130.82	26.79	2.44	29.23
2029 TOTALS (lbs/day mitigated)	9.29	51.48	55.94	0.04	22.87	2.66	25.53	4.80	2.44	7.24
2030 TOTALS (lbs/day unmitigated)	9.29	51.48	55.94	0.04	128.16	2.66	130.82	26.79	2.44	29.23
2030 TOTALS (lbs/day mitigated)	9.29	51.48	55.94	0.04	22.87	2.66	25.53	4.80	2.44	7.24

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Urbemis 2007 Version 9.2.4

Combined Winter Emissions Reports (Pounds/Day)

File Name: Z:\Alan Sako\112.23 OVOV\112-23 URBEMIS FILES\112.23 Const Ex GP Office.urb924

Project Name: 112-23 Construction Emissions Office Existing General Plan

Project Location: South Coast AQMD

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

CONSTRUCTION EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5
2010 TOTALS (lbs/day unmitigated)	18.04	115.24	86.12	0.04	128.16	6.96	135.12	26.79	6.40	33.18
2010 TOTALS (lbs/day mitigated)	18.04	115.24	86.12	0.04	22.87	6.96	29.82	4.80	6.40	11.19
2011 TOTALS (lbs/day unmitigated)	16.95	108.11	82.54	0.04	128.16	6.57	134.73	26.79	6.04	32.83
2011 TOTALS (lbs/day mitigated)	16.95	108.11	82.54	0.04	22.87	6.57	29.44	4.80	6.04	10.84
2012 TOTALS (lbs/day unmitigated)	15.97	101.25	79.32	0.04	128.16	6.02	134.18	26.79	5.53	32.32
2012 TOTALS (lbs/day mitigated)	15.97	101.25	79.32	0.04	22.87	6.02	28.89	4.80	5.53	10.33
2013 TOTALS (lbs/day unmitigated)	15.02	94.73	76.30	0.04	128.16	5.51	133.67	26.79	5.07	31.85
2013 TOTALS (lbs/day mitigated)	15.02	94.73	76.30	0.04	22.87	5.51	28.38	4.80	5.07	9.86
2014 TOTALS (lbs/day unmitigated)	14.10	88.10	73.54	0.04	128.16	4.96	133.12	26.79	4.56	31.35
2014 TOTALS (lbs/day mitigated)	14.10	88.10	73.54	0.04	22.87	4.96	27.83	4.80	4.56	9.36
2015 TOTALS (lbs/day unmitigated)	13.16	80.88	70.98	0.04	128.16	4.57	132.73	26.79	4.20	30.99
2015 TOTALS (lbs/day mitigated)	13.16	80.88	70.98	0.04	22.87	4.57	27.44	4.80	4.20	9.00
2016 TOTALS (lbs/day unmitigated)	12.34	74.24	68.76	0.04	128.16	4.12	132.28	26.79	3.79	30.57
2016 TOTALS (lbs/day mitigated)	12.34	74.24	68.76	0.04	22.87	4.12	26.99	4.80	3.79	8.59
2017 TOTALS (lbs/day unmitigated)	11.62	68.05	66.67	0.04	128.16	3.71	131.87	26.79	3.41	30.20
2017 TOTALS (lbs/day mitigated)	11.62	68.05	66.67	0.04	22.87	3.71	26.58	4.80	3.41	8.21
2018 TOTALS (lbs/day unmitigated)	10.83	62.31	64.79	0.04	128.16	3.32	131.48	26.79	3.05	29.84
2018 TOTALS (lbs/day mitigated)	10.83	62.31	64.79	0.04	22.87	3.32	26.19	4.80	3.05	7.85
2019 TOTALS (lbs/day unmitigated)	10.13	57.01	63.04	0.04	128.16	2.95	131.11	26.79	2.71	29.49
2019 TOTALS (lbs/day mitigated)	10.13	57.01	63.04	0.04	22.87	2.95	25.82	4.80	2.71	7.51

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Urbemis 2007 Version 9.2.4

Combined Winter Emissions Reports (Pounds/Day)

File Name: Z:\Alan Sako\112.23 OVOV\112-23 URBEMIS FILES\112.23 Const Ex GP Office.urb924

Project Name: 112-23 Construction Emissions Office Existing General Plan

2020 TOTALS (lbs/day unmitigated)	9.51	52.29	61.52	0.04	128.16	2.68	130.84	26.79	2.46	29.25
2020 TOTALS (lbs/day mitigated)	9.51	52.29	61.52	0.04	22.87	2.68	25.55	4.80	2.46	7.26
2021 TOTALS (lbs/day unmitigated)	9.36	51.73	57.90	0.04	128.16	2.67	130.82	26.79	2.45	29.23
2021 TOTALS (lbs/day mitigated)	9.36	51.73	57.90	0.04	22.87	2.67	25.53	4.80	2.45	7.24
2022 TOTALS (lbs/day unmitigated)	9.36	51.73	57.90	0.04	128.16	2.67	130.82	26.79	2.45	29.23
2022 TOTALS (lbs/day mitigated)	9.36	51.73	57.90	0.04	22.87	2.67	25.53	4.80	2.45	7.24
2023 TOTALS (lbs/day unmitigated)	9.36	51.73	57.90	0.04	128.16	2.67	130.82	26.79	2.45	29.23
2023 TOTALS (lbs/day mitigated)	9.36	51.73	57.90	0.04	22.87	2.67	25.53	4.80	2.45	7.24
2024 TOTALS (lbs/day unmitigated)	9.36	51.73	57.90	0.04	128.16	2.67	130.82	26.79	2.45	29.23
2024 TOTALS (lbs/day mitigated)	9.36	51.73	57.90	0.04	22.87	2.67	25.53	4.80	2.45	7.24
2025 TOTALS (lbs/day unmitigated)	9.36	51.73	57.90	0.04	128.16	2.67	130.82	26.79	2.45	29.23
2025 TOTALS (lbs/day mitigated)	9.36	51.73	57.90	0.04	22.87	2.67	25.53	4.80	2.45	7.24
2026 TOTALS (lbs/day unmitigated)	9.29	51.48	55.94	0.04	128.16	2.66	130.82	26.79	2.44	29.23
2026 TOTALS (lbs/day mitigated)	9.29	51.48	55.94	0.04	22.87	2.66	25.53	4.80	2.44	7.24
2027 TOTALS (lbs/day unmitigated)	9.29	51.48	55.94	0.04	128.16	2.66	130.82	26.79	2.44	29.23
2027 TOTALS (lbs/day mitigated)	9.29	51.48	55.94	0.04	22.87	2.66	25.53	4.80	2.44	7.24
2028 TOTALS (lbs/day unmitigated)	9.29	51.48	55.94	0.04	128.16	2.66	130.82	26.79	2.44	29.23
2028 TOTALS (lbs/day mitigated)	9.29	51.48	55.94	0.04	22.87	2.66	25.53	4.80	2.44	7.24
2029 TOTALS (lbs/day unmitigated)	9.29	51.48	55.94	0.04	128.16	2.66	130.82	26.79	2.44	29.23
2029 TOTALS (lbs/day mitigated)	9.29	51.48	55.94	0.04	22.87	2.66	25.53	4.80	2.44	7.24
2030 TOTALS (lbs/day unmitigated)	9.29	51.48	55.94	0.04	128.16	2.66	130.82	26.79	2.44	29.23
2030 TOTALS (lbs/day mitigated)	9.29	51.48	55.94	0.04	22.87	2.66	25.53	4.80	2.44	7.24

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Urbemis 2007 Version 9.2.4

Combined Summer Emissions Reports (Pounds/Day)

File Name: Z:\Alan Sako\112.23 OVOV\112-23 URBEMIS FILES\112.23 Const Ex GP Rec.urb924

Project Name: 112-23 Construction Emissions Recreational Existing General Plan

Project Location: South Coast AQMD

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

CONSTRUCTION EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5
2010 TOTALS (lbs/day unmitigated)	404.51	3,150.77	3,685.61	6.39	9,212.98	134.75	9,347.73	1,927.47	123.34	2,050.81
2010 TOTALS (lbs/day mitigated)	404.51	3,150.77	3,685.61	6.39	1,655.03	134.75	1,789.78	349.07	123.34	472.41
2011 TOTALS (lbs/day unmitigated)	379.57	2,858.36	3,423.39	6.39	9,212.98	121.28	9,334.26	1,927.47	110.94	2,038.40
2011 TOTALS (lbs/day mitigated)	379.57	2,858.36	3,423.39	6.39	1,655.03	121.28	1,776.31	349.07	110.94	460.00
2012 TOTALS (lbs/day unmitigated)	355.68	2,572.74	3,174.78	6.39	9,212.98	108.63	9,321.61	1,927.47	99.29	2,026.76
2012 TOTALS (lbs/day mitigated)	355.68	2,572.74	3,174.78	6.39	1,655.03	108.63	1,763.67	349.07	99.29	448.35
2013 TOTALS (lbs/day unmitigated)	333.19	2,298.66	2,936.35	6.39	9,212.98	96.66	9,309.64	1,927.47	88.23	2,015.70
2013 TOTALS (lbs/day mitigated)	333.19	2,298.66	2,936.35	6.39	1,655.03	96.66	1,751.69	349.07	88.23	437.30
2014 TOTALS (lbs/day unmitigated)	311.23	2,040.11	2,719.70	6.39	9,212.98	86.09	9,299.07	1,927.47	78.52	2,005.98
2014 TOTALS (lbs/day mitigated)	311.23	2,040.11	2,719.70	6.39	1,655.03	86.09	1,741.13	349.07	78.52	427.58
2015 TOTALS (lbs/day unmitigated)	290.44	1,803.77	2,518.45	6.39	9,212.98	76.42	9,289.40	1,927.47	69.61	1,997.08
2015 TOTALS (lbs/day mitigated)	290.44	1,803.77	2,518.45	6.39	1,655.03	76.42	1,731.46	349.07	69.61	418.68
2016 TOTALS (lbs/day unmitigated)	273.13	1,607.21	2,345.72	6.39	9,212.98	68.61	9,281.59	1,927.47	62.41	1,989.88
2016 TOTALS (lbs/day mitigated)	273.13	1,607.21	2,345.72	6.39	1,655.03	68.61	1,723.64	349.07	62.41	411.48
2017 TOTALS (lbs/day unmitigated)	258.05	1,440.05	2,187.35	6.39	9,212.98	61.69	9,274.67	1,927.47	56.05	1,983.52
2017 TOTALS (lbs/day mitigated)	258.05	1,440.05	2,187.35	6.39	1,655.03	61.69	1,716.73	349.07	56.05	405.12
2018 TOTALS (lbs/day unmitigated)	244.21	1,297.00	2,044.54	6.39	9,212.98	55.94	9,268.92	1,927.47	50.75	1,978.21
2018 TOTALS (lbs/day mitigated)	244.21	1,297.00	2,044.54	6.39	1,655.03	55.94	1,710.97	349.07	50.75	399.81
2019 TOTALS (lbs/day unmitigated)	232.47	1,174.32	1,914.30	6.39	9,212.98	50.86	9,263.84	1,927.47	46.07	1,973.54
2019 TOTALS (lbs/day mitigated)	232.47	1,174.32	1,914.30	6.39	1,655.03	50.86	1,705.89	349.07	46.07	395.14

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Urbemis 2007 Version 9.2.4

Combined Summer Emissions Reports (Pounds/Day)

File Name: Z:\Alan Sako\112.23 OVOV\112-23 URBEMIS FILES\112.23 Const Ex GP Rec.urb924

Project Name: 112-23 Construction Emissions Recreational Existing General Plan

2020 TOTALS (lbs/day unmitigated)	221.50	1,069.25	1,795.21	6.39	9,212.98	46.75	9,259.73	1,927.47	42.29	1,969.75
2020 TOTALS (lbs/day mitigated)	221.50	1,069.25	1,795.21	6.39	1,655.03	46.75	1,701.78	349.07	42.29	391.35
2021 TOTALS (lbs/day unmitigated)	191.97	810.35	1,375.62	6.38	9,212.98	37.60	9,250.59	1,927.47	33.88	1,961.35
2021 TOTALS (lbs/day mitigated)	191.97	810.35	1,375.62	6.38	1,655.03	37.60	1,692.64	349.07	33.88	382.95
2022 TOTALS (lbs/day unmitigated)	191.97	810.35	1,375.62	6.38	9,212.98	37.60	9,250.59	1,927.47	33.88	1,961.35
2022 TOTALS (lbs/day mitigated)	191.97	810.35	1,375.62	6.38	1,655.03	37.60	1,692.64	349.07	33.88	382.95
2023 TOTALS (lbs/day unmitigated)	191.97	810.35	1,375.62	6.38	9,212.98	37.60	9,250.59	1,927.47	33.88	1,961.35
2023 TOTALS (lbs/day mitigated)	191.97	810.35	1,375.62	6.38	1,655.03	37.60	1,692.64	349.07	33.88	382.95
2024 TOTALS (lbs/day unmitigated)	191.97	810.35	1,375.62	6.38	9,212.98	37.60	9,250.59	1,927.47	33.88	1,961.35
2024 TOTALS (lbs/day mitigated)	191.97	810.35	1,375.62	6.38	1,655.03	37.60	1,692.64	349.07	33.88	382.95
2025 TOTALS (lbs/day unmitigated)	191.97	810.35	1,375.62	6.38	9,212.98	37.60	9,250.59	1,927.47	33.88	1,961.35
2025 TOTALS (lbs/day mitigated)	191.97	810.35	1,375.62	6.38	1,655.03	37.60	1,692.64	349.07	33.88	382.95
2026 TOTALS (lbs/day unmitigated)	178.35	715.16	1,158.59	6.38	9,212.98	34.42	9,247.40	1,927.47	30.96	1,958.43
2026 TOTALS (lbs/day mitigated)	178.35	715.16	1,158.59	6.38	1,655.03	34.42	1,689.45	349.07	30.96	380.03
2027 TOTALS (lbs/day unmitigated)	178.35	715.16	1,158.59	6.38	9,212.98	34.42	9,247.40	1,927.47	30.96	1,958.43
2027 TOTALS (lbs/day mitigated)	178.35	715.16	1,158.59	6.38	1,655.03	34.42	1,689.45	349.07	30.96	380.03
2028 TOTALS (lbs/day unmitigated)	178.35	715.16	1,158.59	6.38	9,212.98	34.42	9,247.40	1,927.47	30.96	1,958.43
2028 TOTALS (lbs/day mitigated)	178.35	715.16	1,158.59	6.38	1,655.03	34.42	1,689.45	349.07	30.96	380.03
2029 TOTALS (lbs/day unmitigated)	178.35	715.16	1,158.59	6.38	9,212.98	34.42	9,247.40	1,927.47	30.96	1,958.43
2029 TOTALS (lbs/day mitigated)	178.35	715.16	1,158.59	6.38	1,655.03	34.42	1,689.45	349.07	30.96	380.03
2030 TOTALS (lbs/day unmitigated)	178.35	715.16	1,158.59	6.38	9,212.98	34.42	9,247.40	1,927.47	30.96	1,958.43
2030 TOTALS (lbs/day mitigated)	178.35	715.16	1,158.59	6.38	1,655.03	34.42	1,689.45	349.07	30.96	380.03

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Urbemis 2007 Version 9.2.4

Combined Winter Emissions Reports (Pounds/Day)

File Name: Z:\Alan Sako\112.23 OVOV\112-23 URBEMIS FILES\112.23 Const Ex GP Rec.urb924

Project Name: 112-23 Construction Emissions Recreational Existing General Plan

Project Location: South Coast AQMD

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

CONSTRUCTION EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5
2010 TOTALS (lbs/day unmitigated)	404.51	3,150.77	3,685.61	6.39	9,212.98	134.75	9,347.73	1,927.47	123.34	2,050.81
2010 TOTALS (lbs/day mitigated)	404.51	3,150.77	3,685.61	6.39	1,655.03	134.75	1,789.78	349.07	123.34	472.41
2011 TOTALS (lbs/day unmitigated)	379.57	2,858.36	3,423.39	6.39	9,212.98	121.28	9,334.26	1,927.47	110.94	2,038.40
2011 TOTALS (lbs/day mitigated)	379.57	2,858.36	3,423.39	6.39	1,655.03	121.28	1,776.31	349.07	110.94	460.00
2012 TOTALS (lbs/day unmitigated)	355.68	2,572.74	3,174.78	6.39	9,212.98	108.63	9,321.61	1,927.47	99.29	2,026.76
2012 TOTALS (lbs/day mitigated)	355.68	2,572.74	3,174.78	6.39	1,655.03	108.63	1,763.67	349.07	99.29	448.35
2013 TOTALS (lbs/day unmitigated)	333.19	2,298.66	2,936.35	6.39	9,212.98	96.66	9,309.64	1,927.47	88.23	2,015.70
2013 TOTALS (lbs/day mitigated)	333.19	2,298.66	2,936.35	6.39	1,655.03	96.66	1,751.69	349.07	88.23	437.30
2014 TOTALS (lbs/day unmitigated)	311.23	2,040.11	2,719.70	6.39	9,212.98	86.09	9,299.07	1,927.47	78.52	2,005.98
2014 TOTALS (lbs/day mitigated)	311.23	2,040.11	2,719.70	6.39	1,655.03	86.09	1,741.13	349.07	78.52	427.58
2015 TOTALS (lbs/day unmitigated)	290.44	1,803.77	2,518.45	6.39	9,212.98	76.42	9,289.40	1,927.47	69.61	1,997.08
2015 TOTALS (lbs/day mitigated)	290.44	1,803.77	2,518.45	6.39	1,655.03	76.42	1,731.46	349.07	69.61	418.68
2016 TOTALS (lbs/day unmitigated)	273.13	1,607.21	2,345.72	6.39	9,212.98	68.61	9,281.59	1,927.47	62.41	1,989.88
2016 TOTALS (lbs/day mitigated)	273.13	1,607.21	2,345.72	6.39	1,655.03	68.61	1,723.64	349.07	62.41	411.48
2017 TOTALS (lbs/day unmitigated)	258.05	1,440.05	2,187.35	6.39	9,212.98	61.69	9,274.67	1,927.47	56.05	1,983.52
2017 TOTALS (lbs/day mitigated)	258.05	1,440.05	2,187.35	6.39	1,655.03	61.69	1,716.73	349.07	56.05	405.12
2018 TOTALS (lbs/day unmitigated)	244.21	1,297.00	2,044.54	6.39	9,212.98	55.94	9,268.92	1,927.47	50.75	1,978.21
2018 TOTALS (lbs/day mitigated)	244.21	1,297.00	2,044.54	6.39	1,655.03	55.94	1,710.97	349.07	50.75	399.81
2019 TOTALS (lbs/day unmitigated)	232.47	1,174.32	1,914.30	6.39	9,212.98	50.86	9,263.84	1,927.47	46.07	1,973.54
2019 TOTALS (lbs/day mitigated)	232.47	1,174.32	1,914.30	6.39	1,655.03	50.86	1,705.89	349.07	46.07	395.14

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Urbemis 2007 Version 9.2.4

Combined Winter Emissions Reports (Pounds/Day)

File Name: Z:\Alan Sako\112.23 OVOV\112-23 URBEMIS FILES\112.23 Const Ex GP Rec.urb924

Project Name: 112-23 Construction Emissions Recreational Existing General Plan

2020 TOTALS (lbs/day unmitigated)	221.50	1,069.25	1,795.21	6.39	9,212.98	46.75	9,259.73	1,927.47	42.29	1,969.75
2020 TOTALS (lbs/day mitigated)	221.50	1,069.25	1,795.21	6.39	1,655.03	46.75	1,701.78	349.07	42.29	391.35
2021 TOTALS (lbs/day unmitigated)	191.97	810.35	1,375.62	6.38	9,212.98	37.60	9,250.59	1,927.47	33.88	1,961.35
2021 TOTALS (lbs/day mitigated)	191.97	810.35	1,375.62	6.38	1,655.03	37.60	1,692.64	349.07	33.88	382.95
2022 TOTALS (lbs/day unmitigated)	191.97	810.35	1,375.62	6.38	9,212.98	37.60	9,250.59	1,927.47	33.88	1,961.35
2022 TOTALS (lbs/day mitigated)	191.97	810.35	1,375.62	6.38	1,655.03	37.60	1,692.64	349.07	33.88	382.95
2023 TOTALS (lbs/day unmitigated)	191.97	810.35	1,375.62	6.38	9,212.98	37.60	9,250.59	1,927.47	33.88	1,961.35
2023 TOTALS (lbs/day mitigated)	191.97	810.35	1,375.62	6.38	1,655.03	37.60	1,692.64	349.07	33.88	382.95
2024 TOTALS (lbs/day unmitigated)	191.97	810.35	1,375.62	6.38	9,212.98	37.60	9,250.59	1,927.47	33.88	1,961.35
2024 TOTALS (lbs/day mitigated)	191.97	810.35	1,375.62	6.38	1,655.03	37.60	1,692.64	349.07	33.88	382.95
2025 TOTALS (lbs/day unmitigated)	191.97	810.35	1,375.62	6.38	9,212.98	37.60	9,250.59	1,927.47	33.88	1,961.35
2025 TOTALS (lbs/day mitigated)	191.97	810.35	1,375.62	6.38	1,655.03	37.60	1,692.64	349.07	33.88	382.95
2026 TOTALS (lbs/day unmitigated)	178.35	715.16	1,158.59	6.38	9,212.98	34.42	9,247.40	1,927.47	30.96	1,958.43
2026 TOTALS (lbs/day mitigated)	178.35	715.16	1,158.59	6.38	1,655.03	34.42	1,689.45	349.07	30.96	380.03
2027 TOTALS (lbs/day unmitigated)	178.35	715.16	1,158.59	6.38	9,212.98	34.42	9,247.40	1,927.47	30.96	1,958.43
2027 TOTALS (lbs/day mitigated)	178.35	715.16	1,158.59	6.38	1,655.03	34.42	1,689.45	349.07	30.96	380.03
2028 TOTALS (lbs/day unmitigated)	178.35	715.16	1,158.59	6.38	9,212.98	34.42	9,247.40	1,927.47	30.96	1,958.43
2028 TOTALS (lbs/day mitigated)	178.35	715.16	1,158.59	6.38	1,655.03	34.42	1,689.45	349.07	30.96	380.03
2029 TOTALS (lbs/day unmitigated)	178.35	715.16	1,158.59	6.38	9,212.98	34.42	9,247.40	1,927.47	30.96	1,958.43
2029 TOTALS (lbs/day mitigated)	178.35	715.16	1,158.59	6.38	1,655.03	34.42	1,689.45	349.07	30.96	380.03
2030 TOTALS (lbs/day unmitigated)	178.35	715.16	1,158.59	6.38	9,212.98	34.42	9,247.40	1,927.47	30.96	1,958.43
2030 TOTALS (lbs/day mitigated)	178.35	715.16	1,158.59	6.38	1,655.03	34.42	1,689.45	349.07	30.96	380.03

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Urbemis 2007 Version 9.2.4

Combined Summer Emissions Reports (Pounds/Day)

File Name: Z:\Alan Sako\112.23 OVOV\112-23 URBEMIS FILES\112.23 Const Ex GP Res'l.urb924

Project Name: 112-23 Construction Emissions Existing General Plan Residential

Project Location: South Coast AQMD

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

CONSTRUCTION EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5
2010 TOTALS (lbs/day unmitigated)	708.35	3,639.26	10,892.08	15.30	160,208.47	160.80	160,369.26	33,467.42	145.41	33,612.83
2010 TOTALS (lbs/day mitigated)	708.35	3,639.26	10,892.08	15.30	28,476.11	160.80	28,636.90	5,956.43	145.41	6,101.84
2011 TOTALS (lbs/day unmitigated)	662.88	3,304.52	10,133.49	15.30	160,208.47	147.10	160,355.57	33,467.42	132.79	33,600.21
2011 TOTALS (lbs/day mitigated)	662.88	3,304.52	10,133.49	15.30	28,476.11	147.10	28,623.21	5,956.43	132.79	6,089.22
2012 TOTALS (lbs/day unmitigated)	619.90	2,980.55	9,419.94	15.30	160,208.47	134.32	160,342.79	33,467.42	120.95	33,588.37
2012 TOTALS (lbs/day mitigated)	619.90	2,980.55	9,419.94	15.30	28,476.11	134.32	28,610.43	5,956.43	120.95	6,077.38
2013 TOTALS (lbs/day unmitigated)	580.08	2,669.61	8,742.81	15.30	160,208.47	122.26	160,330.73	33,467.42	109.66	33,577.08
2013 TOTALS (lbs/day mitigated)	580.08	2,669.61	8,742.81	15.30	28,476.11	122.26	28,598.36	5,956.43	109.66	6,066.10
2014 TOTALS (lbs/day unmitigated)	542.45	2,379.60	8,130.70	15.30	160,208.47	113.35	160,321.82	33,467.42	101.49	33,568.91
2014 TOTALS (lbs/day mitigated)	542.45	2,379.60	8,130.70	15.30	28,476.11	113.35	28,589.46	5,956.43	101.49	6,057.92
2015 TOTALS (lbs/day unmitigated)	507.47	2,113.51	7,558.28	15.30	160,208.47	103.49	160,311.96	33,467.42	92.40	33,559.82
2015 TOTALS (lbs/day mitigated)	507.47	2,113.51	7,558.28	15.30	28,476.11	103.49	28,579.59	5,956.43	92.40	6,048.83
2016 TOTALS (lbs/day unmitigated)	477.88	1,892.18	7,055.41	15.30	160,208.47	95.57	160,304.04	33,467.42	85.11	33,552.53
2016 TOTALS (lbs/day mitigated)	477.88	1,892.18	7,055.41	15.30	28,476.11	95.57	28,571.67	5,956.43	85.11	6,041.54
2017 TOTALS (lbs/day unmitigated)	451.79	1,702.16	6,580.35	15.30	160,208.47	88.52	160,296.99	33,467.42	78.62	33,546.04
2017 TOTALS (lbs/day mitigated)	451.79	1,702.16	6,580.35	15.30	28,476.11	88.52	28,564.63	5,956.43	78.62	6,035.06
2018 TOTALS (lbs/day unmitigated)	427.54	1,537.93	6,142.08	15.30	160,208.47	82.79	160,291.26	33,467.42	73.26	33,540.68
2018 TOTALS (lbs/day mitigated)	427.54	1,537.93	6,142.08	15.30	28,476.11	82.79	28,558.89	5,956.43	73.26	6,029.70
2019 TOTALS (lbs/day unmitigated)	406.77	1,395.71	5,736.57	15.30	160,208.47	77.61	160,286.08	33,467.42	68.50	33,535.92
2019 TOTALS (lbs/day mitigated)	406.77	1,395.71	5,736.57	15.30	28,476.11	77.61	28,553.72	5,956.43	68.50	6,024.94

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Urbemis 2007 Version 9.2.4

Combined Summer Emissions Reports (Pounds/Day)

File Name: Z:\Alan Sako\112.23 OVOV\112-23 URBEMIS FILES\112.23 Const Ex GP Res'l.urb924

Project Name: 112-23 Construction Emissions Existing General Plan Residential

2020 TOTALS (lbs/day unmitigated)	386.28	1,273.63	5,356.85	15.30	160,208.47	73.43	160,281.90	33,467.42	64.65	33,532.07
2020 TOTALS (lbs/day mitigated)	386.28	1,273.63	5,356.85	15.30	28,476.11	73.43	28,549.53	5,956.43	64.65	6,021.09
2021 TOTALS (lbs/day unmitigated)	323.93	951.47	3,944.03	15.28	160,208.47	64.12	160,272.59	33,467.42	56.10	33,523.52
2021 TOTALS (lbs/day mitigated)	323.93	951.47	3,944.03	15.28	28,476.11	64.12	28,540.23	5,956.43	56.10	6,012.53
2022 TOTALS (lbs/day unmitigated)	323.93	951.47	3,944.03	15.28	160,208.47	64.12	160,272.59	33,467.42	56.10	33,523.52
2022 TOTALS (lbs/day mitigated)	323.93	951.47	3,944.03	15.28	28,476.11	64.12	28,540.23	5,956.43	56.10	6,012.53
2023 TOTALS (lbs/day unmitigated)	323.93	951.47	3,944.03	15.28	160,208.47	64.12	160,272.59	33,467.42	56.10	33,523.52
2023 TOTALS (lbs/day mitigated)	323.93	951.47	3,944.03	15.28	28,476.11	64.12	28,540.23	5,956.43	56.10	6,012.53
2024 TOTALS (lbs/day unmitigated)	323.93	951.47	3,944.03	15.28	160,208.47	64.12	160,272.59	33,467.42	56.10	33,523.52
2024 TOTALS (lbs/day mitigated)	323.93	951.47	3,944.03	15.28	28,476.11	64.12	28,540.23	5,956.43	56.10	6,012.53
2025 TOTALS (lbs/day unmitigated)	323.93	951.47	3,944.03	15.28	160,208.47	64.12	160,272.59	33,467.42	56.10	33,523.52
2025 TOTALS (lbs/day mitigated)	323.93	951.47	3,944.03	15.28	28,476.11	64.12	28,540.23	5,956.43	56.10	6,012.53
2026 TOTALS (lbs/day unmitigated)	290.62	820.81	3,182.62	15.28	160,208.47	60.86	160,269.32	33,467.42	53.11	33,520.53
2026 TOTALS (lbs/day mitigated)	290.62	820.81	3,182.62	15.28	28,476.11	60.86	28,536.96	5,956.43	53.11	6,009.54
2027 TOTALS (lbs/day unmitigated)	290.62	820.81	3,182.62	15.28	160,208.47	60.86	160,269.32	33,467.42	53.11	33,520.53
2027 TOTALS (lbs/day mitigated)	290.62	820.81	3,182.62	15.28	28,476.11	60.86	28,536.96	5,956.43	53.11	6,009.54
2028 TOTALS (lbs/day unmitigated)	290.62	820.81	3,182.62	15.28	160,208.47	60.86	160,269.32	33,467.42	53.11	33,520.53
2028 TOTALS (lbs/day mitigated)	290.62	820.81	3,182.62	15.28	28,476.11	60.86	28,536.96	5,956.43	53.11	6,009.54
2029 TOTALS (lbs/day unmitigated)	290.62	820.81	3,182.62	15.28	160,208.47	60.86	160,269.32	33,467.42	53.11	33,520.53
2029 TOTALS (lbs/day mitigated)	290.62	820.81	3,182.62	15.28	28,476.11	60.86	28,536.96	5,956.43	53.11	6,009.54
2030 TOTALS (lbs/day unmitigated)	290.62	820.81	3,182.62	15.28	160,208.47	60.86	160,269.32	33,467.42	53.11	33,520.53
2030 TOTALS (lbs/day mitigated)	290.62	820.81	3,182.62	15.28	28,476.11	60.86	28,536.96	5,956.43	53.11	6,009.54

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Urbemis 2007 Version 9.2.4

Combined Winter Emissions Reports (Pounds/Day)

File Name: Z:\Alan Sako\112.23 OVOV\112-23 URBEMIS FILES\112.23 Const Ex GP Res'l.urb924
Project Name: 112-23 Construction Emissions Existing General Plan Residential

Project Location: South Coast AQMD
On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006
Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:
CONSTRUCTION EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5
2010 TOTALS (lbs/day unmitigated)	708.35	3,639.26	10,892.08	15.30	160,208.47	160.80	160,369.26	33,467.42	145.41	33,612.83
2010 TOTALS (lbs/day mitigated)	708.35	3,639.26	10,892.08	15.30	28,476.11	160.80	28,636.90	5,956.43	145.41	6,101.84
2011 TOTALS (lbs/day unmitigated)	662.88	3,304.52	10,133.49	15.30	160,208.47	147.10	160,355.57	33,467.42	132.79	33,600.21
2011 TOTALS (lbs/day mitigated)	662.88	3,304.52	10,133.49	15.30	28,476.11	147.10	28,623.21	5,956.43	132.79	6,089.22
2012 TOTALS (lbs/day unmitigated)	619.90	2,980.55	9,419.94	15.30	160,208.47	134.32	160,342.79	33,467.42	120.95	33,588.37
2012 TOTALS (lbs/day mitigated)	619.90	2,980.55	9,419.94	15.30	28,476.11	134.32	28,610.43	5,956.43	120.95	6,077.38
2013 TOTALS (lbs/day unmitigated)	580.08	2,669.61	8,742.81	15.30	160,208.47	122.26	160,330.73	33,467.42	109.66	33,577.08
2013 TOTALS (lbs/day mitigated)	580.08	2,669.61	8,742.81	15.30	28,476.11	122.26	28,598.36	5,956.43	109.66	6,066.10
2014 TOTALS (lbs/day unmitigated)	542.45	2,379.60	8,130.70	15.30	160,208.47	113.35	160,321.82	33,467.42	101.49	33,568.91
2014 TOTALS (lbs/day mitigated)	542.45	2,379.60	8,130.70	15.30	28,476.11	113.35	28,589.46	5,956.43	101.49	6,057.92
2015 TOTALS (lbs/day unmitigated)	507.47	2,113.51	7,558.28	15.30	160,208.47	103.49	160,311.96	33,467.42	92.40	33,559.82
2015 TOTALS (lbs/day mitigated)	507.47	2,113.51	7,558.28	15.30	28,476.11	103.49	28,579.59	5,956.43	92.40	6,048.83
2016 TOTALS (lbs/day unmitigated)	477.88	1,892.18	7,055.41	15.30	160,208.47	95.57	160,304.04	33,467.42	85.11	33,552.53
2016 TOTALS (lbs/day mitigated)	477.88	1,892.18	7,055.41	15.30	28,476.11	95.57	28,571.67	5,956.43	85.11	6,041.54
2017 TOTALS (lbs/day unmitigated)	451.79	1,702.16	6,580.35	15.30	160,208.47	88.52	160,296.99	33,467.42	78.62	33,546.04
2017 TOTALS (lbs/day mitigated)	451.79	1,702.16	6,580.35	15.30	28,476.11	88.52	28,564.63	5,956.43	78.62	6,035.06
2018 TOTALS (lbs/day unmitigated)	427.54	1,537.93	6,142.08	15.30	160,208.47	82.79	160,291.26	33,467.42	73.26	33,540.68
2018 TOTALS (lbs/day mitigated)	427.54	1,537.93	6,142.08	15.30	28,476.11	82.79	28,558.89	5,956.43	73.26	6,029.70
2019 TOTALS (lbs/day unmitigated)	406.77	1,395.71	5,736.57	15.30	160,208.47	77.61	160,286.08	33,467.42	68.50	33,535.92
2019 TOTALS (lbs/day mitigated)	406.77	1,395.71	5,736.57	15.30	28,476.11	77.61	28,553.72	5,956.43	68.50	6,024.94
2020 TOTALS (lbs/day unmitigated)	386.28	1,273.63	5,356.85	15.30	160,208.47	73.43	160,281.90	33,467.42	64.65	33,532.07

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Urbemis 2007 Version 9.2.4

Combined Winter Emissions Reports (Pounds/Day)

File Name: Z:\Alan Sako\112.23 OVOV\112-23 URBEMIS FILES\112.23 Const Ex GP Res'l.urb924

Project Name: 112-23 Construction Emissions Existing General Plan Residential

2020 TOTALS (lbs/day mitigated)	386.28	1,273.63	5,356.85	15.30	28,476.11	73.43	28,549.53	5,956.43	64.65	6,021.09
2021 TOTALS (lbs/day unmitigated)	323.93	951.47	3,944.03	15.28	160,208.47	64.12	160,272.59	33,467.42	56.10	33,523.52
2021 TOTALS (lbs/day mitigated)	323.93	951.47	3,944.03	15.28	28,476.11	64.12	28,540.23	5,956.43	56.10	6,012.53
2022 TOTALS (lbs/day unmitigated)	323.93	951.47	3,944.03	15.28	160,208.47	64.12	160,272.59	33,467.42	56.10	33,523.52
2022 TOTALS (lbs/day mitigated)	323.93	951.47	3,944.03	15.28	28,476.11	64.12	28,540.23	5,956.43	56.10	6,012.53
2023 TOTALS (lbs/day unmitigated)	323.93	951.47	3,944.03	15.28	160,208.47	64.12	160,272.59	33,467.42	56.10	33,523.52
2023 TOTALS (lbs/day mitigated)	323.93	951.47	3,944.03	15.28	28,476.11	64.12	28,540.23	5,956.43	56.10	6,012.53
2024 TOTALS (lbs/day unmitigated)	323.93	951.47	3,944.03	15.28	160,208.47	64.12	160,272.59	33,467.42	56.10	33,523.52
2024 TOTALS (lbs/day mitigated)	323.93	951.47	3,944.03	15.28	28,476.11	64.12	28,540.23	5,956.43	56.10	6,012.53
2025 TOTALS (lbs/day unmitigated)	323.93	951.47	3,944.03	15.28	160,208.47	64.12	160,272.59	33,467.42	56.10	33,523.52
2025 TOTALS (lbs/day mitigated)	323.93	951.47	3,944.03	15.28	28,476.11	64.12	28,540.23	5,956.43	56.10	6,012.53
2026 TOTALS (lbs/day unmitigated)	290.62	820.81	3,182.62	15.28	160,208.47	60.86	160,269.32	33,467.42	53.11	33,520.53
2026 TOTALS (lbs/day mitigated)	290.62	820.81	3,182.62	15.28	28,476.11	60.86	28,536.96	5,956.43	53.11	6,009.54
2027 TOTALS (lbs/day unmitigated)	290.62	820.81	3,182.62	15.28	160,208.47	60.86	160,269.32	33,467.42	53.11	33,520.53
2027 TOTALS (lbs/day mitigated)	290.62	820.81	3,182.62	15.28	28,476.11	60.86	28,536.96	5,956.43	53.11	6,009.54
2028 TOTALS (lbs/day unmitigated)	290.62	820.81	3,182.62	15.28	160,208.47	60.86	160,269.32	33,467.42	53.11	33,520.53
2028 TOTALS (lbs/day mitigated)	290.62	820.81	3,182.62	15.28	28,476.11	60.86	28,536.96	5,956.43	53.11	6,009.54
2029 TOTALS (lbs/day unmitigated)	290.62	820.81	3,182.62	15.28	160,208.47	60.86	160,269.32	33,467.42	53.11	33,520.53
2029 TOTALS (lbs/day mitigated)	290.62	820.81	3,182.62	15.28	28,476.11	60.86	28,536.96	5,956.43	53.11	6,009.54
2030 TOTALS (lbs/day unmitigated)	290.62	820.81	3,182.62	15.28	160,208.47	60.86	160,269.32	33,467.42	53.11	33,520.53
2030 TOTALS (lbs/day mitigated)	290.62	820.81	3,182.62	15.28	28,476.11	60.86	28,536.96	5,956.43	53.11	6,009.54

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Urbemis 2007 Version 9.2.4

Combined Summer Emissions Reports (Pounds/Day)

File Name: Z:\Alan Sako\112.23 OVOV\112-23 URBEMIS FILES\112.23 Const Ex GP SG.urb924

Project Name: 112-23 Construction Emissions Special Generator Existing General Plan

Project Location: South Coast AQMD

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

CONSTRUCTION EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5
2010 TOTALS (lbs/day unmitigated)	95.51	743.46	733.51	1.07	1,531.79	34.53	1,566.32	320.47	31.66	352.14
2010 TOTALS (lbs/day mitigated)	95.51	743.46	733.51	1.07	275.20	34.53	309.73	58.05	31.66	89.71
2011 TOTALS (lbs/day unmitigated)	89.61	681.42	684.95	1.07	1,531.79	31.46	1,563.25	320.47	28.84	349.31
2011 TOTALS (lbs/day mitigated)	89.61	681.42	684.95	1.07	275.20	31.46	306.66	58.05	28.84	86.89
2012 TOTALS (lbs/day unmitigated)	84.08	620.90	639.23	1.07	1,531.79	28.43	1,560.22	320.47	26.04	346.52
2012 TOTALS (lbs/day mitigated)	84.08	620.90	639.23	1.07	275.20	28.43	303.63	58.05	26.04	84.09
2013 TOTALS (lbs/day unmitigated)	79.10	563.11	595.48	1.07	1,531.79	25.62	1,557.41	320.47	23.45	343.93
2013 TOTALS (lbs/day mitigated)	79.10	563.11	595.48	1.07	275.20	25.62	300.82	58.05	23.45	81.50
2014 TOTALS (lbs/day unmitigated)	74.03	507.42	556.02	1.07	1,531.79	22.93	1,554.72	320.47	20.98	341.45
2014 TOTALS (lbs/day mitigated)	74.03	507.42	556.02	1.07	275.20	22.93	298.13	58.05	20.98	79.02
2015 TOTALS (lbs/day unmitigated)	69.10	454.31	519.23	1.07	1,531.79	20.64	1,552.43	320.47	18.87	339.34
2015 TOTALS (lbs/day mitigated)	69.10	454.31	519.23	1.07	275.20	20.64	295.84	58.05	18.87	76.92
2016 TOTALS (lbs/day unmitigated)	64.90	408.89	487.79	1.07	1,531.79	18.52	1,550.31	320.47	16.92	337.39
2016 TOTALS (lbs/day mitigated)	64.90	408.89	487.79	1.07	275.20	18.52	293.72	58.05	16.92	74.97
2017 TOTALS (lbs/day unmitigated)	61.20	369.06	458.85	1.07	1,531.79	16.67	1,548.46	320.47	15.21	335.69
2017 TOTALS (lbs/day mitigated)	61.20	369.06	458.85	1.07	275.20	16.67	291.87	58.05	15.21	73.26
2018 TOTALS (lbs/day unmitigated)	57.60	333.95	432.98	1.07	1,531.79	15.02	1,546.81	320.47	13.70	334.17
2018 TOTALS (lbs/day mitigated)	57.60	333.95	432.98	1.07	275.20	15.02	290.22	58.05	13.70	71.75
2019 TOTALS (lbs/day unmitigated)	54.63	303.25	409.31	1.07	1,531.79	13.49	1,545.28	320.47	12.29	332.77
2019 TOTALS (lbs/day mitigated)	54.63	303.25	409.31	1.07	275.20	13.49	288.70	58.05	12.29	70.34

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Urbemis 2007 Version 9.2.4

Combined Summer Emissions Reports (Pounds/Day)

File Name: Z:\Alan Sako\112.23 OVOV\112-23 URBEMIS FILES\112.23 Const Ex GP SG.urb924

Project Name: 112-23 Construction Emissions Special Generator Existing General Plan

2020 TOTALS (lbs/day unmitigated)	51.72	276.39	387.89	1.07	1,531.79	12.31	1,544.10	320.47	11.21	331.68
2020 TOTALS (lbs/day mitigated)	51.72	276.39	387.89	1.07	275.20	12.31	287.52	58.05	11.21	69.26
2021 TOTALS (lbs/day unmitigated)	46.78	233.29	317.23	1.07	1,531.79	10.79	1,542.58	320.47	9.81	330.28
2021 TOTALS (lbs/day mitigated)	46.78	233.29	317.23	1.07	275.20	10.79	286.00	58.05	9.81	67.86
2022 TOTALS (lbs/day unmitigated)	46.78	233.29	317.23	1.07	1,531.79	10.79	1,542.58	320.47	9.81	330.28
2022 TOTALS (lbs/day mitigated)	46.78	233.29	317.23	1.07	275.20	10.79	286.00	58.05	9.81	67.86
2023 TOTALS (lbs/day unmitigated)	46.78	233.29	317.23	1.07	1,531.79	10.79	1,542.58	320.47	9.81	330.28
2023 TOTALS (lbs/day mitigated)	46.78	233.29	317.23	1.07	275.20	10.79	286.00	58.05	9.81	67.86
2024 TOTALS (lbs/day unmitigated)	46.78	233.29	317.23	1.07	1,531.79	10.79	1,542.58	320.47	9.81	330.28
2024 TOTALS (lbs/day mitigated)	46.78	233.29	317.23	1.07	275.20	10.79	286.00	58.05	9.81	67.86
2025 TOTALS (lbs/day unmitigated)	46.78	233.29	317.23	1.07	1,531.79	10.79	1,542.58	320.47	9.81	330.28
2025 TOTALS (lbs/day mitigated)	46.78	233.29	317.23	1.07	275.20	10.79	286.00	58.05	9.81	67.86
2026 TOTALS (lbs/day unmitigated)	44.49	217.43	280.66	1.07	1,531.79	10.26	1,542.05	320.47	9.32	329.80
2026 TOTALS (lbs/day mitigated)	44.49	217.43	280.66	1.07	275.20	10.26	285.47	58.05	9.32	67.37
2027 TOTALS (lbs/day unmitigated)	44.49	217.43	280.66	1.07	1,531.79	10.26	1,542.05	320.47	9.32	329.80
2027 TOTALS (lbs/day mitigated)	44.49	217.43	280.66	1.07	275.20	10.26	285.47	58.05	9.32	67.37
2028 TOTALS (lbs/day unmitigated)	44.49	217.43	280.66	1.07	1,531.79	10.26	1,542.05	320.47	9.32	329.80
2028 TOTALS (lbs/day mitigated)	44.49	217.43	280.66	1.07	275.20	10.26	285.47	58.05	9.32	67.37
2029 TOTALS (lbs/day unmitigated)	44.49	217.43	280.66	1.07	1,531.79	10.26	1,542.05	320.47	9.32	329.80
2029 TOTALS (lbs/day mitigated)	44.49	217.43	280.66	1.07	275.20	10.26	285.47	58.05	9.32	67.37
2030 TOTALS (lbs/day unmitigated)	44.49	217.43	280.66	1.07	1,531.79	10.26	1,542.05	320.47	9.32	329.80
2030 TOTALS (lbs/day mitigated)	44.49	217.43	280.66	1.07	275.20	10.26	285.47	58.05	9.32	67.37

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Urbemis 2007 Version 9.2.4

Combined Winter Emissions Reports (Pounds/Day)

File Name: Z:\Alan Sako\112.23 OVOV\112-23 URBEMIS FILES\112.23 Const Ex GP SG.urb924

Project Name: 112-23 Construction Emissions Special Generator Existing General Plan

Project Location: South Coast AQMD

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

CONSTRUCTION EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5
2010 TOTALS (lbs/day unmitigated)	95.51	743.46	733.51	1.07	1,531.79	34.53	1,566.32	320.47	31.66	352.14
2010 TOTALS (lbs/day mitigated)	95.51	743.46	733.51	1.07	275.20	34.53	309.73	58.05	31.66	89.71
2011 TOTALS (lbs/day unmitigated)	89.61	681.42	684.95	1.07	1,531.79	31.46	1,563.25	320.47	28.84	349.31
2011 TOTALS (lbs/day mitigated)	89.61	681.42	684.95	1.07	275.20	31.46	306.66	58.05	28.84	86.89
2012 TOTALS (lbs/day unmitigated)	84.08	620.90	639.23	1.07	1,531.79	28.43	1,560.22	320.47	26.04	346.52
2012 TOTALS (lbs/day mitigated)	84.08	620.90	639.23	1.07	275.20	28.43	303.63	58.05	26.04	84.09
2013 TOTALS (lbs/day unmitigated)	79.10	563.11	595.48	1.07	1,531.79	25.62	1,557.41	320.47	23.45	343.93
2013 TOTALS (lbs/day mitigated)	79.10	563.11	595.48	1.07	275.20	25.62	300.82	58.05	23.45	81.50
2014 TOTALS (lbs/day unmitigated)	74.03	507.42	556.02	1.07	1,531.79	22.93	1,554.72	320.47	20.98	341.45
2014 TOTALS (lbs/day mitigated)	74.03	507.42	556.02	1.07	275.20	22.93	298.13	58.05	20.98	79.02
2015 TOTALS (lbs/day unmitigated)	69.10	454.31	519.23	1.07	1,531.79	20.64	1,552.43	320.47	18.87	339.34
2015 TOTALS (lbs/day mitigated)	69.10	454.31	519.23	1.07	275.20	20.64	295.84	58.05	18.87	76.92
2016 TOTALS (lbs/day unmitigated)	64.90	408.89	487.79	1.07	1,531.79	18.52	1,550.31	320.47	16.92	337.39
2016 TOTALS (lbs/day mitigated)	64.90	408.89	487.79	1.07	275.20	18.52	293.72	58.05	16.92	74.97
2017 TOTALS (lbs/day unmitigated)	61.20	369.06	458.85	1.07	1,531.79	16.67	1,548.46	320.47	15.21	335.69
2017 TOTALS (lbs/day mitigated)	61.20	369.06	458.85	1.07	275.20	16.67	291.87	58.05	15.21	73.26
2018 TOTALS (lbs/day unmitigated)	57.60	333.95	432.98	1.07	1,531.79	15.02	1,546.81	320.47	13.70	334.17
2018 TOTALS (lbs/day mitigated)	57.60	333.95	432.98	1.07	275.20	15.02	290.22	58.05	13.70	71.75
2019 TOTALS (lbs/day unmitigated)	54.63	303.25	409.31	1.07	1,531.79	13.49	1,545.28	320.47	12.29	332.77
2019 TOTALS (lbs/day mitigated)	54.63	303.25	409.31	1.07	275.20	13.49	288.70	58.05	12.29	70.34
2020 TOTALS (lbs/day unmitigated)	51.72	276.39	387.89	1.07	1,531.79	12.31	1,544.10	320.47	11.21	331.68
2020 TOTALS (lbs/day mitigated)	51.72	276.39	387.89	1.07	275.20	12.31	287.52	58.05	11.21	69.26

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Urbemis 2007 Version 9.2.4

Combined Winter Emissions Reports (Pounds/Day)

File Name: Z:\Alan Sako\112.23 OVOV\112-23 URBEMIS FILES\112.23 Const Ex GP SG.urb924

Project Name: 112-23 Construction Emissions Special Generator Existing General Plan

2021 TOTALS (lbs/day unmitigated)	46.78	233.29	317.23	1.07	1,531.79	10.79	1,542.58	320.47	9.81	330.28
2021 TOTALS (lbs/day mitigated)	46.78	233.29	317.23	1.07	275.20	10.79	286.00	58.05	9.81	67.86
2022 TOTALS (lbs/day unmitigated)	46.78	233.29	317.23	1.07	1,531.79	10.79	1,542.58	320.47	9.81	330.28
2022 TOTALS (lbs/day mitigated)	46.78	233.29	317.23	1.07	275.20	10.79	286.00	58.05	9.81	67.86
2023 TOTALS (lbs/day unmitigated)	46.78	233.29	317.23	1.07	1,531.79	10.79	1,542.58	320.47	9.81	330.28
2023 TOTALS (lbs/day mitigated)	46.78	233.29	317.23	1.07	275.20	10.79	286.00	58.05	9.81	67.86
2024 TOTALS (lbs/day unmitigated)	46.78	233.29	317.23	1.07	1,531.79	10.79	1,542.58	320.47	9.81	330.28
2024 TOTALS (lbs/day mitigated)	46.78	233.29	317.23	1.07	275.20	10.79	286.00	58.05	9.81	67.86
2025 TOTALS (lbs/day unmitigated)	46.78	233.29	317.23	1.07	1,531.79	10.79	1,542.58	320.47	9.81	330.28
2025 TOTALS (lbs/day mitigated)	46.78	233.29	317.23	1.07	275.20	10.79	286.00	58.05	9.81	67.86
2026 TOTALS (lbs/day unmitigated)	44.49	217.43	280.66	1.07	1,531.79	10.26	1,542.05	320.47	9.32	329.80
2026 TOTALS (lbs/day mitigated)	44.49	217.43	280.66	1.07	275.20	10.26	285.47	58.05	9.32	67.37
2027 TOTALS (lbs/day unmitigated)	44.49	217.43	280.66	1.07	1,531.79	10.26	1,542.05	320.47	9.32	329.80
2027 TOTALS (lbs/day mitigated)	44.49	217.43	280.66	1.07	275.20	10.26	285.47	58.05	9.32	67.37
2028 TOTALS (lbs/day unmitigated)	44.49	217.43	280.66	1.07	1,531.79	10.26	1,542.05	320.47	9.32	329.80
2028 TOTALS (lbs/day mitigated)	44.49	217.43	280.66	1.07	275.20	10.26	285.47	58.05	9.32	67.37
2029 TOTALS (lbs/day unmitigated)	44.49	217.43	280.66	1.07	1,531.79	10.26	1,542.05	320.47	9.32	329.80
2029 TOTALS (lbs/day mitigated)	44.49	217.43	280.66	1.07	275.20	10.26	285.47	58.05	9.32	67.37
2030 TOTALS (lbs/day unmitigated)	44.49	217.43	280.66	1.07	1,531.79	10.26	1,542.05	320.47	9.32	329.80
2030 TOTALS (lbs/day mitigated)	44.49	217.43	280.66	1.07	275.20	10.26	285.47	58.05	9.32	67.37

Operational Air Emissions

for Existing General Plan and Area Plan

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Urbemis 2007 Version 9.2.4

Combined Summer Emissions Reports (Pounds/Day)

File Name: C:\Documents and Settings\rmamaghani\Application Data\Urbemis\Version9a\Projects\112.23 Ex. GP Comm'l.urb924

Project Name: 112-23 Existing General Plan Commercial Emissions

Project Location: South Coast AQMD

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	134.95	141.54	125.00	0.00	0.27	0.27	169,758.28

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	9,308.43	14,144.25	124,040.24	131.39	21,639.57	4,209.98	12,826,643.39

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	9,443.38	14,285.79	124,165.24	131.39	21,639.84	4,210.25	12,996,401.67

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Area Source Unmitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

Source	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
Natural Gas	10.27	141.46	118.82	0.00	0.25	0.25	169,747.04
Hearth - No Summer Emissions							
Landscape	0.49	0.08	6.18	0.00	0.02	0.02	11.24
Consumer Products	0.00						
Architectural Coatings	124.19						
TOTALS (lbs/day, unmitigated)	134.95	141.54	125.00	0.00	0.27	0.27	169,758.28

Area Source Changes to Defaults

Percentage of residences with wood stoves changed from 10% to 0%

Percentage of residences with wood fireplaces changed from 5% to 0%

Percentage of residences with natural gas fireplaces changed from 85% to 0%

The number of persons per household for consumer product use changed from 3 persons to 3.09 persons

Operational Unmitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

Source	ROG	NOX	CO	SO2	PM10	PM25	CO2
Comm'l Ctr >30 ac	3,038.96	4,598.01	40,322.99	42.71	7,034.59	1,368.58	4,169,683.85
Comm'l Ctr 10-30 ac	3,810.01	5,795.72	50,826.50	53.84	8,866.99	1,725.08	5,255,821.83
Comm'l Ctr <10 ac	1,840.38	2,815.40	24,690.11	26.15	4,307.34	837.99	2,553,133.54
Comm'l Shops	619.08	935.12	8,200.64	8.69	1,430.65	278.33	848,004.17
TOTALS (lbs/day, unmitigated)	9,308.43	14,144.25	124,040.24	131.39	21,639.57	4,209.98	12,826,643.39

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Operational Settings:

Does not include correction for passby trips

Does not include double counting adjustment for internal trips

Analysis Year: 2010 Temperature (F): 80 Season: Summer

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Comm'l Ctr >30 ac		40.06	1000 sq ft	8,687.99	348,040.90	4,072,078.47
Comm'l Ctr 10-30 ac		54.06	1000 sq ft	8,115.06	438,700.16	5,132,791.76
Comm'l Ctr <10 ac		85.06	1000 sq ft	2,505.39	213,108.46	2,493,368.92
Comm'l Shops		37.06	1000 sq ft	1,909.94	70,782.38	828,153.80
					1,070,631.90	12,526,392.95

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	51.7	1.2	98.6	0.2
Light Truck < 3750 lbs	7.3	2.7	94.6	2.7
Light Truck 3751-5750 lbs	22.9	0.4	99.6	0.0
Med Truck 5751-8500 lbs	10.6	0.9	99.1	0.0
Lite-Heavy Truck 8501-10,000 lbs	1.6	0.0	81.2	18.8
Lite-Heavy Truck 10,001-14,000 lbs	0.5	0.0	60.0	40.0
Med-Heavy Truck 14,001-33,000 lbs	0.9	0.0	22.2	77.8
Heavy-Heavy Truck 33,001-60,000 lbs	0.5	0.0	0.0	100.0

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Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Other Bus	0.1	0.0	0.0	100.0
Urban Bus	0.1	0.0	0.0	100.0
Motorcycle	2.8	67.9	32.1	0.0
School Bus	0.1	0.0	0.0	100.0
Motor Home	0.9	0.0	88.9	11.1

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	11.7	11.7	11.7	11.7	11.7	11.7
Rural Trip Length (miles)	17.6	12.1	14.9	15.4	9.6	12.6
Trip speeds (mph)	30.0	30.0	30.0	30.0	30.0	30.0
% of Trips - Residential	32.9	18.0	49.1			
% of Trips - Commercial (by land use)						
Comm'l Ctr >30 ac				2.0	1.0	97.0
Comm'l Ctr 10-30 ac				2.0	1.0	97.0
Comm'l Ctr <10 ac				2.0	1.0	97.0
Comm'l Shops				2.0	1.0	97.0

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Urbemis 2007 Version 9.2.4

Combined Winter Emissions Reports (Pounds/Day)

File Name: C:\Documents and Settings\rmamaghani\Application Data\Urbemis\Version9a\Projects\112.23 Ex. GP Comm'l.urb924

Project Name: 112-23 Existing General Plan Commercial Emissions

Project Location: South Coast AQMD

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	134.46	141.46	118.82	0.00	0.25	0.25	169,747.04

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	10,813.37	17,054.81	118,458.85	109.25	21,639.57	4,209.98	11,610,363.76

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	10,947.83	17,196.27	118,577.67	109.25	21,639.82	4,210.23	11,780,110.80

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Area Source Unmitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Winter Pounds Per Day, Unmitigated

Source	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
Natural Gas	10.27	141.46	118.82	0.00	0.25	0.25	169,747.04
Hearth	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping - No Winter Emissions							
Consumer Products	0.00						
Architectural Coatings	124.19						
TOTALS (lbs/day, unmitigated)	134.46	141.46	118.82	0.00	0.25	0.25	169,747.04

Area Source Changes to Defaults

Percentage of residences with wood stoves changed from 10% to 0%

Percentage of residences with wood fireplaces changed from 5% to 0%

Percentage of residences with natural gas fireplaces changed from 85% to 0%

The number of persons per household for consumer product use changed from 3 persons to 3.09 persons

Operational Unmitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Winter Pounds Per Day, Unmitigated

Source	ROG	NOX	CO	SO2	PM10	PM25	CO2
Comm'l Ctr >30 ac	3,521.04	5,544.17	38,508.59	35.51	7,034.59	1,368.58	3,774,295.80
Comm'l Ctr 10-30 ac	4,428.98	6,988.35	48,539.48	44.77	8,866.99	1,725.08	4,757,441.33
Comm'l Ctr <10 ac	2,146.80	3,394.75	23,579.14	21.75	4,307.34	837.99	2,311,034.01
Comm'l Shops	716.55	1,127.54	7,831.64	7.22	1,430.65	278.33	767,592.62
TOTALS (lbs/day, unmitigated)	10,813.37	17,054.81	118,458.85	109.25	21,639.57	4,209.98	11,610,363.76

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Operational Settings:

Does not include correction for passby trips

Does not include double counting adjustment for internal trips

Analysis Year: 2010 Temperature (F): 60 Season: Winter

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Comm'l Ctr >30 ac		40.06	1000 sq ft	8,687.99	348,040.90	4,072,078.47
Comm'l Ctr 10-30 ac		54.06	1000 sq ft	8,115.06	438,700.16	5,132,791.76
Comm'l Ctr <10 ac		85.06	1000 sq ft	2,505.39	213,108.46	2,493,368.92
Comm'l Shops		37.06	1000 sq ft	1,909.94	70,782.38	828,153.80
					1,070,631.90	12,526,392.95

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	51.7	1.2	98.6	0.2
Light Truck < 3750 lbs	7.3	2.7	94.6	2.7
Light Truck 3751-5750 lbs	22.9	0.4	99.6	0.0
Med Truck 5751-8500 lbs	10.6	0.9	99.1	0.0
Lite-Heavy Truck 8501-10,000 lbs	1.6	0.0	81.2	18.8
Lite-Heavy Truck 10,001-14,000 lbs	0.5	0.0	60.0	40.0
Med-Heavy Truck 14,001-33,000 lbs	0.9	0.0	22.2	77.8
Heavy-Heavy Truck 33,001-60,000 lbs	0.5	0.0	0.0	100.0

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Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Other Bus	0.1	0.0	0.0	100.0
Urban Bus	0.1	0.0	0.0	100.0
Motorcycle	2.8	67.9	32.1	0.0
School Bus	0.1	0.0	0.0	100.0
Motor Home	0.9	0.0	88.9	11.1

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	11.7	11.7	11.7	11.7	11.7	11.7
Rural Trip Length (miles)	17.6	12.1	14.9	15.4	9.6	12.6
Trip speeds (mph)	30.0	30.0	30.0	30.0	30.0	30.0
% of Trips - Residential	32.9	18.0	49.1			
% of Trips - Commercial (by land use)						
Comm'l Ctr >30 ac				2.0	1.0	97.0
Comm'l Ctr 10-30 ac				2.0	1.0	97.0
Comm'l Ctr <10 ac				2.0	1.0	97.0
Comm'l Shops				2.0	1.0	97.0

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Urbemis 2007 Version 9.2.4

Combined Summer Emissions Reports (Pounds/Day)

File Name: C:\Documents and Settings\rmamaghani\Application Data\Urbemis\Version9a\Projects\112.23 Ex. GP Institutional.urb924

Project Name: 112-23 Existing General Plan Institutional Emissions

Project Location: South Coast AQMD

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	67.96	98.16	93.16	0.00	0.22	0.21	117,647.30

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	2,277.66	2,305.39	20,363.35	21.43	3,522.38	685.49	2,091,051.71

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	2,345.62	2,403.55	20,456.51	21.43	3,522.60	685.70	2,208,699.01

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Area Source Unmitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

Source	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
Natural Gas	7.12	98.02	82.34	0.00	0.18	0.17	117,627.64
Hearth - No Summer Emissions							
Landscape	0.86	0.14	10.82	0.00	0.04	0.04	19.66
Consumer Products	0.00						
Architectural Coatings	59.98						
TOTALS (lbs/day, unmitigated)	67.96	98.16	93.16	0.00	0.22	0.21	117,647.30

Area Source Changes to Defaults

The number of persons per household for consumer product use changed from 3 persons to 3.09 persons

Operational Unmitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

Source	ROG	NOX	CO	SO2	PM10	PM25	CO2
Day-care center	24.83	32.26	283.50	0.30	49.33	9.60	29,255.75
Elementary school	898.27	832.77	7,396.28	7.74	1,271.08	247.42	755,458.07
High school	514.79	530.21	4,676.18	4.93	810.33	157.69	480,894.99
Junior college (2 yrs)	681.59	678.51	5,962.96	6.30	1,037.65	201.89	615,337.26
Library	52.52	80.19	704.76	0.75	122.64	23.86	72,726.72
Place of worship	52.61	74.45	653.38	0.69	113.89	22.16	67,517.81
Hospital	53.05	77.00	686.29	0.72	117.46	22.87	69,861.11
TOTALS (lbs/day, unmitigated)	2,277.66	2,305.39	20,363.35	21.43	3,522.38	685.49	2,091,051.71

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Operational Settings:

Does not include correction for passby trips

Does not include double counting adjustment for internal trips

Analysis Year: 2010 Temperature (F): 80 Season: Summer

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Day-care center		4.52	1000 sq ft	540.00	2,440.80	28,557.36
Elementary school		1.29	students	48,743.00	62,878.47	735,678.07
High school		1.71	students	23,444.00	40,089.24	469,044.11
Junior college (2 yrs)		1.54	students	33,336.00	51,337.44	600,648.02
Library		84.98	1000 sq ft	71.40	6,067.57	70,990.60
Place of worship		9.30	1000 sq ft	605.89	5,634.78	65,926.89
Hospital		16.80	1000 sq ft	345.84	5,810.11	67,978.31
					174,258.41	2,038,823.36

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	51.7	1.2	98.6	0.2
Light Truck < 3750 lbs	7.3	2.7	94.6	2.7
Light Truck 3751-5750 lbs	22.9	0.4	99.6	0.0
Med Truck 5751-8500 lbs	10.6	0.9	99.1	0.0
Lite-Heavy Truck 8501-10,000 lbs	1.6	0.0	81.2	18.8

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Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Lite-Heavy Truck 10,001-14,000 lbs	0.5	0.0	60.0	40.0
Med-Heavy Truck 14,001-33,000 lbs	0.9	0.0	22.2	77.8
Heavy-Heavy Truck 33,001-60,000 lbs	0.5	0.0	0.0	100.0
Other Bus	0.1	0.0	0.0	100.0
Urban Bus	0.1	0.0	0.0	100.0
Motorcycle	2.8	67.9	32.1	0.0
School Bus	0.1	0.0	0.0	100.0
Motor Home	0.9	0.0	88.9	11.1

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	11.7	11.7	11.7	11.7	11.7	11.7
Rural Trip Length (miles)	17.6	12.1	14.9	15.4	9.6	12.6
Trip speeds (mph)	30.0	30.0	30.0	30.0	30.0	30.0
% of Trips - Residential	32.9	18.0	49.1			
% of Trips - Commercial (by land use)						
Day-care center				5.0	2.5	92.5
Elementary school				20.0	10.0	70.0
High school				10.0	5.0	85.0
Junior college (2 yrs)				5.0	2.5	92.5

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Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Library				5.0	2.5	92.5
Place of worship				3.0	1.5	95.5
Hospital				25.0	12.5	62.5

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Urbemis 2007 Version 9.2.4

Combined Winter Emissions Reports (Pounds/Day)

File Name: C:\Documents and Settings\rmamaghani\Application Data\Urbemis\Version9a\Projects\112.23 Ex. GP Institutional.urb924

Project Name: 112-23 Existing General Plan Institutional Emissions

Project Location: South Coast AQMD

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	67.10	98.02	82.34	0.00	0.18	0.17	117,627.64

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	2,107.08	2,780.04	19,427.22	17.83	3,522.38	685.49	1,893,087.35

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	2,174.18	2,878.06	19,509.56	17.83	3,522.56	685.66	2,010,714.99

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Area Source Unmitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Winter Pounds Per Day, Unmitigated

Source	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
Natural Gas	7.12	98.02	82.34	0.00	0.18	0.17	117,627.64
Hearth	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping - No Winter Emissions							
Consumer Products	0.00						
Architectural Coatings	59.98						
TOTALS (lbs/day, unmitigated)	67.10	98.02	82.34	0.00	0.18	0.17	117,627.64

Area Source Changes to Defaults

The number of persons per household for consumer product use changed from 3 persons to 3.09 persons

Operational Unmitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Winter Pounds Per Day, Unmitigated

Source	ROG	NOX	CO	SO2	PM10	PM25	CO2
Day-care center	26.29	38.90	270.67	0.25	49.33	9.60	26,482.90
Elementary school	795.85	1,004.29	7,050.78	6.44	1,271.08	247.42	684,025.67
High school	480.40	639.36	4,462.17	4.10	810.33	157.69	435,352.05
Junior college (2 yrs)	624.63	818.15	5,692.92	5.24	1,037.65	201.89	557,015.93
Library	61.22	96.70	672.85	0.62	122.64	23.86	65,833.72
Place of worship	58.55	89.77	623.92	0.58	113.89	22.16	61,116.48
Hospital	60.14	92.87	653.91	0.60	117.46	22.87	63,260.60
TOTALS (lbs/day, unmitigated)	2,107.08	2,780.04	19,427.22	17.83	3,522.38	685.49	1,893,087.35

4/21/2009 1:28:08 PM

Operational Settings:

Does not include correction for passby trips

Does not include double counting adjustment for internal trips

Analysis Year: 2010 Temperature (F): 60 Season: Winter

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Day-care center		4.52	1000 sq ft	540.00	2,440.80	28,557.36
Elementary school		1.29	students	48,743.00	62,878.47	735,678.07
High school		1.71	students	23,444.00	40,089.24	469,044.11
Junior college (2 yrs)		1.54	students	33,336.00	51,337.44	600,648.02
Library		84.98	1000 sq ft	71.40	6,067.57	70,990.60
Place of worship		9.30	1000 sq ft	605.89	5,634.78	65,926.89
Hospital		16.80	1000 sq ft	345.84	5,810.11	67,978.31
					174,258.41	2,038,823.36

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	51.7	1.2	98.6	0.2
Light Truck < 3750 lbs	7.3	2.7	94.6	2.7
Light Truck 3751-5750 lbs	22.9	0.4	99.6	0.0
Med Truck 5751-8500 lbs	10.6	0.9	99.1	0.0
Lite-Heavy Truck 8501-10,000 lbs	1.6	0.0	81.2	18.8

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Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Lite-Heavy Truck 10,001-14,000 lbs	0.5	0.0	60.0	40.0
Med-Heavy Truck 14,001-33,000 lbs	0.9	0.0	22.2	77.8
Heavy-Heavy Truck 33,001-60,000 lbs	0.5	0.0	0.0	100.0
Other Bus	0.1	0.0	0.0	100.0
Urban Bus	0.1	0.0	0.0	100.0
Motorcycle	2.8	67.9	32.1	0.0
School Bus	0.1	0.0	0.0	100.0
Motor Home	0.9	0.0	88.9	11.1

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	11.7	11.7	11.7	11.7	11.7	11.7
Rural Trip Length (miles)	17.6	12.1	14.9	15.4	9.6	12.6
Trip speeds (mph)	30.0	30.0	30.0	30.0	30.0	30.0
% of Trips - Residential	32.9	18.0	49.1			
% of Trips - Commercial (by land use)						
Day-care center				5.0	2.5	92.5
Elementary school				20.0	10.0	70.0
High school				10.0	5.0	85.0
Junior college (2 yrs)				5.0	2.5	92.5

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Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Library				5.0	2.5	92.5
Place of worship				3.0	1.5	95.5
Hospital				25.0	12.5	62.5

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Urbemis 2007 Version 9.2.4

Combined Summer Emissions Reports (Pounds/Day)

File Name: C:\Documents and Settings\rmamaghani\Application Data\Urbemis\Version9a\Projects\112-23 EX GP Res'l.urb924

Project Name: 112-23 Existing General Plan Residential Emissions

Project Location: South Coast AQMD

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	9,332.01	2,120.42	4,943.48	0.20	14.71	14.58	2,655,006.27

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	12,369.01	16,785.22	153,134.91	156.32	25,491.48	4,967.93	15,242,339.04

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	21,701.02	18,905.64	158,078.39	156.52	25,506.19	4,982.51	17,897,345.31

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Area Source Unmitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

Source	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
Natural Gas	160.23	2,074.65	882.83	0.02	3.97	3.93	2,648,484.90
Hearth - No Summer Emissions							
Landscape	733.28	45.77	4,060.65	0.18	10.74	10.65	6,521.37
Consumer Products	8,006.75						
Architectural Coatings	431.75						
TOTALS (lbs/day, unmitigated)	9,332.01	2,120.42	4,943.48	0.20	14.71	14.58	2,655,006.27

Area Source Changes to Defaults

The number of persons per household for consumer product use changed from 3 persons to 3.09 persons

Operational Unmitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

Source	ROG	NOX	CO	SO2	PM10	PM25	CO2
Single family housing	8,056.59	11,061.48	100,916.06	103.01	16,798.91	3,273.87	10,044,716.72
Apartments mid rise	559.32	730.21	6,661.83	6.80	1,108.96	216.12	663,087.87
Condo/townhouse general	3,528.53	4,702.46	42,901.45	43.79	7,141.55	1,391.79	4,270,211.03
Mobile home park	150.28	200.28	1,827.23	1.87	304.17	59.28	181,874.41
Retirement community	74.29	90.79	828.34	0.85	137.89	26.87	82,449.01
TOTALS (lbs/day, unmitigated)	12,369.01	16,785.22	153,134.91	156.32	25,491.48	4,967.93	15,242,339.04

Operational Settings:

4/20/2009 6:33:42 PM

Does not include correction for passby trips

Does not include double counting adjustment for internal trips

Analysis Year: 2010 Temperature (F): 80 Season: Summer

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Single family housing	28,936.00	9.57	dwelling units	86,808.00	830,752.53	9,719,804.48
Apartments mid rise	250.55	5.76	dwelling units	9,521.00	54,840.96	641,639.25
Condo/townhouse general	3,199.00	6.90	dwelling units	51,184.00	353,169.60	4,132,084.31
Mobile home park	363.33	6.90	dwelling units	2,180.00	15,042.00	175,991.40
Retirement community	367.60	3.71	dwelling units	1,838.00	6,818.98	79,782.07
					1,260,624.07	14,749,301.51

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	51.7	1.2	98.6	0.2
Light Truck < 3750 lbs	7.3	2.7	94.6	2.7
Light Truck 3751-5750 lbs	22.9	0.4	99.6	0.0
Med Truck 5751-8500 lbs	10.6	0.9	99.1	0.0
Lite-Heavy Truck 8501-10,000 lbs	1.6	0.0	81.2	18.8
Lite-Heavy Truck 10,001-14,000 lbs	0.5	0.0	60.0	40.0
Med-Heavy Truck 14,001-33,000 lbs	0.9	0.0	22.2	77.8
Heavy-Heavy Truck 33,001-60,000 lbs	0.5	0.0	0.0	100.0
Other Bus	0.1	0.0	0.0	100.0

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Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Urban Bus	0.1	0.0	0.0	100.0
Motorcycle	2.8	67.9	32.1	0.0
School Bus	0.1	0.0	0.0	100.0
Motor Home	0.9	0.0	88.9	11.1

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	11.7	11.7	11.7	11.7	11.7	11.7
Rural Trip Length (miles)	17.6	12.1	14.9	15.4	9.6	12.6
Trip speeds (mph)	30.0	30.0	30.0	30.0	30.0	30.0
% of Trips - Residential	32.9	18.0	49.1			

% of Trips - Commercial (by land use)

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Urbemis 2007 Version 9.2.4

Combined Winter Emissions Reports (Pounds/Day)

File Name: C:\Documents and Settings\rmamaghani\Application Data\Urbemis\Version9a\Projects\112-23 EX GP Res'l.urb924

Project Name: 112-23 Existing General Plan Residential Emissions

Project Location: South Coast AQMD

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	32,345.27	4,089.37	66,725.95	184.71	10,214.28	9,833.16	5,349,798.83

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	13,584.80	20,246.59	145,918.32	130.22	25,491.48	4,967.93	13,810,220.89

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	45,930.07	24,335.96	212,644.27	314.93	35,705.76	14,801.09	19,160,019.72

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Area Source Unmitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Winter Pounds Per Day, Unmitigated

Source	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
Natural Gas	160.23	2,074.65	882.83	0.02	3.97	3.93	2,648,484.90
Hearth	23,746.54	2,014.72	65,843.12	184.69	10,210.31	9,829.23	2,701,313.93
Landscaping - No Winter Emissions							
Consumer Products	8,006.75						
Architectural Coatings	431.75						
TOTALS (lbs/day, unmitigated)	32,345.27	4,089.37	66,725.95	184.71	10,214.28	9,833.16	5,349,798.83

Area Source Changes to Defaults

The number of persons per household for consumer product use changed from 3 persons to 3.09 persons

Operational Unmitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Winter Pounds Per Day, Unmitigated

Source	ROG	NOX	CO	SO2	PM10	PM25	CO2
Single family housing	8,909.88	13,342.52	96,160.32	85.82	16,798.91	3,273.87	9,100,949.41
Apartments mid rise	600.52	880.79	6,347.89	5.67	1,108.96	216.12	600,786.40
Condo/townhouse general	3,834.29	5,672.17	40,879.69	36.48	7,141.55	1,391.79	3,868,996.58
Mobile home park	163.31	241.59	1,741.12	1.55	304.17	59.28	164,786.12
Retirement community	76.80	109.52	789.30	0.70	137.89	26.87	74,702.38
TOTALS (lbs/day, unmitigated)	13,584.80	20,246.59	145,918.32	130.22	25,491.48	4,967.93	13,810,220.89

Operational Settings:

4/20/2009 6:34:14 PM

Does not include correction for passby trips

Does not include double counting adjustment for internal trips

Analysis Year: 2010 Temperature (F): 60 Season: Winter

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Single family housing	28,936.00	9.57	dwelling units	86,808.00	830,752.53	9,719,804.48
Apartments mid rise	250.55	5.76	dwelling units	9,521.00	54,840.96	641,639.25
Condo/townhouse general	3,199.00	6.90	dwelling units	51,184.00	353,169.60	4,132,084.31
Mobile home park	363.33	6.90	dwelling units	2,180.00	15,042.00	175,991.40
Retirement community	367.60	3.71	dwelling units	1,838.00	6,818.98	79,782.07
					1,260,624.07	14,749,301.51

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	51.7	1.2	98.6	0.2
Light Truck < 3750 lbs	7.3	2.7	94.6	2.7
Light Truck 3751-5750 lbs	22.9	0.4	99.6	0.0
Med Truck 5751-8500 lbs	10.6	0.9	99.1	0.0
Lite-Heavy Truck 8501-10,000 lbs	1.6	0.0	81.2	18.8
Lite-Heavy Truck 10,001-14,000 lbs	0.5	0.0	60.0	40.0
Med-Heavy Truck 14,001-33,000 lbs	0.9	0.0	22.2	77.8
Heavy-Heavy Truck 33,001-60,000 lbs	0.5	0.0	0.0	100.0
Other Bus	0.1	0.0	0.0	100.0

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Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Urban Bus	0.1	0.0	0.0	100.0
Motorcycle	2.8	67.9	32.1	0.0
School Bus	0.1	0.0	0.0	100.0
Motor Home	0.9	0.0	88.9	11.1

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	11.7	11.7	11.7	11.7	11.7	11.7
Rural Trip Length (miles)	17.6	12.1	14.9	15.4	9.6	12.6
Trip speeds (mph)	30.0	30.0	30.0	30.0	30.0	30.0
% of Trips - Residential	32.9	18.0	49.1			

% of Trips - Commercial (by land use)

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Urbemis 2007 Version 9.2.4

Combined Summer Emissions Reports (Pounds/Day)

File Name: C:\Documents and Settings\rmamaghani\Application Data\Urbemis\Version9a\Projects\112.23 Ex. GP SG.urb924

Project Name: 112-23 OVOV Existing GP Special Generator Emissions

Project Location: South Coast AQMD

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	52.29	0.93	9.95	0.00	0.03	0.03	983.29

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	352.56	539.23	4,736.38	5.01	824.73	160.46	489,012.44

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	404.85	540.16	4,746.33	5.01	824.76	160.49	489,995.73

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Area Source Unmitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

Source	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
Natural Gas	0.06	0.81	0.68	0.00	0.00	0.00	966.44
Hearth - No Summer Emissions							
Landscape	0.74	0.12	9.27	0.00	0.03	0.03	16.85
Consumer Products	0.00						
Architectural Coatings	51.49						
TOTALS (lbs/day, unmitigated)	52.29	0.93	9.95	0.00	0.03	0.03	983.29

Area Source Changes to Defaults

The number of persons per household for consumer product use changed from 3 persons to 3.09 persons

Operational Unmitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

Source	ROG	NOX	CO	SO2	PM10	PM25	CO2
Manufacturing	17.84	26.59	240.77	0.25	40.44	7.88	24,135.34
Wayside Honor Ranch	13.04	19.82	173.79	0.18	30.32	5.90	17,970.66
Six Flags Magic Mtn	206.96	317.07	2,780.57	2.95	485.09	94.37	287,530.61
Travel Village	22.59	34.61	303.55	0.32	52.96	10.30	31,388.76
Agua Dulce Airport	48.07	73.64	645.79	0.68	112.66	21.92	66,778.99
Landfill	44.06	67.50	591.91	0.63	103.26	20.09	61,208.08
TOTALS (lbs/day, unmitigated)	352.56	539.23	4,736.38	5.01	824.73	160.46	489,012.44

4/21/2009 1:42:17 PM

Operational Settings:

Does not include correction for passby trips

Does not include double counting adjustment for internal trips

Analysis Year: 2010 Temperature (F): 80 Season: Summer

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Manufacturing		100.00	1000 sq ft	20.00	2,000.00	23,400.00
Wayside Honor Ranch		50.00	acres	30.00	1,500.00	17,550.00
Six Flags Magic Mtn		100.00	acres	240.00	24,000.00	280,800.00
Travel Village		100.00	acres	26.20	2,620.00	30,654.00
Agua Dulce Airport		100.00	acres	55.74	5,574.00	65,215.80
Landfill		100.00	acres	51.09	5,109.00	59,775.30
					40,803.00	477,395.10

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	51.7	1.2	98.6	0.2
Light Truck < 3750 lbs	7.3	2.7	94.6	2.7
Light Truck 3751-5750 lbs	22.9	0.4	99.6	0.0
Med Truck 5751-8500 lbs	10.6	0.9	99.1	0.0
Lite-Heavy Truck 8501-10,000 lbs	1.6	0.0	81.2	18.8
Lite-Heavy Truck 10,001-14,000 lbs	0.5	0.0	60.0	40.0
Med-Heavy Truck 14,001-33,000 lbs	0.9	0.0	22.2	77.8

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Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Heavy-Heavy Truck 33,001-60,000 lbs	0.5	0.0	0.0	100.0
Other Bus	0.1	0.0	0.0	100.0
Urban Bus	0.1	0.0	0.0	100.0
Motorcycle	2.8	67.9	32.1	0.0
School Bus	0.1	0.0	0.0	100.0
Motor Home	0.9	0.0	88.9	11.1

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	11.7	11.7	11.7	11.7	11.7	11.7
Rural Trip Length (miles)	17.6	12.1	14.9	15.4	9.6	12.6
Trip speeds (mph)	30.0	30.0	30.0	30.0	30.0	30.0
% of Trips - Residential	32.9	18.0	49.1			
% of Trips - Commercial (by land use)						
Manufacturing				48.0	24.0	28.0
Wayside Honor Ranch				2.0	1.0	97.0
Six Flags Magic Mtn				2.0	1.0	97.0
Travel Village				2.0	1.0	97.0
Agua Dulce Airport				2.0	1.0	97.0
Landfill				2.0	1.0	97.0

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Urbemis 2007 Version 9.2.4

Combined Winter Emissions Reports (Pounds/Day)

File Name: C:\Documents and Settings\rmamaghani\Application Data\Urbemis\Version9a\Projects\112.23 Ex. GP SG.urb924

Project Name: 112-23 OVOV Existing GP Special Generator Emissions

Project Location: South Coast AQMD

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	51.55	0.81	0.68	0.00	0.00	0.00	966.44

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	411.35	650.19	4,522.22	4.17	824.73	160.46	442,658.63

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	462.90	651.00	4,522.90	4.17	824.73	160.46	443,625.07

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Area Source Unmitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Winter Pounds Per Day, Unmitigated

Source	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
Natural Gas	0.06	0.81	0.68	0.00	0.00	0.00	966.44
Hearth	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping - No Winter Emissions							
Consumer Products	0.00						
Architectural Coatings	51.49						
TOTALS (lbs/day, unmitigated)	51.55	0.81	0.68	0.00	0.00	0.00	966.44

Area Source Changes to Defaults

The number of persons per household for consumer product use changed from 3 persons to 3.09 persons

Operational Unmitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Winter Pounds Per Day, Unmitigated

Source	ROG	NOX	CO	SO2	PM10	PM25	CO2
Manufacturing	20.63	32.08	228.90	0.21	40.44	7.88	21,863.26
Wayside Honor Ranch	15.15	23.89	165.97	0.15	30.32	5.90	16,266.60
Six Flags Magic Mtn	241.63	382.31	2,655.45	2.45	485.09	94.37	260,265.67
Travel Village	26.38	41.74	289.89	0.27	52.96	10.30	28,412.34
Agua Dulce Airport	56.12	88.79	616.73	0.57	112.66	21.92	60,446.70
Landfill	51.44	81.38	565.28	0.52	103.26	20.09	55,404.06
TOTALS (lbs/day, unmitigated)	411.35	650.19	4,522.22	4.17	824.73	160.46	442,658.63

4/21/2009 1:42:40 PM

Operational Settings:

Does not include correction for passby trips

Does not include double counting adjustment for internal trips

Analysis Year: 2010 Temperature (F): 60 Season: Winter

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Manufacturing		100.00	1000 sq ft	20.00	2,000.00	23,400.00
Wayside Honor Ranch		50.00	acres	30.00	1,500.00	17,550.00
Six Flags Magic Mtn		100.00	acres	240.00	24,000.00	280,800.00
Travel Village		100.00	acres	26.20	2,620.00	30,654.00
Agua Dulce Airport		100.00	acres	55.74	5,574.00	65,215.80
Landfill		100.00	acres	51.09	5,109.00	59,775.30
					40,803.00	477,395.10

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	51.7	1.2	98.6	0.2
Light Truck < 3750 lbs	7.3	2.7	94.6	2.7
Light Truck 3751-5750 lbs	22.9	0.4	99.6	0.0
Med Truck 5751-8500 lbs	10.6	0.9	99.1	0.0
Lite-Heavy Truck 8501-10,000 lbs	1.6	0.0	81.2	18.8
Lite-Heavy Truck 10,001-14,000 lbs	0.5	0.0	60.0	40.0
Med-Heavy Truck 14,001-33,000 lbs	0.9	0.0	22.2	77.8

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Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Heavy-Heavy Truck 33,001-60,000 lbs	0.5	0.0	0.0	100.0
Other Bus	0.1	0.0	0.0	100.0
Urban Bus	0.1	0.0	0.0	100.0
Motorcycle	2.8	67.9	32.1	0.0
School Bus	0.1	0.0	0.0	100.0
Motor Home	0.9	0.0	88.9	11.1

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	11.7	11.7	11.7	11.7	11.7	11.7
Rural Trip Length (miles)	17.6	12.1	14.9	15.4	9.6	12.6
Trip speeds (mph)	30.0	30.0	30.0	30.0	30.0	30.0
% of Trips - Residential	32.9	18.0	49.1			
% of Trips - Commercial (by land use)						
Manufacturing				48.0	24.0	28.0
Wayside Honor Ranch				2.0	1.0	97.0
Six Flags Magic Mtn				2.0	1.0	97.0
Travel Village				2.0	1.0	97.0
Agua Dulce Airport				2.0	1.0	97.0
Landfill				2.0	1.0	97.0

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Urbemis 2007 Version 9.2.4

Combined Summer Emissions Reports (Pounds/Day)

File Name: C:\Documents and Settings\rmamaghani\Application Data\Urbemis\Version9a\Projects\112-23 Ex. GP Non-Res'l.urb924

Project Name: 112-23 Existing GP Non-Residential Emissions

Project Location: South Coast AQMD

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	33.46	43.16	45.42	0.00	0.11	0.11	51,662.38

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	946.34	1,393.97	12,245.11	12.93	2,131.99	414.80	1,264,166.77

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	979.80	1,437.13	12,290.53	12.93	2,132.10	414.91	1,315,829.15

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Area Source Unmitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

Source	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
Natural Gas	3.12	43.04	36.15	0.00	0.08	0.08	51,645.53
Hearth - No Summer Emissions							
Landscape	0.74	0.12	9.27	0.00	0.03	0.03	16.85
Consumer Products	0.00						
Architectural Coatings	29.60						
TOTALS (lbs/day, unmitigated)	33.46	43.16	45.42	0.00	0.11	0.11	51,662.38

Area Source Changes to Defaults

The number of persons per household for consumer product use changed from 3 persons to 3.09 persons

Operational Unmitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

Source	ROG	NOX	CO	SO2	PM10	PM25	CO2
Racquetball/health	43.76	66.08	580.76	0.61	101.06	19.66	59,930.65
High turnover (sit-down) rest.	326.25	499.90	4,393.27	4.64	764.50	148.75	453,355.79
Fast food rest. w/ drive thru	226.07	348.05	3,058.76	3.23	532.28	103.56	315,643.37
Hotel	131.91	184.48	1,621.26	1.71	282.13	54.89	167,303.36
Movie Theater	73.58	76.73	672.90	0.71	117.39	22.84	69,582.41
Car Dealership	144.77	218.73	1,918.16	2.03	334.63	65.10	198,351.19
TOTALS (lbs/day, unmitigated)	946.34	1,393.97	12,245.11	12.93	2,131.99	414.80	1,264,166.77

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Operational Settings:

Does not include correction for passby trips

Does not include double counting adjustment for internal trips

Analysis Year: 2010 Temperature (F): 80 Season: Summer

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Racquetball/health		40.00	1000 sq ft	125.00	5,000.00	58,500.00
High turnover (sit-down) rest.		130.34	1000 sq ft	290.19	37,823.36	442,533.35
Fast food rest. w/ drive thru		496.12	1000 sq ft	53.08	26,334.05	308,108.38
Hotel		8.23	rooms	1,696.00	13,958.08	163,309.52
Movie Theater		1.76	1000 sq ft	3,300.00	5,808.00	67,953.60
Car Dealership		37.50	1000 sq ft	441.50	16,556.25	193,708.12
					105,479.74	1,234,112.97

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	51.7	1.2	98.6	0.2
Light Truck < 3750 lbs	7.3	2.7	94.6	2.7
Light Truck 3751-5750 lbs	22.9	0.4	99.6	0.0
Med Truck 5751-8500 lbs	10.6	0.9	99.1	0.0
Lite-Heavy Truck 8501-10,000 lbs	1.6	0.0	81.2	18.8
Lite-Heavy Truck 10,001-14,000 lbs	0.5	0.0	60.0	40.0
Med-Heavy Truck 14,001-33,000 lbs	0.9	0.0	22.2	77.8

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Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Heavy-Heavy Truck 33,001-60,000 lbs	0.5	0.0	0.0	100.0
Other Bus	0.1	0.0	0.0	100.0
Urban Bus	0.1	0.0	0.0	100.0
Motorcycle	2.8	67.9	32.1	0.0
School Bus	0.1	0.0	0.0	100.0
Motor Home	0.9	0.0	88.9	11.1

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	11.7	11.7	11.7	11.7	11.7	11.7
Rural Trip Length (miles)	17.6	12.1	14.9	15.4	9.6	12.6
Trip speeds (mph)	30.0	30.0	30.0	30.0	30.0	30.0
% of Trips - Residential	32.9	18.0	49.1			
% of Trips - Commercial (by land use)						
Racquetball/health				5.0	2.5	92.5
High turnover (sit-down) rest.				5.0	2.5	92.5
Fast food rest. w/ drive thru				5.0	2.5	92.5
Hotel				5.0	2.5	92.5
Movie Theater				2.0	1.0	97.0
Car Dealership				2.0	1.0	97.0

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Urbemis 2007 Version 9.2.4

Combined Winter Emissions Reports (Pounds/Day)

File Name: C:\Documents and Settings\rmamaghani\Application Data\Urbemis\Version9a\Projects\112-23 Ex. GP Non-Res'l.urb924

Project Name: 112-23 Existing GP Non-Residential Emissions

Project Location: South Coast AQMD

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	32.72	43.04	36.15	0.00	0.08	0.08	51,645.53

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	1,079.10	1,680.85	11,691.32	10.77	2,131.99	414.80	1,144,337.67

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	1,111.82	1,723.89	11,727.47	10.77	2,132.07	414.88	1,195,983.20

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Area Source Unmitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Winter Pounds Per Day, Unmitigated

Source	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
Natural Gas	3.12	43.04	36.15	0.00	0.08	0.08	51,645.53
Hearth	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping - No Winter Emissions							
Consumer Products	0.00						
Architectural Coatings	29.60						
TOTALS (lbs/day, unmitigated)	32.72	43.04	36.15	0.00	0.08	0.08	51,645.53

Area Source Changes to Defaults

The number of persons per household for consumer product use changed from 3 persons to 3.09 persons

Operational Unmitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Winter Pounds Per Day, Unmitigated

Source	ROG	NOX	CO	SO2	PM10	PM25	CO2
Racquetball/health	50.66	79.68	554.46	0.51	101.06	19.66	54,250.46
High turnover (sit-down) rest.	381.12	602.78	4,194.31	3.86	764.50	148.75	410,386.97
Fast food rest. w/ drive thru	264.87	419.68	2,920.24	2.69	532.28	103.56	285,726.86
Hotel	145.82	222.45	1,547.84	1.43	282.13	54.89	151,446.44
Movie Theater	69.04	92.52	642.62	0.59	117.39	22.84	62,984.29
Car Dealership	167.59	263.74	1,831.85	1.69	334.63	65.10	179,542.65
TOTALS (lbs/day, unmitigated)	1,079.10	1,680.85	11,691.32	10.77	2,131.99	414.80	1,144,337.67

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Operational Settings:

Does not include correction for passby trips

Does not include double counting adjustment for internal trips

Analysis Year: 2010 Temperature (F): 60 Season: Winter

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Racquetball/health		40.00	1000 sq ft	125.00	5,000.00	58,500.00
High turnover (sit-down) rest.		130.34	1000 sq ft	290.19	37,823.36	442,533.35
Fast food rest. w/ drive thru		496.12	1000 sq ft	53.08	26,334.05	308,108.38
Hotel		8.23	rooms	1,696.00	13,958.08	163,309.52
Movie Theater		1.76	1000 sq ft	3,300.00	5,808.00	67,953.60
Car Dealership		37.50	1000 sq ft	441.50	16,556.25	193,708.12
					105,479.74	1,234,112.97

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	51.7	1.2	98.6	0.2
Light Truck < 3750 lbs	7.3	2.7	94.6	2.7
Light Truck 3751-5750 lbs	22.9	0.4	99.6	0.0
Med Truck 5751-8500 lbs	10.6	0.9	99.1	0.0
Lite-Heavy Truck 8501-10,000 lbs	1.6	0.0	81.2	18.8
Lite-Heavy Truck 10,001-14,000 lbs	0.5	0.0	60.0	40.0
Med-Heavy Truck 14,001-33,000 lbs	0.9	0.0	22.2	77.8

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Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Heavy-Heavy Truck 33,001-60,000 lbs	0.5	0.0	0.0	100.0
Other Bus	0.1	0.0	0.0	100.0
Urban Bus	0.1	0.0	0.0	100.0
Motorcycle	2.8	67.9	32.1	0.0
School Bus	0.1	0.0	0.0	100.0
Motor Home	0.9	0.0	88.9	11.1

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	11.7	11.7	11.7	11.7	11.7	11.7
Rural Trip Length (miles)	17.6	12.1	14.9	15.4	9.6	12.6
Trip speeds (mph)	30.0	30.0	30.0	30.0	30.0	30.0
% of Trips - Residential	32.9	18.0	49.1			
% of Trips - Commercial (by land use)						
Racquetball/health				5.0	2.5	92.5
High turnover (sit-down) rest.				5.0	2.5	92.5
Fast food rest. w/ drive thru				5.0	2.5	92.5
Hotel				5.0	2.5	92.5
Movie Theater				2.0	1.0	97.0
Car Dealership				2.0	1.0	97.0

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Urbemis 2007 Version 9.2.4

Combined Summer Emissions Reports (Pounds/Day)

File Name: C:\Documents and Settings\rmamaghani\Application Data\Urbemis\Version9a\Projects\112.23 Ex. GP Office.urb924

Project Name: 112-23 Existing General Plan Office Emissions

Project Location: South Coast AQMD

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	52.71	55.02	52.33	0.00	0.12	0.12	65,936.68

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	428.29	569.25	4,994.03	5.28	870.85	169.42	516,231.69

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	481.00	624.27	5,046.36	5.28	870.97	169.54	582,168.37

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Area Source Unmitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

Source	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
Natural Gas	3.99	54.94	46.15	0.00	0.10	0.10	65,925.44
Hearth - No Summer Emissions							
Landscape	0.49	0.08	6.18	0.00	0.02	0.02	11.24
Consumer Products	0.00						
Architectural Coatings	48.23						
TOTALS (lbs/day, unmitigated)	52.71	55.02	52.33	0.00	0.12	0.12	65,936.68

Area Source Changes to Defaults

The number of persons per household for consumer product use changed from 3 persons to 3.09 persons

Operational Unmitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

Source	ROG	NOX	CO	SO2	PM10	PM25	CO2
Medical office building	41.49	59.30	521.91	0.55	90.67	17.64	53,783.38
Regional Post Office	21.09	24.02	210.67	0.22	36.75	7.15	21,784.28
Post Office	14.98	22.59	198.12	0.21	34.56	6.72	20,486.56
Commercial Office	350.73	463.34	4,063.33	4.30	708.87	137.91	420,177.47
TOTALS (lbs/day, unmitigated)	428.29	569.25	4,994.03	5.28	870.85	169.42	516,231.69

Operational Settings:

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Does not include correction for passby trips

Does not include double counting adjustment for internal trips

Analysis Year: 2010 Temperature (F): 80 Season: Summer

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Medical office building		10.88	1000 sq ft	412.29	4,485.72	52,482.87
Regional Post Office		2.38	1000 sq ft	764.00	1,818.32	21,274.34
Post Office		34.20	1000 sq ft	50.00	1,710.00	20,007.00
Commercial Office		5.00	1000 sq ft	7,014.39	35,071.95	410,341.82
					43,085.99	504,106.03

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	51.7	1.2	98.6	0.2
Light Truck < 3750 lbs	7.3	2.7	94.6	2.7
Light Truck 3751-5750 lbs	22.9	0.4	99.6	0.0
Med Truck 5751-8500 lbs	10.6	0.9	99.1	0.0
Lite-Heavy Truck 8501-10,000 lbs	1.6	0.0	81.2	18.8
Lite-Heavy Truck 10,001-14,000 lbs	0.5	0.0	60.0	40.0
Med-Heavy Truck 14,001-33,000 lbs	0.9	0.0	22.2	77.8
Heavy-Heavy Truck 33,001-60,000 lbs	0.5	0.0	0.0	100.0
Other Bus	0.1	0.0	0.0	100.0
Urban Bus	0.1	0.0	0.0	100.0

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Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Motorcycle	2.8	67.9	32.1	0.0
School Bus	0.1	0.0	0.0	100.0
Motor Home	0.9	0.0	88.9	11.1

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	11.7	11.7	11.7	11.7	11.7	11.7
Rural Trip Length (miles)	17.6	12.1	14.9	15.4	9.6	12.6
Trip speeds (mph)	30.0	30.0	30.0	30.0	30.0	30.0
% of Trips - Residential	32.9	18.0	49.1			
% of Trips - Commercial (by land use)						
Medical office building				7.0	3.5	89.5
Regional Post Office				2.0	1.0	97.0
Post Office				2.0	1.0	97.0
Commercial Office				2.0	1.0	97.0

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Urbemis 2007 Version 9.2.4

Combined Winter Emissions Reports (Pounds/Day)

File Name: C:\Documents and Settings\rmamaghani\Application Data\Urbemis\Version9a\Projects\112.23 Ex. GP Office.urb924

Project Name: 112-23 Existing General Plan Office Emissions

Project Location: South Coast AQMD

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	52.22	54.94	46.15	0.00	0.10	0.10	65,925.44

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	459.36	686.40	4,769.06	4.40	870.85	169.42	467,284.34

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	511.58	741.34	4,815.21	4.40	870.95	169.52	533,209.78

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Area Source Unmitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Winter Pounds Per Day, Unmitigated

Source	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
Natural Gas	3.99	54.94	46.15	0.00	0.10	0.10	65,925.44
Hearth	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping - No Winter Emissions							
Consumer Products	0.00						
Architectural Coatings	48.23						
TOTALS (lbs/day, unmitigated)	52.22	54.94	46.15	0.00	0.10	0.10	65,925.44

Area Source Changes to Defaults

The number of persons per household for consumer product use changed from 3 persons to 3.09 persons

Operational Unmitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Winter Pounds Per Day, Unmitigated

Source	ROG	NOX	CO	SO2	PM10	PM25	CO2
Medical office building	46.48	71.51	498.17	0.46	90.67	17.64	48,687.44
Regional Post Office	20.74	28.97	201.19	0.19	36.75	7.15	19,718.60
Post Office	17.32	27.24	189.20	0.17	34.56	6.72	18,543.93
Commercial Office	374.82	558.68	3,880.50	3.58	708.87	137.91	380,334.37
TOTALS (lbs/day, unmitigated)	459.36	686.40	4,769.06	4.40	870.85	169.42	467,284.34

Operational Settings:

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Does not include correction for passby trips

Does not include double counting adjustment for internal trips

Analysis Year: 2010 Temperature (F): 60 Season: Winter

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Medical office building		10.88	1000 sq ft	412.29	4,485.72	52,482.87
Regional Post Office		2.38	1000 sq ft	764.00	1,818.32	21,274.34
Post Office		34.20	1000 sq ft	50.00	1,710.00	20,007.00
Commercial Office		5.00	1000 sq ft	7,014.39	35,071.95	410,341.82
					43,085.99	504,106.03

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	51.7	1.2	98.6	0.2
Light Truck < 3750 lbs	7.3	2.7	94.6	2.7
Light Truck 3751-5750 lbs	22.9	0.4	99.6	0.0
Med Truck 5751-8500 lbs	10.6	0.9	99.1	0.0
Lite-Heavy Truck 8501-10,000 lbs	1.6	0.0	81.2	18.8
Lite-Heavy Truck 10,001-14,000 lbs	0.5	0.0	60.0	40.0
Med-Heavy Truck 14,001-33,000 lbs	0.9	0.0	22.2	77.8
Heavy-Heavy Truck 33,001-60,000 lbs	0.5	0.0	0.0	100.0
Other Bus	0.1	0.0	0.0	100.0
Urban Bus	0.1	0.0	0.0	100.0

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Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Motorcycle	2.8	67.9	32.1	0.0
School Bus	0.1	0.0	0.0	100.0
Motor Home	0.9	0.0	88.9	11.1

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	11.7	11.7	11.7	11.7	11.7	11.7
Rural Trip Length (miles)	17.6	12.1	14.9	15.4	9.6	12.6
Trip speeds (mph)	30.0	30.0	30.0	30.0	30.0	30.0
% of Trips - Residential	32.9	18.0	49.1			
% of Trips - Commercial (by land use)						
Medical office building				7.0	3.5	89.5
Regional Post Office				2.0	1.0	97.0
Post Office				2.0	1.0	97.0
Commercial Office				2.0	1.0	97.0

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Urbemis 2007 Version 9.2.4

Combined Summer Emissions Reports (Pounds/Day)

File Name: C:\Documents and Settings\rmamaghani\Application Data\Urbemis\Version9a\Projects\112.23 Ex. GP Recreation.urb924

Project Name: 112-23 Existing General Plan Recreational

Project Location: South Coast AQMD

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	325.84	0.06	4.64	0.00	0.02	0.02	8.43

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	1,214.06	1,847.18	16,199.14	17.15	2,826.04	549.81	1,675,106.19

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	1,539.90	1,847.24	16,203.78	17.15	2,826.06	549.83	1,675,114.62

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Area Source Unmitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

Source	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
Natural Gas	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hearth - No Summer Emissions							
Landscape	0.37	0.06	4.64	0.00	0.02	0.02	8.43
Consumer Products	0.00						
Architectural Coatings	325.47						
TOTALS (lbs/day, unmitigated)	325.84	0.06	4.64	0.00	0.02	0.02	8.43

Area Source Changes to Defaults

The number of persons per household for consumer product use changed from 3 persons to 3.09 persons

Operational Unmitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

Source	ROG	NOX	CO	SO2	PM10	PM25	CO2
Golf Course	1,149.58	1,762.34	15,455.13	16.37	2,696.24	524.55	1,598,170.28
Developed Park	42.00	58.65	514.32	0.54	89.73	17.46	53,184.68
Undeveloped Park	22.48	26.19	229.69	0.24	40.07	7.80	23,751.23
TOTALS (lbs/day, unmitigated)	1,214.06	1,847.18	16,199.14	17.15	2,826.04	549.81	1,675,106.19

Operational Settings:

Does not include correction for passby trips

4/21/2009 1:38:10 PM

Does not include double counting adjustment for internal trips

Analysis Year: 2010 Temperature (F): 80 Season: Summer

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Golf Course		108.19	acres	1,233.00	133,398.27	1,560,759.77
Developed Park		7.96	acres	557.70	4,439.29	51,939.72
Undeveloped Park		2.60	acres	762.50	1,982.50	23,195.25
					139,820.06	1,635,894.74

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	51.7	1.2	98.6	0.2
Light Truck < 3750 lbs	7.3	2.7	94.6	2.7
Light Truck 3751-5750 lbs	22.9	0.4	99.6	0.0
Med Truck 5751-8500 lbs	10.6	0.9	99.1	0.0
Lite-Heavy Truck 8501-10,000 lbs	1.6	0.0	81.2	18.8
Lite-Heavy Truck 10,001-14,000 lbs	0.5	0.0	60.0	40.0
Med-Heavy Truck 14,001-33,000 lbs	0.9	0.0	22.2	77.8
Heavy-Heavy Truck 33,001-60,000 lbs	0.5	0.0	0.0	100.0
Other Bus	0.1	0.0	0.0	100.0
Urban Bus	0.1	0.0	0.0	100.0
Motorcycle	2.8	67.9	32.1	0.0
School Bus	0.1	0.0	0.0	100.0

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Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Motor Home	0.9	0.0	88.9	11.1

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	11.7	11.7	11.7	11.7	11.7	11.7
Rural Trip Length (miles)	17.6	12.1	14.9	15.4	9.6	12.6
Trip speeds (mph)	30.0	30.0	30.0	30.0	30.0	30.0
% of Trips - Residential	32.9	18.0	49.1			
% of Trips - Commercial (by land use)						
Golf Course				2.0	1.0	97.0
Developed Park				2.0	1.0	97.0
Undeveloped Park				2.0	1.0	97.0

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Urbemis 2007 Version 9.2.4

Combined Winter Emissions Reports (Pounds/Day)

File Name: C:\Documents and Settings\rmamaghani\Application Data\Urbemis\Version9a\Projects\112.23 Ex. GP Recreation.urb924

Project Name: 112-23 Existing General Plan Recreational

Project Location: South Coast AQMD

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	325.47	0.00	0.00	0.00	0.00	0.00	0.00

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	1,411.47	2,227.29	15,470.23	14.26	2,826.04	549.81	1,516,265.14

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	1,736.94	2,227.29	15,470.23	14.26	2,826.04	549.81	1,516,265.14

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Area Source Unmitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Winter Pounds Per Day, Unmitigated

Source	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
Natural Gas	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hearth	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping - No Winter Emissions							
Consumer Products	0.00						
Architectural Coatings	325.47						
TOTALS (lbs/day, unmitigated)	325.47	0.00	0.00	0.00	0.00	0.00	0.00

Area Source Changes to Defaults

The number of persons per household for consumer product use changed from 3 persons to 3.09 persons

Operational Unmitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Winter Pounds Per Day, Unmitigated

Source	ROG	NOX	CO	SO2	PM10	PM25	CO2
Golf Course	1,342.72	2,124.99	14,759.70	13.61	2,696.24	524.55	1,446,624.64
Developed Park	46.37	70.72	491.18	0.45	89.73	17.46	48,141.47
Undeveloped Park	22.38	31.58	219.35	0.20	40.07	7.80	21,499.03
TOTALS (lbs/day, unmitigated)	1,411.47	2,227.29	15,470.23	14.26	2,826.04	549.81	1,516,265.14

Operational Settings:

Does not include correction for passby trips

4/21/2009 1:38:49 PM

Does not include double counting adjustment for internal trips

Analysis Year: 2010 Temperature (F): 60 Season: Winter

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Golf Course		108.19	acres	1,233.00	133,398.27	1,560,759.77
Developed Park		7.96	acres	557.70	4,439.29	51,939.72
Undeveloped Park		2.60	acres	762.50	1,982.50	23,195.25
					139,820.06	1,635,894.74

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	51.7	1.2	98.6	0.2
Light Truck < 3750 lbs	7.3	2.7	94.6	2.7
Light Truck 3751-5750 lbs	22.9	0.4	99.6	0.0
Med Truck 5751-8500 lbs	10.6	0.9	99.1	0.0
Lite-Heavy Truck 8501-10,000 lbs	1.6	0.0	81.2	18.8
Lite-Heavy Truck 10,001-14,000 lbs	0.5	0.0	60.0	40.0
Med-Heavy Truck 14,001-33,000 lbs	0.9	0.0	22.2	77.8
Heavy-Heavy Truck 33,001-60,000 lbs	0.5	0.0	0.0	100.0
Other Bus	0.1	0.0	0.0	100.0
Urban Bus	0.1	0.0	0.0	100.0
Motorcycle	2.8	67.9	32.1	0.0
School Bus	0.1	0.0	0.0	100.0

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Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Motor Home	0.9	0.0	88.9	11.1

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	11.7	11.7	11.7	11.7	11.7	11.7
Rural Trip Length (miles)	17.6	12.1	14.9	15.4	9.6	12.6
Trip speeds (mph)	30.0	30.0	30.0	30.0	30.0	30.0
% of Trips - Residential	32.9	18.0	49.1			
% of Trips - Commercial (by land use)						
Golf Course				2.0	1.0	97.0
Developed Park				2.0	1.0	97.0
Undeveloped Park				2.0	1.0	97.0

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Urbemis 2007 Version 9.2.4

Combined Summer Emissions Reports (Pounds/Day)

File Name: C:\Documents and Settings\rmamaghani\Application Data\Urbemis\Version9a\Projects\112.23 Constr Ex GP Ind'l.urb924

Project Name: 112-23 Construction Emissions Industrial Existing General Plan

Project Location: South Coast AQMD

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

CONSTRUCTION EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5	CO2
2010 TOTALS (lbs/day unmitigated)	537.94	3,917.09	5,027.69	8.63	14,614.03	167.27	14,781.30	3,056.70	153.00	3,209.69	920,113.09
2011 TOTALS (lbs/day unmitigated)	505.89	3,549.41	4,669.75	8.63	14,614.03	150.54	14,764.57	3,056.70	137.58	3,194.28	920,051.10
2012 TOTALS (lbs/day unmitigated)	475.11	3,190.40	4,330.51	8.63	14,614.03	134.82	14,748.84	3,056.70	123.09	3,179.79	920,004.29
2013 TOTALS (lbs/day unmitigated)	445.99	2,845.70	4,005.47	8.63	14,614.03	119.90	14,733.93	3,056.70	109.31	3,166.00	919,984.22
2014 TOTALS (lbs/day unmitigated)	417.81	2,521.74	3,710.03	8.63	14,614.03	106.92	14,720.95	3,056.70	97.38	3,154.07	919,965.89
2015 TOTALS (lbs/day unmitigated)	391.25	2,226.45	3,435.48	8.63	14,614.03	94.91	14,708.93	3,056.70	86.31	3,143.00	919,958.05
2016 TOTALS (lbs/day unmitigated)	369.17	1,981.58	3,199.15	8.63	14,614.03	85.25	14,699.28	3,056.70	77.42	3,134.11	919,932.50

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2017 TOTALS (lbs/day unmitigated)	349.92	1,774.03	2,981.79	8.63	14,614.03	76.77	14,690.79	3,056.70	69.61	3,126.31	919,923.13
2018 TOTALS (lbs/day unmitigated)	332.37	1,596.95	2,785.06	8.63	14,614.03	69.76	14,683.79	3,056.70	63.15	3,119.84	919,923.31
2019 TOTALS (lbs/day unmitigated)	317.42	1,445.38	2,605.37	8.63	14,614.03	63.60	14,677.63	3,056.70	57.48	3,114.18	919,929.75
2020 TOTALS (lbs/day unmitigated)	303.47	1,316.00	2,440.46	8.63	14,614.03	58.61	14,672.64	3,056.70	52.89	3,109.58	919,938.94
2021 TOTALS (lbs/day unmitigated)	264.02	982.18	1,851.59	8.62	14,614.03	46.94	14,660.96	3,056.70	42.16	3,098.85	919,996.14
2022 TOTALS (lbs/day unmitigated)	264.02	982.18	1,851.59	8.62	14,614.03	46.94	14,660.96	3,056.70	42.16	3,098.85	919,996.14
2023 TOTALS (lbs/day unmitigated)	264.02	982.18	1,851.59	8.62	14,614.03	46.94	14,660.96	3,056.70	42.16	3,098.85	919,996.14
2024 TOTALS (lbs/day unmitigated)	264.02	982.18	1,851.59	8.62	14,614.03	46.94	14,660.96	3,056.70	42.16	3,098.85	919,996.14
2025 TOTALS (lbs/day unmitigated)	264.02	982.18	1,851.59	8.62	14,614.03	46.94	14,660.96	3,056.70	42.16	3,098.85	919,996.14
2026 TOTALS (lbs/day unmitigated)	245.58	858.78	1,545.33	8.62	14,614.03	42.86	14,656.89	3,056.70	38.42	3,095.12	920,063.93
2027 TOTALS (lbs/day unmitigated)	245.58	858.78	1,545.33	8.62	14,614.03	42.86	14,656.89	3,056.70	38.42	3,095.12	920,063.93
2028 TOTALS (lbs/day unmitigated)	245.58	858.78	1,545.33	8.62	14,614.03	42.86	14,656.89	3,056.70	38.42	3,095.12	920,063.93

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2029 TOTALS (lbs/day unmitigated)	245.58	858.78	1,545.33	8.62	14,614.03	42.86	14,656.89	3,056.70	38.42	3,095.12	920,063.93
2030 TOTALS (lbs/day unmitigated)	245.58	858.78	1,545.33	8.62	14,614.03	42.86	14,656.89	3,056.70	38.42	3,095.12	920,063.93

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Urbemis 2007 Version 9.2.4

Combined Winter Emissions Reports (Pounds/Day)

File Name: C:\Documents and Settings\rmamaghani\Application Data\Urbemis\Version9a\Projects\112.23 Constr Ex GP Ind'l.urb924

Project Name: 112-23 Construction Emissions Industrial Existing General Plan

Project Location: South Coast AQMD

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

CONSTRUCTION EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5	CO2
2010 TOTALS (lbs/day unmitigated)	537.94	3,917.09	5,027.69	8.63	14,614.03	167.27	14,781.30	3,056.70	153.00	3,209.69	920,113.09
2011 TOTALS (lbs/day unmitigated)	505.89	3,549.41	4,669.75	8.63	14,614.03	150.54	14,764.57	3,056.70	137.58	3,194.28	920,051.10
2012 TOTALS (lbs/day unmitigated)	475.11	3,190.40	4,330.51	8.63	14,614.03	134.82	14,748.84	3,056.70	123.09	3,179.79	920,004.29
2013 TOTALS (lbs/day unmitigated)	445.99	2,845.70	4,005.47	8.63	14,614.03	119.90	14,733.93	3,056.70	109.31	3,166.00	919,984.22
2014 TOTALS (lbs/day unmitigated)	417.81	2,521.74	3,710.03	8.63	14,614.03	106.92	14,720.95	3,056.70	97.38	3,154.07	919,965.89
2015 TOTALS (lbs/day unmitigated)	391.25	2,226.45	3,435.48	8.63	14,614.03	94.91	14,708.93	3,056.70	86.31	3,143.00	919,958.05
2016 TOTALS (lbs/day unmitigated)	369.17	1,981.58	3,199.15	8.63	14,614.03	85.25	14,699.28	3,056.70	77.42	3,134.11	919,932.50

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2017 TOTALS (lbs/day unmitigated)	349.92	1,774.03	2,981.79	8.63	14,614.03	76.77	14,690.79	3,056.70	69.61	3,126.31	919,923.13
2018 TOTALS (lbs/day unmitigated)	332.37	1,596.95	2,785.06	8.63	14,614.03	69.76	14,683.79	3,056.70	63.15	3,119.84	919,923.31
2019 TOTALS (lbs/day unmitigated)	317.42	1,445.38	2,605.37	8.63	14,614.03	63.60	14,677.63	3,056.70	57.48	3,114.18	919,929.75
2020 TOTALS (lbs/day unmitigated)	303.47	1,316.00	2,440.46	8.63	14,614.03	58.61	14,672.64	3,056.70	52.89	3,109.58	919,938.94
2021 TOTALS (lbs/day unmitigated)	264.02	982.18	1,851.59	8.62	14,614.03	46.94	14,660.96	3,056.70	42.16	3,098.85	919,996.14
2022 TOTALS (lbs/day unmitigated)	264.02	982.18	1,851.59	8.62	14,614.03	46.94	14,660.96	3,056.70	42.16	3,098.85	919,996.14
2023 TOTALS (lbs/day unmitigated)	264.02	982.18	1,851.59	8.62	14,614.03	46.94	14,660.96	3,056.70	42.16	3,098.85	919,996.14
2024 TOTALS (lbs/day unmitigated)	264.02	982.18	1,851.59	8.62	14,614.03	46.94	14,660.96	3,056.70	42.16	3,098.85	919,996.14
2025 TOTALS (lbs/day unmitigated)	264.02	982.18	1,851.59	8.62	14,614.03	46.94	14,660.96	3,056.70	42.16	3,098.85	919,996.14
2026 TOTALS (lbs/day unmitigated)	245.58	858.78	1,545.33	8.62	14,614.03	42.86	14,656.89	3,056.70	38.42	3,095.12	920,063.93
2027 TOTALS (lbs/day unmitigated)	245.58	858.78	1,545.33	8.62	14,614.03	42.86	14,656.89	3,056.70	38.42	3,095.12	920,063.93
2028 TOTALS (lbs/day unmitigated)	245.58	858.78	1,545.33	8.62	14,614.03	42.86	14,656.89	3,056.70	38.42	3,095.12	920,063.93

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2029 TOTALS (lbs/day unmitigated)	245.58	858.78	1,545.33	8.62	14,614.03	42.86	14,656.89	3,056.70	38.42	3,095.12	920,063.93
2030 TOTALS (lbs/day unmitigated)	245.58	858.78	1,545.33	8.62	14,614.03	42.86	14,656.89	3,056.70	38.42	3,095.12	920,063.93

Construction Air Emissions

for Existing General Plan and Area Plan

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Urbemis 2007 Version 9.2.4

Combined Summer Emissions Reports (Pounds/Day)

File Name: Z:\Alan Sako\112.23 OVOV\112-23 URBEMIS FILES\112.23 Const OVOV Comm'l.urb924
Project Name: 112-23 OVOV Construction Emissions Commercial

Project Location: South Coast AQMD
On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006
Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:
CONSTRUCTION EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5
2010 TOTALS (lbs/day unmitigated)	150.79	665.81	1,173.27	1.30	6,564.35	30.77	6,595.13	1,371.72	28.05	1,399.77
2010 TOTALS (lbs/day mitigated)	150.79	665.81	1,173.27	1.30	1,169.16	30.77	1,199.93	244.99	28.05	273.03
2011 TOTALS (lbs/day unmitigated)	144.14	617.73	1,095.38	1.30	6,564.35	28.35	6,592.71	1,371.72	25.82	1,397.54
2011 TOTALS (lbs/day mitigated)	144.14	617.73	1,095.38	1.30	1,169.16	28.35	1,197.51	244.99	25.82	270.80
2012 TOTALS (lbs/day unmitigated)	138.22	571.11	1,022.66	1.30	6,564.35	26.18	6,590.54	1,371.72	23.81	1,395.53
2012 TOTALS (lbs/day mitigated)	138.22	571.11	1,022.66	1.30	1,169.16	26.18	1,195.34	244.99	23.81	268.80
2013 TOTALS (lbs/day unmitigated)	133.22	526.97	953.89	1.30	6,564.35	24.22	6,588.58	1,371.72	21.99	1,393.71
2013 TOTALS (lbs/day mitigated)	133.22	526.97	953.89	1.30	1,169.16	24.22	1,193.38	244.99	21.99	266.98
2014 TOTALS (lbs/day unmitigated)	127.94	482.50	892.48	1.30	6,564.35	22.35	6,586.71	1,371.72	20.27	1,391.99
2014 TOTALS (lbs/day mitigated)	127.94	482.50	892.48	1.30	1,169.16	22.35	1,191.51	244.99	20.27	265.26
2015 TOTALS (lbs/day unmitigated)	122.69	438.79	834.77	1.30	6,564.35	20.64	6,585.00	1,371.72	18.70	1,390.42
2015 TOTALS (lbs/day mitigated)	122.69	438.79	834.77	1.30	1,169.16	20.64	1,189.80	244.99	18.70	263.69
2016 TOTALS (lbs/day unmitigated)	118.12	400.10	784.29	1.30	6,564.35	19.04	6,583.40	1,371.72	17.23	1,388.95
2016 TOTALS (lbs/day mitigated)	118.12	400.10	784.29	1.30	1,169.16	19.04	1,188.20	244.99	17.23	262.21
2017 TOTALS (lbs/day unmitigated)	114.06	364.51	736.27	1.30	6,564.35	17.47	6,581.82	1,371.72	15.78	1,387.50
2017 TOTALS (lbs/day mitigated)	114.06	364.51	736.27	1.30	1,169.16	17.47	1,186.63	244.99	15.78	260.76
2018 TOTALS (lbs/day unmitigated)	109.91	331.97	692.67	1.30	6,564.35	16.03	6,580.38	1,371.72	14.44	1,386.16
2018 TOTALS (lbs/day mitigated)	109.91	331.97	692.67	1.30	1,169.16	16.03	1,185.19	244.99	14.44	259.43
2019 TOTALS (lbs/day unmitigated)	106.58	302.76	652.09	1.30	6,564.35	14.64	6,578.99	1,371.72	13.16	1,384.88
2019 TOTALS (lbs/day mitigated)	106.58	302.76	652.09	1.30	1,169.16	14.64	1,183.80	244.99	13.16	258.15

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Combined Summer Emissions Reports (Pounds/Day)

File Name: Z:\Alan Sako\112.23 OVOV\112-23 URBEMIS FILES\112.23 Const OVOV Comm'l.urb924

Project Name: 112-23 OVOV Construction Emissions Commercial

2020 TOTALS (lbs/day unmitigated)	103.00	276.32	614.48	1.30	6,564.35	13.49	6,577.84	1,371.72	12.11	1,383.83
2020 TOTALS (lbs/day mitigated)	103.00	276.32	614.48	1.30	1,169.16	13.49	1,182.65	244.99	12.11	257.09
2021 TOTALS (lbs/day unmitigated)	97.55	253.02	485.59	1.30	6,564.35	12.88	6,577.23	1,371.72	11.54	1,383.26
2021 TOTALS (lbs/day mitigated)	97.55	253.02	485.59	1.30	1,169.16	12.88	1,182.04	244.99	11.54	256.53
2022 TOTALS (lbs/day unmitigated)	97.55	253.02	485.59	1.30	6,564.35	12.88	6,577.23	1,371.72	11.54	1,383.26
2022 TOTALS (lbs/day mitigated)	97.55	253.02	485.59	1.30	1,169.16	12.88	1,182.04	244.99	11.54	256.53
2023 TOTALS (lbs/day unmitigated)	97.55	253.02	485.59	1.30	6,564.35	12.88	6,577.23	1,371.72	11.54	1,383.26
2023 TOTALS (lbs/day mitigated)	97.55	253.02	485.59	1.30	1,169.16	12.88	1,182.04	244.99	11.54	256.53
2024 TOTALS (lbs/day unmitigated)	97.55	253.02	485.59	1.30	6,564.35	12.88	6,577.23	1,371.72	11.54	1,383.26
2024 TOTALS (lbs/day mitigated)	97.55	253.02	485.59	1.30	1,169.16	12.88	1,182.04	244.99	11.54	256.53
2025 TOTALS (lbs/day unmitigated)	97.55	253.02	485.59	1.30	6,564.35	12.88	6,577.23	1,371.72	11.54	1,383.26
2025 TOTALS (lbs/day mitigated)	97.55	253.02	485.59	1.30	1,169.16	12.88	1,182.04	244.99	11.54	256.53
2026 TOTALS (lbs/day unmitigated)	94.55	243.21	415.73	1.30	6,564.35	12.66	6,577.02	1,371.72	11.35	1,383.07
2026 TOTALS (lbs/day mitigated)	94.55	243.21	415.73	1.30	1,169.16	12.66	1,181.82	244.99	11.35	256.33
2027 TOTALS (lbs/day unmitigated)	94.55	243.21	415.73	1.30	6,564.35	12.66	6,577.02	1,371.72	11.35	1,383.07
2027 TOTALS (lbs/day mitigated)	94.55	243.21	415.73	1.30	1,169.16	12.66	1,181.82	244.99	11.35	256.33
2028 TOTALS (lbs/day unmitigated)	94.55	243.21	415.73	1.30	6,564.35	12.66	6,577.02	1,371.72	11.35	1,383.07
2028 TOTALS (lbs/day mitigated)	94.55	243.21	415.73	1.30	1,169.16	12.66	1,181.82	244.99	11.35	256.33
2029 TOTALS (lbs/day unmitigated)	94.55	243.21	415.73	1.30	6,564.35	12.66	6,577.02	1,371.72	11.35	1,383.07
2029 TOTALS (lbs/day mitigated)	94.55	243.21	415.73	1.30	1,169.16	12.66	1,181.82	244.99	11.35	256.33
2030 TOTALS (lbs/day unmitigated)	94.55	243.21	415.73	1.30	6,564.35	12.66	6,577.02	1,371.72	11.35	1,383.07
2030 TOTALS (lbs/day mitigated)	94.55	243.21	415.73	1.30	1,169.16	12.66	1,181.82	244.99	11.35	256.33

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Urbemis 2007 Version 9.2.4

Combined Winter Emissions Reports (Pounds/Day)

File Name: Z:\Alan Sako\112.23 OVOV\112-23 URBEMIS FILES\112.23 Const OVOV Comm'l.urb924
Project Name: 112-23 OVOV Construction Emissions Commercial

Project Location: South Coast AQMD
On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006
Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:
CONSTRUCTION EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5
2010 TOTALS (lbs/day unmitigated)	150.79	665.81	1,173.27	1.30	6,564.35	30.77	6,595.13	1,371.72	28.05	1,399.77
2010 TOTALS (lbs/day mitigated)	150.79	665.81	1,173.27	1.30	1,169.16	30.77	1,199.93	244.99	28.05	273.03
2011 TOTALS (lbs/day unmitigated)	144.14	617.73	1,095.38	1.30	6,564.35	28.35	6,592.71	1,371.72	25.82	1,397.54
2011 TOTALS (lbs/day mitigated)	144.14	617.73	1,095.38	1.30	1,169.16	28.35	1,197.51	244.99	25.82	270.80
2012 TOTALS (lbs/day unmitigated)	138.22	571.11	1,022.66	1.30	6,564.35	26.18	6,590.54	1,371.72	23.81	1,395.53
2012 TOTALS (lbs/day mitigated)	138.22	571.11	1,022.66	1.30	1,169.16	26.18	1,195.34	244.99	23.81	268.80
2013 TOTALS (lbs/day unmitigated)	133.22	526.97	953.89	1.30	6,564.35	24.22	6,588.58	1,371.72	21.99	1,393.71
2013 TOTALS (lbs/day mitigated)	133.22	526.97	953.89	1.30	1,169.16	24.22	1,193.38	244.99	21.99	266.98
2014 TOTALS (lbs/day unmitigated)	127.94	482.50	892.48	1.30	6,564.35	22.35	6,586.71	1,371.72	20.27	1,391.99
2014 TOTALS (lbs/day mitigated)	127.94	482.50	892.48	1.30	1,169.16	22.35	1,191.51	244.99	20.27	265.26
2015 TOTALS (lbs/day unmitigated)	122.69	438.79	834.77	1.30	6,564.35	20.64	6,585.00	1,371.72	18.70	1,390.42
2015 TOTALS (lbs/day mitigated)	122.69	438.79	834.77	1.30	1,169.16	20.64	1,189.80	244.99	18.70	263.69
2016 TOTALS (lbs/day unmitigated)	118.12	400.10	784.29	1.30	6,564.35	19.04	6,583.40	1,371.72	17.23	1,388.95
2016 TOTALS (lbs/day mitigated)	118.12	400.10	784.29	1.30	1,169.16	19.04	1,188.20	244.99	17.23	262.21
2017 TOTALS (lbs/day unmitigated)	114.06	364.51	736.27	1.30	6,564.35	17.47	6,581.82	1,371.72	15.78	1,387.50
2017 TOTALS (lbs/day mitigated)	114.06	364.51	736.27	1.30	1,169.16	17.47	1,186.63	244.99	15.78	260.76
2018 TOTALS (lbs/day unmitigated)	109.91	331.97	692.67	1.30	6,564.35	16.03	6,580.38	1,371.72	14.44	1,386.16
2018 TOTALS (lbs/day mitigated)	109.91	331.97	692.67	1.30	1,169.16	16.03	1,185.19	244.99	14.44	259.43
2019 TOTALS (lbs/day unmitigated)	106.58	302.76	652.09	1.30	6,564.35	14.64	6,578.99	1,371.72	13.16	1,384.88
2019 TOTALS (lbs/day mitigated)	106.58	302.76	652.09	1.30	1,169.16	14.64	1,183.80	244.99	13.16	258.15

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Urbemis 2007 Version 9.2.4

Combined Winter Emissions Reports (Pounds/Day)

File Name: Z:\Alan Sako\112.23 OVOV\112-23 URBEMIS FILES\112.23 Const OVOV Comm'l.urb924

Project Name: 112-23 OVOV Construction Emissions Commercial

2020 TOTALS (lbs/day unmitigated)	103.00	276.32	614.48	1.30	6,564.35	13.49	6,577.84	1,371.72	12.11	1,383.83
2020 TOTALS (lbs/day mitigated)	103.00	276.32	614.48	1.30	1,169.16	13.49	1,182.65	244.99	12.11	257.09
2021 TOTALS (lbs/day unmitigated)	97.55	253.02	485.59	1.30	6,564.35	12.88	6,577.23	1,371.72	11.54	1,383.26
2021 TOTALS (lbs/day mitigated)	97.55	253.02	485.59	1.30	1,169.16	12.88	1,182.04	244.99	11.54	256.53
2022 TOTALS (lbs/day unmitigated)	97.55	253.02	485.59	1.30	6,564.35	12.88	6,577.23	1,371.72	11.54	1,383.26
2022 TOTALS (lbs/day mitigated)	97.55	253.02	485.59	1.30	1,169.16	12.88	1,182.04	244.99	11.54	256.53
2023 TOTALS (lbs/day unmitigated)	97.55	253.02	485.59	1.30	6,564.35	12.88	6,577.23	1,371.72	11.54	1,383.26
2023 TOTALS (lbs/day mitigated)	97.55	253.02	485.59	1.30	1,169.16	12.88	1,182.04	244.99	11.54	256.53
2024 TOTALS (lbs/day unmitigated)	97.55	253.02	485.59	1.30	6,564.35	12.88	6,577.23	1,371.72	11.54	1,383.26
2024 TOTALS (lbs/day mitigated)	97.55	253.02	485.59	1.30	1,169.16	12.88	1,182.04	244.99	11.54	256.53
2025 TOTALS (lbs/day unmitigated)	97.55	253.02	485.59	1.30	6,564.35	12.88	6,577.23	1,371.72	11.54	1,383.26
2025 TOTALS (lbs/day mitigated)	97.55	253.02	485.59	1.30	1,169.16	12.88	1,182.04	244.99	11.54	256.53
2026 TOTALS (lbs/day unmitigated)	94.55	243.21	415.73	1.30	6,564.35	12.66	6,577.02	1,371.72	11.35	1,383.07
2026 TOTALS (lbs/day mitigated)	94.55	243.21	415.73	1.30	1,169.16	12.66	1,181.82	244.99	11.35	256.33
2027 TOTALS (lbs/day unmitigated)	94.55	243.21	415.73	1.30	6,564.35	12.66	6,577.02	1,371.72	11.35	1,383.07
2027 TOTALS (lbs/day mitigated)	94.55	243.21	415.73	1.30	1,169.16	12.66	1,181.82	244.99	11.35	256.33
2028 TOTALS (lbs/day unmitigated)	94.55	243.21	415.73	1.30	6,564.35	12.66	6,577.02	1,371.72	11.35	1,383.07
2028 TOTALS (lbs/day mitigated)	94.55	243.21	415.73	1.30	1,169.16	12.66	1,181.82	244.99	11.35	256.33
2029 TOTALS (lbs/day unmitigated)	94.55	243.21	415.73	1.30	6,564.35	12.66	6,577.02	1,371.72	11.35	1,383.07
2029 TOTALS (lbs/day mitigated)	94.55	243.21	415.73	1.30	1,169.16	12.66	1,181.82	244.99	11.35	256.33
2030 TOTALS (lbs/day unmitigated)	94.55	243.21	415.73	1.30	6,564.35	12.66	6,577.02	1,371.72	11.35	1,383.07
2030 TOTALS (lbs/day mitigated)	94.55	243.21	415.73	1.30	1,169.16	12.66	1,181.82	244.99	11.35	256.33

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Urbemis 2007 Version 9.2.4

Combined Summer Emissions Reports (Pounds/Day)

File Name: Z:\Alan Sako\112.23 OVOV\112-23 URBEMIS FILES\112.23 Const OVOV Ind'l.urb924
Project Name: 112-23 OVOV Construction Emissions Industrial

Project Location: South Coast AQMD
On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006
Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:
CONSTRUCTION EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5
2010 TOTALS (lbs/day unmitigated)	461.90	3,201.21	4,139.35	6.89	13,612.73	137.07	13,749.81	2,846.64	125.27	2,971.90
2010 TOTALS (lbs/day mitigated)	461.90	3,201.21	4,139.35	6.89	2,437.37	137.07	2,574.44	512.77	125.27	638.04
2011 TOTALS (lbs/day unmitigated)	435.28	2,904.24	3,846.05	6.89	13,612.73	123.50	13,736.23	2,846.64	112.76	2,959.40
2011 TOTALS (lbs/day mitigated)	435.28	2,904.24	3,846.05	6.89	2,437.37	123.50	2,560.87	512.77	112.76	625.53
2012 TOTALS (lbs/day unmitigated)	409.81	2,614.32	3,568.21	6.89	13,612.73	110.76	13,723.49	2,846.64	101.02	2,947.66
2012 TOTALS (lbs/day mitigated)	409.81	2,614.32	3,568.21	6.89	2,437.37	110.76	2,548.13	512.77	101.02	613.79
2013 TOTALS (lbs/day unmitigated)	385.88	2,336.09	3,302.06	6.89	13,612.73	98.70	13,711.44	2,846.64	89.87	2,936.51
2013 TOTALS (lbs/day mitigated)	385.88	2,336.09	3,302.06	6.89	2,437.37	98.70	2,536.07	512.77	89.87	602.65
2014 TOTALS (lbs/day unmitigated)	362.59	2,073.83	3,060.28	6.89	13,612.73	88.14	13,700.88	2,846.64	80.16	2,926.80
2014 TOTALS (lbs/day mitigated)	362.59	2,073.83	3,060.28	6.89	2,437.37	88.14	2,525.51	512.77	80.16	592.94
2015 TOTALS (lbs/day unmitigated)	340.59	1,834.06	2,835.39	6.89	13,612.73	78.40	13,691.13	2,846.64	71.18	2,917.82
2015 TOTALS (lbs/day mitigated)	340.59	1,834.06	2,835.39	6.89	2,437.37	78.40	2,515.77	512.77	71.18	583.96
2016 TOTALS (lbs/day unmitigated)	322.23	1,634.65	2,641.59	6.89	13,612.73	70.52	13,683.26	2,846.64	63.94	2,910.57
2016 TOTALS (lbs/day mitigated)	322.23	1,634.65	2,641.59	6.89	2,437.37	70.52	2,507.89	512.77	63.94	576.71
2017 TOTALS (lbs/day unmitigated)	306.19	1,464.97	2,463.06	6.89	13,612.73	63.56	13,676.29	2,846.64	57.53	2,904.16
2017 TOTALS (lbs/day mitigated)	306.19	1,464.97	2,463.06	6.89	2,437.37	63.56	2,500.93	512.77	57.53	570.30
2018 TOTALS (lbs/day unmitigated)	291.47	1,319.69	2,301.46	6.89	13,612.73	57.77	13,670.51	2,846.64	52.18	2,898.82
2018 TOTALS (lbs/day mitigated)	291.47	1,319.69	2,301.46	6.89	2,437.37	57.77	2,495.14	512.77	52.18	564.96
2019 TOTALS (lbs/day unmitigated)	278.94	1,195.02	2,153.71	6.89	13,612.73	52.65	13,665.39	2,846.64	47.47	2,894.11

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Urbemis 2007 Version 9.2.4

Combined Summer Emissions Reports (Pounds/Day)

File Name: Z:\Alan Sako\112.23 OVOV\112-23 URBEMIS FILES\112.23 Const OVOV Ind'l.urb924

Project Name: 112-23 OVOV Construction Emissions Industrial

2019 TOTALS (lbs/day mitigated)	278.94	1,195.02	2,153.71	6.89	2,437.37	52.65	2,490.02	512.77	47.47	560.25
2020 TOTALS (lbs/day unmitigated)	267.20	1,088.24	2,018.08	6.89	13,612.73	48.51	13,661.25	2,846.64	43.66	2,890.30
2020 TOTALS (lbs/day mitigated)	267.20	1,088.24	2,018.08	6.89	2,437.37	48.51	2,485.88	512.77	43.66	556.44
2021 TOTALS (lbs/day unmitigated)	234.93	823.42	1,535.53	6.88	13,612.73	39.29	13,652.02	2,846.64	35.19	2,881.82
2021 TOTALS (lbs/day mitigated)	234.93	823.42	1,535.53	6.88	2,437.37	39.29	2,476.66	512.77	35.19	547.96
2022 TOTALS (lbs/day unmitigated)	234.93	823.42	1,535.53	6.88	13,612.73	39.29	13,652.02	2,846.64	35.19	2,881.82
2022 TOTALS (lbs/day mitigated)	234.93	823.42	1,535.53	6.88	2,437.37	39.29	2,476.66	512.77	35.19	547.96
2023 TOTALS (lbs/day unmitigated)	234.93	823.42	1,535.53	6.88	13,612.73	39.29	13,652.02	2,846.64	35.19	2,881.82
2023 TOTALS (lbs/day mitigated)	234.93	823.42	1,535.53	6.88	2,437.37	39.29	2,476.66	512.77	35.19	547.96
2024 TOTALS (lbs/day unmitigated)	234.93	823.42	1,535.53	6.88	13,612.73	39.29	13,652.02	2,846.64	35.19	2,881.82
2024 TOTALS (lbs/day mitigated)	234.93	823.42	1,535.53	6.88	2,437.37	39.29	2,476.66	512.77	35.19	547.96
2025 TOTALS (lbs/day unmitigated)	234.93	823.42	1,535.53	6.88	13,612.73	39.29	13,652.02	2,846.64	35.19	2,881.82
2025 TOTALS (lbs/day mitigated)	234.93	823.42	1,535.53	6.88	2,437.37	39.29	2,476.66	512.77	35.19	547.96
2026 TOTALS (lbs/day unmitigated)	219.70	725.29	1,283.90	6.88	13,612.73	36.07	13,648.80	2,846.64	32.24	2,878.87
2026 TOTALS (lbs/day mitigated)	219.70	725.29	1,283.90	6.88	2,437.37	36.07	2,473.44	512.77	32.24	545.01
2027 TOTALS (lbs/day unmitigated)	219.70	725.29	1,283.90	6.88	13,612.73	36.07	13,648.80	2,846.64	32.24	2,878.87
2027 TOTALS (lbs/day mitigated)	219.70	725.29	1,283.90	6.88	2,437.37	36.07	2,473.44	512.77	32.24	545.01
2028 TOTALS (lbs/day unmitigated)	219.70	725.29	1,283.90	6.88	13,612.73	36.07	13,648.80	2,846.64	32.24	2,878.87
2028 TOTALS (lbs/day mitigated)	219.70	725.29	1,283.90	6.88	2,437.37	36.07	2,473.44	512.77	32.24	545.01
2029 TOTALS (lbs/day unmitigated)	219.70	725.29	1,283.90	6.88	13,612.73	36.07	13,648.80	2,846.64	32.24	2,878.87
2029 TOTALS (lbs/day mitigated)	219.70	725.29	1,283.90	6.88	2,437.37	36.07	2,473.44	512.77	32.24	545.01
2030 TOTALS (lbs/day unmitigated)	219.70	725.29	1,283.90	6.88	13,612.73	36.07	13,648.80	2,846.64	32.24	2,878.87
2030 TOTALS (lbs/day mitigated)	219.70	725.29	1,283.90	6.88	2,437.37	36.07	2,473.44	512.77	32.24	545.01

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Urbemis 2007 Version 9.2.4

Combined Winter Emissions Reports (Pounds/Day)

File Name: Z:\Alan Sako\112.23 OVOV\112-23 URBEMIS FILES\112.23 Const OVOV Ind'l.urb924
Project Name: 112-23 OVOV Construction Emissions Industrial

Project Location: South Coast AQMD
On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006
Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:
CONSTRUCTION EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5
2010 TOTALS (lbs/day unmitigated)	461.90	3,201.21	4,139.35	6.89	13,612.73	137.07	13,749.81	2,846.64	125.27	2,971.90
2010 TOTALS (lbs/day mitigated)	461.90	3,201.21	4,139.35	6.89	2,437.37	137.07	2,574.44	512.77	125.27	638.04
2011 TOTALS (lbs/day unmitigated)	435.28	2,904.24	3,846.05	6.89	13,612.73	123.50	13,736.23	2,846.64	112.76	2,959.40
2011 TOTALS (lbs/day mitigated)	435.28	2,904.24	3,846.05	6.89	2,437.37	123.50	2,560.87	512.77	112.76	625.53
2012 TOTALS (lbs/day unmitigated)	409.81	2,614.32	3,568.21	6.89	13,612.73	110.76	13,723.49	2,846.64	101.02	2,947.66
2012 TOTALS (lbs/day mitigated)	409.81	2,614.32	3,568.21	6.89	2,437.37	110.76	2,548.13	512.77	101.02	613.79
2013 TOTALS (lbs/day unmitigated)	385.88	2,336.09	3,302.06	6.89	13,612.73	98.70	13,711.44	2,846.64	89.87	2,936.51
2013 TOTALS (lbs/day mitigated)	385.88	2,336.09	3,302.06	6.89	2,437.37	98.70	2,536.07	512.77	89.87	602.65
2014 TOTALS (lbs/day unmitigated)	362.59	2,073.83	3,060.28	6.89	13,612.73	88.14	13,700.88	2,846.64	80.16	2,926.80
2014 TOTALS (lbs/day mitigated)	362.59	2,073.83	3,060.28	6.89	2,437.37	88.14	2,525.51	512.77	80.16	592.94
2015 TOTALS (lbs/day unmitigated)	340.59	1,834.06	2,835.39	6.89	13,612.73	78.40	13,691.13	2,846.64	71.18	2,917.82
2015 TOTALS (lbs/day mitigated)	340.59	1,834.06	2,835.39	6.89	2,437.37	78.40	2,515.77	512.77	71.18	583.96
2016 TOTALS (lbs/day unmitigated)	322.23	1,634.65	2,641.59	6.89	13,612.73	70.52	13,683.26	2,846.64	63.94	2,910.57
2016 TOTALS (lbs/day mitigated)	322.23	1,634.65	2,641.59	6.89	2,437.37	70.52	2,507.89	512.77	63.94	576.71
2017 TOTALS (lbs/day unmitigated)	306.19	1,464.97	2,463.06	6.89	13,612.73	63.56	13,676.29	2,846.64	57.53	2,904.16
2017 TOTALS (lbs/day mitigated)	306.19	1,464.97	2,463.06	6.89	2,437.37	63.56	2,500.93	512.77	57.53	570.30
2018 TOTALS (lbs/day unmitigated)	291.47	1,319.69	2,301.46	6.89	13,612.73	57.77	13,670.51	2,846.64	52.18	2,898.82
2018 TOTALS (lbs/day mitigated)	291.47	1,319.69	2,301.46	6.89	2,437.37	57.77	2,495.14	512.77	52.18	564.96
2019 TOTALS (lbs/day unmitigated)	278.94	1,195.02	2,153.71	6.89	13,612.73	52.65	13,665.39	2,846.64	47.47	2,894.11
2019 TOTALS (lbs/day mitigated)	278.94	1,195.02	2,153.71	6.89	2,437.37	52.65	2,490.02	512.77	47.47	560.25

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Urbemis 2007 Version 9.2.4

Combined Winter Emissions Reports (Pounds/Day)

File Name: Z:\Alan Sako\112.23 OVOV\112-23 URBEMIS FILES\112.23 Const OVOV Ind'l.urb924

Project Name: 112-23 OVOV Construction Emissions Industrial

2020 TOTALS (lbs/day unmitigated)	267.20	1,088.24	2,018.08	6.89	13,612.73	48.51	13,661.25	2,846.64	43.66	2,890.30
2020 TOTALS (lbs/day mitigated)	267.20	1,088.24	2,018.08	6.89	2,437.37	48.51	2,485.88	512.77	43.66	556.44
2021 TOTALS (lbs/day unmitigated)	234.93	823.42	1,535.53	6.88	13,612.73	39.29	13,652.02	2,846.64	35.19	2,881.82
2021 TOTALS (lbs/day mitigated)	234.93	823.42	1,535.53	6.88	2,437.37	39.29	2,476.66	512.77	35.19	547.96
2022 TOTALS (lbs/day unmitigated)	234.93	823.42	1,535.53	6.88	13,612.73	39.29	13,652.02	2,846.64	35.19	2,881.82
2022 TOTALS (lbs/day mitigated)	234.93	823.42	1,535.53	6.88	2,437.37	39.29	2,476.66	512.77	35.19	547.96
2023 TOTALS (lbs/day unmitigated)	234.93	823.42	1,535.53	6.88	13,612.73	39.29	13,652.02	2,846.64	35.19	2,881.82
2023 TOTALS (lbs/day mitigated)	234.93	823.42	1,535.53	6.88	2,437.37	39.29	2,476.66	512.77	35.19	547.96
2024 TOTALS (lbs/day unmitigated)	234.93	823.42	1,535.53	6.88	13,612.73	39.29	13,652.02	2,846.64	35.19	2,881.82
2024 TOTALS (lbs/day mitigated)	234.93	823.42	1,535.53	6.88	2,437.37	39.29	2,476.66	512.77	35.19	547.96
2025 TOTALS (lbs/day unmitigated)	234.93	823.42	1,535.53	6.88	13,612.73	39.29	13,652.02	2,846.64	35.19	2,881.82
2025 TOTALS (lbs/day mitigated)	234.93	823.42	1,535.53	6.88	2,437.37	39.29	2,476.66	512.77	35.19	547.96
2026 TOTALS (lbs/day unmitigated)	219.70	725.29	1,283.90	6.88	13,612.73	36.07	13,648.80	2,846.64	32.24	2,878.87
2026 TOTALS (lbs/day mitigated)	219.70	725.29	1,283.90	6.88	2,437.37	36.07	2,473.44	512.77	32.24	545.01
2027 TOTALS (lbs/day unmitigated)	219.70	725.29	1,283.90	6.88	13,612.73	36.07	13,648.80	2,846.64	32.24	2,878.87
2027 TOTALS (lbs/day mitigated)	219.70	725.29	1,283.90	6.88	2,437.37	36.07	2,473.44	512.77	32.24	545.01
2028 TOTALS (lbs/day unmitigated)	219.70	725.29	1,283.90	6.88	13,612.73	36.07	13,648.80	2,846.64	32.24	2,878.87
2028 TOTALS (lbs/day mitigated)	219.70	725.29	1,283.90	6.88	2,437.37	36.07	2,473.44	512.77	32.24	545.01
2029 TOTALS (lbs/day unmitigated)	219.70	725.29	1,283.90	6.88	13,612.73	36.07	13,648.80	2,846.64	32.24	2,878.87
2029 TOTALS (lbs/day mitigated)	219.70	725.29	1,283.90	6.88	2,437.37	36.07	2,473.44	512.77	32.24	545.01
2030 TOTALS (lbs/day unmitigated)	219.70	725.29	1,283.90	6.88	13,612.73	36.07	13,648.80	2,846.64	32.24	2,878.87
2030 TOTALS (lbs/day mitigated)	219.70	725.29	1,283.90	6.88	2,437.37	36.07	2,473.44	512.77	32.24	545.01

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Urbemis 2007 Version 9.2.4

Combined Summer Emissions Reports (Pounds/Day)

File Name: Z:\Alan Sako\112.23 OVOV\112-23 URBEMIS FILES\112.23 Const OVOV Insti'l.urb924
Project Name: 112-23 OVOV Construction Emissions Institutional

Project Location: South Coast AQMD
On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006
Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:
CONSTRUCTION EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5
2010 TOTALS (lbs/day unmitigated)	70.26	372.40	475.91	0.44	2,183.07	19.10	2,202.17	456.19	17.48	473.67
2010 TOTALS (lbs/day mitigated)	70.26	372.40	475.91	0.44	388.84	19.10	407.94	81.48	17.48	98.97
2011 TOTALS (lbs/day unmitigated)	66.78	347.17	446.86	0.44	2,183.07	17.73	2,200.80	456.19	16.22	472.41
2011 TOTALS (lbs/day mitigated)	66.78	347.17	446.86	0.44	388.84	17.73	406.57	81.48	16.22	97.70
2012 TOTALS (lbs/day unmitigated)	63.65	322.71	419.92	0.44	2,183.07	16.30	2,199.37	456.19	14.90	471.09
2012 TOTALS (lbs/day mitigated)	63.65	322.71	419.92	0.44	388.84	16.30	405.14	81.48	14.90	96.38
2013 TOTALS (lbs/day unmitigated)	61.03	299.62	394.45	0.44	2,183.07	15.02	2,198.09	456.19	13.72	469.91
2013 TOTALS (lbs/day mitigated)	61.03	299.62	394.45	0.44	388.84	15.02	403.86	81.48	13.72	95.20
2014 TOTALS (lbs/day unmitigated)	58.23	276.23	371.82	0.44	2,183.07	13.70	2,196.77	456.19	12.50	468.69
2014 TOTALS (lbs/day mitigated)	58.23	276.23	371.82	0.44	388.84	13.70	402.54	81.48	12.50	93.98
2015 TOTALS (lbs/day unmitigated)	55.41	252.15	350.49	0.44	2,183.07	12.62	2,195.69	456.19	11.52	467.70
2015 TOTALS (lbs/day mitigated)	55.41	252.15	350.49	0.44	388.84	12.62	401.46	81.48	11.52	93.00
2016 TOTALS (lbs/day unmitigated)	52.93	230.49	331.95	0.44	2,183.07	11.47	2,194.54	456.19	10.45	466.64
2016 TOTALS (lbs/day mitigated)	52.93	230.49	331.95	0.44	388.84	11.47	400.31	81.48	10.45	91.93
2017 TOTALS (lbs/day unmitigated)	50.71	210.39	314.31	0.44	2,183.07	10.42	2,193.49	456.19	9.49	465.68
2017 TOTALS (lbs/day mitigated)	50.71	210.39	314.31	0.44	388.84	10.42	399.26	81.48	9.49	90.97
2018 TOTALS (lbs/day unmitigated)	48.40	191.79	298.42	0.44	2,183.07	9.44	2,192.51	456.19	8.58	464.77
2018 TOTALS (lbs/day mitigated)	48.40	191.79	298.42	0.44	388.84	9.44	398.28	81.48	8.58	90.06
2019 TOTALS (lbs/day unmitigated)	46.53	175.00	283.61	0.44	2,183.07	8.47	2,191.54	456.19	7.69	463.88
2019 TOTALS (lbs/day mitigated)	46.53	175.00	283.61	0.44	388.84	8.47	397.31	81.48	7.69	89.17

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Urbemis 2007 Version 9.2.4

Combined Summer Emissions Reports (Pounds/Day)

File Name: Z:\Alan Sako\112.23 OVOV\112-23 URBEMIS FILES\112.23 Const OVOV Insti'l.urb924

Project Name: 112-23 OVOV Construction Emissions Institutional

2020 TOTALS (lbs/day unmitigated)	44.57	159.81	270.07	0.44	2,183.07	7.74	2,190.81	456.19	7.02	463.21
2020 TOTALS (lbs/day mitigated)	44.57	159.81	270.07	0.44	388.84	7.74	396.58	81.48	7.02	88.50
2021 TOTALS (lbs/day unmitigated)	42.74	152.03	226.62	0.44	2,183.07	7.54	2,190.61	456.19	6.83	463.02
2021 TOTALS (lbs/day mitigated)	42.74	152.03	226.62	0.44	388.84	7.54	396.38	81.48	6.83	88.32
2022 TOTALS (lbs/day unmitigated)	42.74	152.03	226.62	0.44	2,183.07	7.54	2,190.61	456.19	6.83	463.02
2022 TOTALS (lbs/day mitigated)	42.74	152.03	226.62	0.44	388.84	7.54	396.38	81.48	6.83	88.32
2023 TOTALS (lbs/day unmitigated)	42.74	152.03	226.62	0.44	2,183.07	7.54	2,190.61	456.19	6.83	463.02
2023 TOTALS (lbs/day mitigated)	42.74	152.03	226.62	0.44	388.84	7.54	396.38	81.48	6.83	88.32
2024 TOTALS (lbs/day unmitigated)	42.74	152.03	226.62	0.44	2,183.07	7.54	2,190.61	456.19	6.83	463.02
2024 TOTALS (lbs/day mitigated)	42.74	152.03	226.62	0.44	388.84	7.54	396.38	81.48	6.83	88.32
2025 TOTALS (lbs/day unmitigated)	42.74	152.03	226.62	0.44	2,183.07	7.54	2,190.61	456.19	6.83	463.02
2025 TOTALS (lbs/day mitigated)	42.74	152.03	226.62	0.44	388.84	7.54	396.38	81.48	6.83	88.32
2026 TOTALS (lbs/day unmitigated)	41.73	148.75	203.06	0.44	2,183.07	7.47	2,190.54	456.19	6.77	462.96
2026 TOTALS (lbs/day mitigated)	41.73	148.75	203.06	0.44	388.84	7.47	396.31	81.48	6.77	88.25
2027 TOTALS (lbs/day unmitigated)	41.73	148.75	203.06	0.44	2,183.07	7.47	2,190.54	456.19	6.77	462.96
2027 TOTALS (lbs/day mitigated)	41.73	148.75	203.06	0.44	388.84	7.47	396.31	81.48	6.77	88.25
2028 TOTALS (lbs/day unmitigated)	41.73	148.75	203.06	0.44	2,183.07	7.47	2,190.54	456.19	6.77	462.96
2028 TOTALS (lbs/day mitigated)	41.73	148.75	203.06	0.44	388.84	7.47	396.31	81.48	6.77	88.25
2029 TOTALS (lbs/day unmitigated)	41.73	148.75	203.06	0.44	2,183.07	7.47	2,190.54	456.19	6.77	462.96
2029 TOTALS (lbs/day mitigated)	41.73	148.75	203.06	0.44	388.84	7.47	396.31	81.48	6.77	88.25
2030 TOTALS (lbs/day unmitigated)	41.73	148.75	203.06	0.44	2,183.07	7.47	2,190.54	456.19	6.77	462.96
2030 TOTALS (lbs/day mitigated)	41.73	148.75	203.06	0.44	388.84	7.47	396.31	81.48	6.77	88.25

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Urbemis 2007 Version 9.2.4

Combined Winter Emissions Reports (Pounds/Day)

File Name: Z:\Alan Sako\112.23 OVOV\112-23 URBEMIS FILES\112.23 Const OVOV Insti'l.urb924
Project Name: 112-23 OVOV Construction Emissions Institutional

Project Location: South Coast AQMD
On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006
Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:
CONSTRUCTION EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5
2010 TOTALS (lbs/day unmitigated)	70.26	372.40	475.91	0.44	2,183.07	19.10	2,202.17	456.19	17.48	473.67
2010 TOTALS (lbs/day mitigated)	70.26	372.40	475.91	0.44	388.84	19.10	407.94	81.48	17.48	98.97
2011 TOTALS (lbs/day unmitigated)	66.78	347.17	446.86	0.44	2,183.07	17.73	2,200.80	456.19	16.22	472.41
2011 TOTALS (lbs/day mitigated)	66.78	347.17	446.86	0.44	388.84	17.73	406.57	81.48	16.22	97.70
2012 TOTALS (lbs/day unmitigated)	63.65	322.71	419.92	0.44	2,183.07	16.30	2,199.37	456.19	14.90	471.09
2012 TOTALS (lbs/day mitigated)	63.65	322.71	419.92	0.44	388.84	16.30	405.14	81.48	14.90	96.38
2013 TOTALS (lbs/day unmitigated)	61.03	299.62	394.45	0.44	2,183.07	15.02	2,198.09	456.19	13.72	469.91
2013 TOTALS (lbs/day mitigated)	61.03	299.62	394.45	0.44	388.84	15.02	403.86	81.48	13.72	95.20
2014 TOTALS (lbs/day unmitigated)	58.23	276.23	371.82	0.44	2,183.07	13.70	2,196.77	456.19	12.50	468.69
2014 TOTALS (lbs/day mitigated)	58.23	276.23	371.82	0.44	388.84	13.70	402.54	81.48	12.50	93.98
2015 TOTALS (lbs/day unmitigated)	55.41	252.15	350.49	0.44	2,183.07	12.62	2,195.69	456.19	11.52	467.70
2015 TOTALS (lbs/day mitigated)	55.41	252.15	350.49	0.44	388.84	12.62	401.46	81.48	11.52	93.00
2016 TOTALS (lbs/day unmitigated)	52.93	230.49	331.95	0.44	2,183.07	11.47	2,194.54	456.19	10.45	466.64
2016 TOTALS (lbs/day mitigated)	52.93	230.49	331.95	0.44	388.84	11.47	400.31	81.48	10.45	91.93
2017 TOTALS (lbs/day unmitigated)	50.71	210.39	314.31	0.44	2,183.07	10.42	2,193.49	456.19	9.49	465.68
2017 TOTALS (lbs/day mitigated)	50.71	210.39	314.31	0.44	388.84	10.42	399.26	81.48	9.49	90.97
2018 TOTALS (lbs/day unmitigated)	48.40	191.79	298.42	0.44	2,183.07	9.44	2,192.51	456.19	8.58	464.77
2018 TOTALS (lbs/day mitigated)	48.40	191.79	298.42	0.44	388.84	9.44	398.28	81.48	8.58	90.06
2019 TOTALS (lbs/day unmitigated)	46.53	175.00	283.61	0.44	2,183.07	8.47	2,191.54	456.19	7.69	463.88
2019 TOTALS (lbs/day mitigated)	46.53	175.00	283.61	0.44	388.84	8.47	397.31	81.48	7.69	89.17

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Urbemis 2007 Version 9.2.4

Combined Winter Emissions Reports (Pounds/Day)

File Name: Z:\Alan Sako\112.23 OVOV\112-23 URBEMIS FILES\112.23 Const OVOV Insti'l.urb924

Project Name: 112-23 OVOV Construction Emissions Institutional

2020 TOTALS (lbs/day unmitigated)	44.57	159.81	270.07	0.44	2,183.07	7.74	2,190.81	456.19	7.02	463.21
2020 TOTALS (lbs/day mitigated)	44.57	159.81	270.07	0.44	388.84	7.74	396.58	81.48	7.02	88.50
2021 TOTALS (lbs/day unmitigated)	42.74	152.03	226.62	0.44	2,183.07	7.54	2,190.61	456.19	6.83	463.02
2021 TOTALS (lbs/day mitigated)	42.74	152.03	226.62	0.44	388.84	7.54	396.38	81.48	6.83	88.32
2022 TOTALS (lbs/day unmitigated)	42.74	152.03	226.62	0.44	2,183.07	7.54	2,190.61	456.19	6.83	463.02
2022 TOTALS (lbs/day mitigated)	42.74	152.03	226.62	0.44	388.84	7.54	396.38	81.48	6.83	88.32
2023 TOTALS (lbs/day unmitigated)	42.74	152.03	226.62	0.44	2,183.07	7.54	2,190.61	456.19	6.83	463.02
2023 TOTALS (lbs/day mitigated)	42.74	152.03	226.62	0.44	388.84	7.54	396.38	81.48	6.83	88.32
2024 TOTALS (lbs/day unmitigated)	42.74	152.03	226.62	0.44	2,183.07	7.54	2,190.61	456.19	6.83	463.02
2024 TOTALS (lbs/day mitigated)	42.74	152.03	226.62	0.44	388.84	7.54	396.38	81.48	6.83	88.32
2025 TOTALS (lbs/day unmitigated)	42.74	152.03	226.62	0.44	2,183.07	7.54	2,190.61	456.19	6.83	463.02
2025 TOTALS (lbs/day mitigated)	42.74	152.03	226.62	0.44	388.84	7.54	396.38	81.48	6.83	88.32
2026 TOTALS (lbs/day unmitigated)	41.73	148.75	203.06	0.44	2,183.07	7.47	2,190.54	456.19	6.77	462.96
2026 TOTALS (lbs/day mitigated)	41.73	148.75	203.06	0.44	388.84	7.47	396.31	81.48	6.77	88.25
2027 TOTALS (lbs/day unmitigated)	41.73	148.75	203.06	0.44	2,183.07	7.47	2,190.54	456.19	6.77	462.96
2027 TOTALS (lbs/day mitigated)	41.73	148.75	203.06	0.44	388.84	7.47	396.31	81.48	6.77	88.25
2028 TOTALS (lbs/day unmitigated)	41.73	148.75	203.06	0.44	2,183.07	7.47	2,190.54	456.19	6.77	462.96
2028 TOTALS (lbs/day mitigated)	41.73	148.75	203.06	0.44	388.84	7.47	396.31	81.48	6.77	88.25
2029 TOTALS (lbs/day unmitigated)	41.73	148.75	203.06	0.44	2,183.07	7.47	2,190.54	456.19	6.77	462.96
2029 TOTALS (lbs/day mitigated)	41.73	148.75	203.06	0.44	388.84	7.47	396.31	81.48	6.77	88.25
2030 TOTALS (lbs/day unmitigated)	41.73	148.75	203.06	0.44	2,183.07	7.47	2,190.54	456.19	6.77	462.96
2030 TOTALS (lbs/day mitigated)	41.73	148.75	203.06	0.44	388.84	7.47	396.31	81.48	6.77	88.25

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Combined Summer Emissions Reports (Pounds/Day)

File Name: Z:\Alan Sako\112.23 OVOV\112-23 URBEMIS FILES\112.23 Const OVOV Non-Res'l.urb924
Project Name: 112-23 OVOV Construction Emissions Non Residential

Project Location: South Coast AQMD
On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006
Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:
CONSTRUCTION EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5
2010 TOTALS (lbs/day unmitigated)	35.31	213.40	202.11	0.13	625.76	12.27	638.03	130.77	11.27	142.03
2010 TOTALS (lbs/day mitigated)	35.31	213.40	202.11	0.13	111.47	12.27	123.75	23.36	11.27	34.63
2011 TOTALS (lbs/day unmitigated)	33.41	199.54	192.18	0.13	625.76	11.57	637.33	130.77	10.62	141.38
2011 TOTALS (lbs/day mitigated)	33.41	199.54	192.18	0.13	111.47	11.57	123.04	23.36	10.62	33.98
2012 TOTALS (lbs/day unmitigated)	31.59	186.28	183.18	0.13	625.76	10.56	636.32	130.77	9.69	140.46
2012 TOTALS (lbs/day mitigated)	31.59	186.28	183.18	0.13	111.47	10.56	122.04	23.36	9.69	33.05
2013 TOTALS (lbs/day unmitigated)	29.99	173.72	174.66	0.13	625.76	9.70	635.46	130.77	8.90	139.66
2013 TOTALS (lbs/day mitigated)	29.99	173.72	174.66	0.13	111.47	9.70	121.18	23.36	8.90	32.26
2014 TOTALS (lbs/day unmitigated)	28.37	161.16	166.92	0.13	625.76	8.72	634.48	130.77	8.00	138.76
2014 TOTALS (lbs/day mitigated)	28.37	161.16	166.92	0.13	111.47	8.72	120.20	23.36	8.00	31.36
2015 TOTALS (lbs/day unmitigated)	26.68	147.30	159.66	0.13	625.76	8.03	633.79	130.77	7.36	138.13
2015 TOTALS (lbs/day mitigated)	26.68	147.30	159.66	0.13	111.47	8.03	119.51	23.36	7.36	30.72
2016 TOTALS (lbs/day unmitigated)	25.23	134.68	153.31	0.13	625.76	7.23	632.99	130.77	6.62	137.39
2016 TOTALS (lbs/day mitigated)	25.23	134.68	153.31	0.13	111.47	7.23	118.70	23.36	6.62	29.98
2017 TOTALS (lbs/day unmitigated)	23.99	122.88	147.34	0.13	625.76	6.53	632.28	130.77	5.97	136.74
2017 TOTALS (lbs/day mitigated)	23.99	122.88	147.34	0.13	111.47	6.53	118.00	23.36	5.97	29.34
2018 TOTALS (lbs/day unmitigated)	22.60	111.96	141.89	0.13	625.76	5.85	631.61	130.77	5.36	136.12
2018 TOTALS (lbs/day mitigated)	22.60	111.96	141.89	0.13	111.47	5.85	117.33	23.36	5.36	28.72
2019 TOTALS (lbs/day unmitigated)	21.37	102.04	136.86	0.13	625.76	5.20	630.95	130.77	4.75	135.51
2019 TOTALS (lbs/day mitigated)	21.37	102.04	136.86	0.13	111.47	5.20	116.67	23.36	4.75	28.11

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Combined Summer Emissions Reports (Pounds/Day)

File Name: Z:\Alan Sako\112.23 OVOV\112-23 URBEMIS FILES\112.23 Const OVOV Non-Res'l.urb924

Project Name: 112-23 OVOV Construction Emissions Non Residential

2020 TOTALS (lbs/day unmitigated)	20.28	93.17	132.35	0.13	625.76	4.77	630.52	130.77	4.35	135.12
2020 TOTALS (lbs/day mitigated)	20.28	93.17	132.35	0.13	111.47	4.77	116.24	23.36	4.35	27.72
2021 TOTALS (lbs/day unmitigated)	19.73	90.91	119.33	0.13	625.76	4.71	630.46	130.77	4.30	135.07
2021 TOTALS (lbs/day mitigated)	19.73	90.91	119.33	0.13	111.47	4.71	116.18	23.36	4.30	27.66
2022 TOTALS (lbs/day unmitigated)	19.73	90.91	119.33	0.13	625.76	4.71	630.46	130.77	4.30	135.07
2022 TOTALS (lbs/day mitigated)	19.73	90.91	119.33	0.13	111.47	4.71	116.18	23.36	4.30	27.66
2023 TOTALS (lbs/day unmitigated)	19.73	90.91	119.33	0.13	625.76	4.71	630.46	130.77	4.30	135.07
2023 TOTALS (lbs/day mitigated)	19.73	90.91	119.33	0.13	111.47	4.71	116.18	23.36	4.30	27.66
2024 TOTALS (lbs/day unmitigated)	19.73	90.91	119.33	0.13	625.76	4.71	630.46	130.77	4.30	135.07
2024 TOTALS (lbs/day mitigated)	19.73	90.91	119.33	0.13	111.47	4.71	116.18	23.36	4.30	27.66
2025 TOTALS (lbs/day unmitigated)	19.73	90.91	119.33	0.13	625.76	4.71	630.46	130.77	4.30	135.07
2025 TOTALS (lbs/day mitigated)	19.73	90.91	119.33	0.13	111.47	4.71	116.18	23.36	4.30	27.66
2026 TOTALS (lbs/day unmitigated)	19.43	89.95	112.28	0.13	625.76	4.69	630.44	130.77	4.28	135.05
2026 TOTALS (lbs/day mitigated)	19.43	89.95	112.28	0.13	111.47	4.69	116.16	23.36	4.28	27.64
2027 TOTALS (lbs/day unmitigated)	19.43	89.95	112.28	0.13	625.76	4.69	630.44	130.77	4.28	135.05
2027 TOTALS (lbs/day mitigated)	19.43	89.95	112.28	0.13	111.47	4.69	116.16	23.36	4.28	27.64
2028 TOTALS (lbs/day unmitigated)	19.43	89.95	112.28	0.13	625.76	4.69	630.44	130.77	4.28	135.05
2028 TOTALS (lbs/day mitigated)	19.43	89.95	112.28	0.13	111.47	4.69	116.16	23.36	4.28	27.64
2029 TOTALS (lbs/day unmitigated)	19.43	89.95	112.28	0.13	625.76	4.69	630.44	130.77	4.28	135.05
2029 TOTALS (lbs/day mitigated)	19.43	89.95	112.28	0.13	111.47	4.69	116.16	23.36	4.28	27.64
2030 TOTALS (lbs/day unmitigated)	19.43	89.95	112.28	0.13	625.76	4.69	630.44	130.77	4.28	135.05
2030 TOTALS (lbs/day mitigated)	19.43	89.95	112.28	0.13	111.47	4.69	116.16	23.36	4.28	27.64

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Combined Winter Emissions Reports (Pounds/Day)

File Name: Z:\Alan Sako\112.23 OVOV\112-23 URBEMIS FILES\112.23 Const OVOV Non-Res'l.urb924
Project Name: 112-23 OVOV Construction Emissions Non Residential

Project Location: South Coast AQMD
On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006
Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:
CONSTRUCTION EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5
2010 TOTALS (lbs/day unmitigated)	35.31	213.40	202.11	0.13	625.76	12.27	638.03	130.77	11.27	142.03
2010 TOTALS (lbs/day mitigated)	35.31	213.40	202.11	0.13	111.47	12.27	123.75	23.36	11.27	34.63
2011 TOTALS (lbs/day unmitigated)	33.41	199.54	192.18	0.13	625.76	11.57	637.33	130.77	10.62	141.38
2011 TOTALS (lbs/day mitigated)	33.41	199.54	192.18	0.13	111.47	11.57	123.04	23.36	10.62	33.98
2012 TOTALS (lbs/day unmitigated)	31.59	186.28	183.18	0.13	625.76	10.56	636.32	130.77	9.69	140.46
2012 TOTALS (lbs/day mitigated)	31.59	186.28	183.18	0.13	111.47	10.56	122.04	23.36	9.69	33.05
2013 TOTALS (lbs/day unmitigated)	29.99	173.72	174.66	0.13	625.76	9.70	635.46	130.77	8.90	139.66
2013 TOTALS (lbs/day mitigated)	29.99	173.72	174.66	0.13	111.47	9.70	121.18	23.36	8.90	32.26
2014 TOTALS (lbs/day unmitigated)	28.37	161.16	166.92	0.13	625.76	8.72	634.48	130.77	8.00	138.76
2014 TOTALS (lbs/day mitigated)	28.37	161.16	166.92	0.13	111.47	8.72	120.20	23.36	8.00	31.36
2015 TOTALS (lbs/day unmitigated)	26.68	147.30	159.66	0.13	625.76	8.03	633.79	130.77	7.36	138.13
2015 TOTALS (lbs/day mitigated)	26.68	147.30	159.66	0.13	111.47	8.03	119.51	23.36	7.36	30.72
2016 TOTALS (lbs/day unmitigated)	25.23	134.68	153.31	0.13	625.76	7.23	632.99	130.77	6.62	137.39
2016 TOTALS (lbs/day mitigated)	25.23	134.68	153.31	0.13	111.47	7.23	118.70	23.36	6.62	29.98
2017 TOTALS (lbs/day unmitigated)	23.99	122.88	147.34	0.13	625.76	6.53	632.28	130.77	5.97	136.74
2017 TOTALS (lbs/day mitigated)	23.99	122.88	147.34	0.13	111.47	6.53	118.00	23.36	5.97	29.34
2018 TOTALS (lbs/day unmitigated)	22.60	111.96	141.89	0.13	625.76	5.85	631.61	130.77	5.36	136.12
2018 TOTALS (lbs/day mitigated)	22.60	111.96	141.89	0.13	111.47	5.85	117.33	23.36	5.36	28.72
2019 TOTALS (lbs/day unmitigated)	21.37	102.04	136.86	0.13	625.76	5.20	630.95	130.77	4.75	135.51

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Combined Winter Emissions Reports (Pounds/Day)

File Name: Z:\Alan Sako\112.23 OVOV\112-23 URBEMIS FILES\112.23 Const OVOV Non-Res'l.urb924

Project Name: 112-23 OVOV Construction Emissions Non Residential

2019 TOTALS (lbs/day mitigated)	21.37	102.04	136.86	0.13	111.47	5.20	116.67	23.36	4.75	28.11
2020 TOTALS (lbs/day unmitigated)	20.28	93.17	132.35	0.13	625.76	4.77	630.52	130.77	4.35	135.12
2020 TOTALS (lbs/day mitigated)	20.28	93.17	132.35	0.13	111.47	4.77	116.24	23.36	4.35	27.72
2021 TOTALS (lbs/day unmitigated)	19.73	90.91	119.33	0.13	625.76	4.71	630.46	130.77	4.30	135.07
2021 TOTALS (lbs/day mitigated)	19.73	90.91	119.33	0.13	111.47	4.71	116.18	23.36	4.30	27.66
2022 TOTALS (lbs/day unmitigated)	19.73	90.91	119.33	0.13	625.76	4.71	630.46	130.77	4.30	135.07
2022 TOTALS (lbs/day mitigated)	19.73	90.91	119.33	0.13	111.47	4.71	116.18	23.36	4.30	27.66
2023 TOTALS (lbs/day unmitigated)	19.73	90.91	119.33	0.13	625.76	4.71	630.46	130.77	4.30	135.07
2023 TOTALS (lbs/day mitigated)	19.73	90.91	119.33	0.13	111.47	4.71	116.18	23.36	4.30	27.66
2024 TOTALS (lbs/day unmitigated)	19.73	90.91	119.33	0.13	625.76	4.71	630.46	130.77	4.30	135.07
2024 TOTALS (lbs/day mitigated)	19.73	90.91	119.33	0.13	111.47	4.71	116.18	23.36	4.30	27.66
2025 TOTALS (lbs/day unmitigated)	19.73	90.91	119.33	0.13	625.76	4.71	630.46	130.77	4.30	135.07
2025 TOTALS (lbs/day mitigated)	19.73	90.91	119.33	0.13	111.47	4.71	116.18	23.36	4.30	27.66
2026 TOTALS (lbs/day unmitigated)	19.43	89.95	112.28	0.13	625.76	4.69	630.44	130.77	4.28	135.05
2026 TOTALS (lbs/day mitigated)	19.43	89.95	112.28	0.13	111.47	4.69	116.16	23.36	4.28	27.64
2027 TOTALS (lbs/day unmitigated)	19.43	89.95	112.28	0.13	625.76	4.69	630.44	130.77	4.28	135.05
2027 TOTALS (lbs/day mitigated)	19.43	89.95	112.28	0.13	111.47	4.69	116.16	23.36	4.28	27.64
2028 TOTALS (lbs/day unmitigated)	19.43	89.95	112.28	0.13	625.76	4.69	630.44	130.77	4.28	135.05
2028 TOTALS (lbs/day mitigated)	19.43	89.95	112.28	0.13	111.47	4.69	116.16	23.36	4.28	27.64
2029 TOTALS (lbs/day unmitigated)	19.43	89.95	112.28	0.13	625.76	4.69	630.44	130.77	4.28	135.05
2029 TOTALS (lbs/day mitigated)	19.43	89.95	112.28	0.13	111.47	4.69	116.16	23.36	4.28	27.64
2030 TOTALS (lbs/day unmitigated)	19.43	89.95	112.28	0.13	625.76	4.69	630.44	130.77	4.28	135.05
2030 TOTALS (lbs/day mitigated)	19.43	89.95	112.28	0.13	111.47	4.69	116.16	23.36	4.28	27.64

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Urbemis 2007 Version 9.2.4

Combined Summer Emissions Reports (Pounds/Day)

File Name: Z:\Alan Sako\112.23 OVOV\112-23 URBEMIS FILES\112.23 Const OVOV Office.urb924
Project Name: 112-23 OVOV Construction Emissions Office

Project Location: South Coast AQMD
On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006
Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:
CONSTRUCTION EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5
2010 TOTALS (lbs/day unmitigated)	103.51	515.22	745.24	0.75	3,760.00	24.96	3,784.96	785.71	22.81	808.52
2010 TOTALS (lbs/day mitigated)	103.51	515.22	745.24	0.75	669.70	24.96	694.66	140.33	22.81	163.14
2011 TOTALS (lbs/day unmitigated)	98.66	479.46	697.77	0.75	3,760.00	23.11	3,783.11	785.71	21.11	806.82
2011 TOTALS (lbs/day mitigated)	98.66	479.46	697.77	0.75	669.70	23.11	692.81	140.33	21.11	161.44
2012 TOTALS (lbs/day unmitigated)	94.34	444.84	653.62	0.75	3,760.00	21.29	3,781.29	785.71	19.43	805.14
2012 TOTALS (lbs/day mitigated)	94.34	444.84	653.62	0.75	669.70	21.29	690.99	140.33	19.43	159.76
2013 TOTALS (lbs/day unmitigated)	90.68	412.13	611.90	0.75	3,760.00	19.66	3,779.66	785.71	17.92	803.63
2013 TOTALS (lbs/day mitigated)	90.68	412.13	611.90	0.75	669.70	19.66	689.36	140.33	17.92	158.25
2014 TOTALS (lbs/day unmitigated)	86.80	378.92	574.70	0.75	3,760.00	18.01	3,778.01	785.71	16.40	802.11
2014 TOTALS (lbs/day mitigated)	86.80	378.92	574.70	0.75	669.70	18.01	687.71	140.33	16.40	156.73
2015 TOTALS (lbs/day unmitigated)	82.89	345.42	539.70	0.75	3,760.00	16.62	3,776.62	785.71	15.12	800.83
2015 TOTALS (lbs/day mitigated)	82.89	345.42	539.70	0.75	669.70	16.62	686.32	140.33	15.12	155.45
2016 TOTALS (lbs/day unmitigated)	79.48	315.47	509.16	0.75	3,760.00	15.24	3,775.24	785.71	13.85	799.56
2016 TOTALS (lbs/day mitigated)	79.48	315.47	509.16	0.75	669.70	15.24	684.94	140.33	13.85	154.18
2017 TOTALS (lbs/day unmitigated)	76.48	287.70	480.10	0.75	3,760.00	13.90	3,773.90	785.71	12.62	798.33
2017 TOTALS (lbs/day mitigated)	76.48	287.70	480.10	0.75	669.70	13.90	683.60	140.33	12.62	152.95
2018 TOTALS (lbs/day unmitigated)	73.31	262.17	453.83	0.75	3,760.00	12.66	3,772.66	785.71	11.47	797.19
2018 TOTALS (lbs/day mitigated)	73.31	262.17	453.83	0.75	669.70	12.66	682.36	140.33	11.47	151.81
2019 TOTALS (lbs/day unmitigated)	70.74	239.11	429.37	0.75	3,760.00	11.46	3,771.46	785.71	10.37	796.08
2019 TOTALS (lbs/day mitigated)	70.74	239.11	429.37	0.75	669.70	11.46	681.16	140.33	10.37	150.70

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Urbemis 2007 Version 9.2.4

Combined Summer Emissions Reports (Pounds/Day)

File Name: Z:\Alan Sako\112.23 OVOV\112-23 URBEMIS FILES\112.23 Const OVOV Office.urb924

Project Name: 112-23 OVOV Construction Emissions Office

2020 TOTALS (lbs/day unmitigated)	68.08	218.23	406.85	0.75	3,760.00	10.52	3,770.52	785.71	9.50	795.21
2020 TOTALS (lbs/day mitigated)	68.08	218.23	406.85	0.75	669.70	10.52	680.22	140.33	9.50	149.83
2021 TOTALS (lbs/day unmitigated)	64.94	204.86	332.52	0.75	3,760.00	10.17	3,770.17	785.71	9.18	794.89
2021 TOTALS (lbs/day mitigated)	64.94	204.86	332.52	0.75	669.70	10.17	679.87	140.33	9.18	149.51
2022 TOTALS (lbs/day unmitigated)	64.94	204.86	332.52	0.75	3,760.00	10.17	3,770.17	785.71	9.18	794.89
2022 TOTALS (lbs/day mitigated)	64.94	204.86	332.52	0.75	669.70	10.17	679.87	140.33	9.18	149.51
2023 TOTALS (lbs/day unmitigated)	64.94	204.86	332.52	0.75	3,760.00	10.17	3,770.17	785.71	9.18	794.89
2023 TOTALS (lbs/day mitigated)	64.94	204.86	332.52	0.75	669.70	10.17	679.87	140.33	9.18	149.51
2024 TOTALS (lbs/day unmitigated)	64.94	204.86	332.52	0.75	3,760.00	10.17	3,770.17	785.71	9.18	794.89
2024 TOTALS (lbs/day mitigated)	64.94	204.86	332.52	0.75	669.70	10.17	679.87	140.33	9.18	149.51
2025 TOTALS (lbs/day unmitigated)	64.94	204.86	332.52	0.75	3,760.00	10.17	3,770.17	785.71	9.18	794.89
2025 TOTALS (lbs/day mitigated)	64.94	204.86	332.52	0.75	669.70	10.17	679.87	140.33	9.18	149.51
2026 TOTALS (lbs/day unmitigated)	63.21	199.22	292.22	0.75	3,760.00	10.04	3,770.05	785.71	9.07	794.78
2026 TOTALS (lbs/day mitigated)	63.21	199.22	292.22	0.75	669.70	10.04	679.74	140.33	9.07	149.40
2027 TOTALS (lbs/day unmitigated)	63.21	199.22	292.22	0.75	3,760.00	10.04	3,770.05	785.71	9.07	794.78
2027 TOTALS (lbs/day mitigated)	63.21	199.22	292.22	0.75	669.70	10.04	679.74	140.33	9.07	149.40
2028 TOTALS (lbs/day unmitigated)	63.21	199.22	292.22	0.75	3,760.00	10.04	3,770.05	785.71	9.07	794.78
2028 TOTALS (lbs/day mitigated)	63.21	199.22	292.22	0.75	669.70	10.04	679.74	140.33	9.07	149.40
2029 TOTALS (lbs/day unmitigated)	63.21	199.22	292.22	0.75	3,760.00	10.04	3,770.05	785.71	9.07	794.78
2029 TOTALS (lbs/day mitigated)	63.21	199.22	292.22	0.75	669.70	10.04	679.74	140.33	9.07	149.40
2030 TOTALS (lbs/day unmitigated)	63.21	199.22	292.22	0.75	3,760.00	10.04	3,770.05	785.71	9.07	794.78
2030 TOTALS (lbs/day mitigated)	63.21	199.22	292.22	0.75	669.70	10.04	679.74	140.33	9.07	149.40

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Urbemis 2007 Version 9.2.4

Combined Winter Emissions Reports (Pounds/Day)

File Name: Z:\Alan Sako\112.23 OVOV\112-23 URBEMIS FILES\112.23 Const OVOV Office.urb924
Project Name: 112-23 OVOV Construction Emissions Office

Project Location: South Coast AQMD
On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006
Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:
CONSTRUCTION EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5
2010 TOTALS (lbs/day unmitigated)	103.51	515.22	745.24	0.75	3,760.00	24.96	3,784.96	785.71	22.81	808.52
2010 TOTALS (lbs/day mitigated)	103.51	515.22	745.24	0.75	669.70	24.96	694.66	140.33	22.81	163.14
2011 TOTALS (lbs/day unmitigated)	98.66	479.46	697.77	0.75	3,760.00	23.11	3,783.11	785.71	21.11	806.82
2011 TOTALS (lbs/day mitigated)	98.66	479.46	697.77	0.75	669.70	23.11	692.81	140.33	21.11	161.44
2012 TOTALS (lbs/day unmitigated)	94.34	444.84	653.62	0.75	3,760.00	21.29	3,781.29	785.71	19.43	805.14
2012 TOTALS (lbs/day mitigated)	94.34	444.84	653.62	0.75	669.70	21.29	690.99	140.33	19.43	159.76
2013 TOTALS (lbs/day unmitigated)	90.68	412.13	611.90	0.75	3,760.00	19.66	3,779.66	785.71	17.92	803.63
2013 TOTALS (lbs/day mitigated)	90.68	412.13	611.90	0.75	669.70	19.66	689.36	140.33	17.92	158.25
2014 TOTALS (lbs/day unmitigated)	86.80	378.92	574.70	0.75	3,760.00	18.01	3,778.01	785.71	16.40	802.11
2014 TOTALS (lbs/day mitigated)	86.80	378.92	574.70	0.75	669.70	18.01	687.71	140.33	16.40	156.73
2015 TOTALS (lbs/day unmitigated)	82.89	345.42	539.70	0.75	3,760.00	16.62	3,776.62	785.71	15.12	800.83
2015 TOTALS (lbs/day mitigated)	82.89	345.42	539.70	0.75	669.70	16.62	686.32	140.33	15.12	155.45
2016 TOTALS (lbs/day unmitigated)	79.48	315.47	509.16	0.75	3,760.00	15.24	3,775.24	785.71	13.85	799.56
2016 TOTALS (lbs/day mitigated)	79.48	315.47	509.16	0.75	669.70	15.24	684.94	140.33	13.85	154.18
2017 TOTALS (lbs/day unmitigated)	76.48	287.70	480.10	0.75	3,760.00	13.90	3,773.90	785.71	12.62	798.33
2017 TOTALS (lbs/day mitigated)	76.48	287.70	480.10	0.75	669.70	13.90	683.60	140.33	12.62	152.95
2018 TOTALS (lbs/day unmitigated)	73.31	262.17	453.83	0.75	3,760.00	12.66	3,772.66	785.71	11.47	797.19
2018 TOTALS (lbs/day mitigated)	73.31	262.17	453.83	0.75	669.70	12.66	682.36	140.33	11.47	151.81
2019 TOTALS (lbs/day unmitigated)	70.74	239.11	429.37	0.75	3,760.00	11.46	3,771.46	785.71	10.37	796.08
2019 TOTALS (lbs/day mitigated)	70.74	239.11	429.37	0.75	669.70	11.46	681.16	140.33	10.37	150.70

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Urbemis 2007 Version 9.2.4

Combined Winter Emissions Reports (Pounds/Day)

File Name: Z:\Alan Sako\112.23 OVOV\112-23 URBEMIS FILES\112.23 Const OVOV Office.urb924

Project Name: 112-23 OVOV Construction Emissions Office

2020 TOTALS (lbs/day unmitigated)	68.08	218.23	406.85	0.75	3,760.00	10.52	3,770.52	785.71	9.50	795.21
2020 TOTALS (lbs/day mitigated)	68.08	218.23	406.85	0.75	669.70	10.52	680.22	140.33	9.50	149.83
2021 TOTALS (lbs/day unmitigated)	64.94	204.86	332.52	0.75	3,760.00	10.17	3,770.17	785.71	9.18	794.89
2021 TOTALS (lbs/day mitigated)	64.94	204.86	332.52	0.75	669.70	10.17	679.87	140.33	9.18	149.51
2022 TOTALS (lbs/day unmitigated)	64.94	204.86	332.52	0.75	3,760.00	10.17	3,770.17	785.71	9.18	794.89
2022 TOTALS (lbs/day mitigated)	64.94	204.86	332.52	0.75	669.70	10.17	679.87	140.33	9.18	149.51
2023 TOTALS (lbs/day unmitigated)	64.94	204.86	332.52	0.75	3,760.00	10.17	3,770.17	785.71	9.18	794.89
2023 TOTALS (lbs/day mitigated)	64.94	204.86	332.52	0.75	669.70	10.17	679.87	140.33	9.18	149.51
2024 TOTALS (lbs/day unmitigated)	64.94	204.86	332.52	0.75	3,760.00	10.17	3,770.17	785.71	9.18	794.89
2024 TOTALS (lbs/day mitigated)	64.94	204.86	332.52	0.75	669.70	10.17	679.87	140.33	9.18	149.51
2025 TOTALS (lbs/day unmitigated)	64.94	204.86	332.52	0.75	3,760.00	10.17	3,770.17	785.71	9.18	794.89
2025 TOTALS (lbs/day mitigated)	64.94	204.86	332.52	0.75	669.70	10.17	679.87	140.33	9.18	149.51
2026 TOTALS (lbs/day unmitigated)	63.21	199.22	292.22	0.75	3,760.00	10.04	3,770.05	785.71	9.07	794.78
2026 TOTALS (lbs/day mitigated)	63.21	199.22	292.22	0.75	669.70	10.04	679.74	140.33	9.07	149.40
2027 TOTALS (lbs/day unmitigated)	63.21	199.22	292.22	0.75	3,760.00	10.04	3,770.05	785.71	9.07	794.78
2027 TOTALS (lbs/day mitigated)	63.21	199.22	292.22	0.75	669.70	10.04	679.74	140.33	9.07	149.40
2028 TOTALS (lbs/day unmitigated)	63.21	199.22	292.22	0.75	3,760.00	10.04	3,770.05	785.71	9.07	794.78
2028 TOTALS (lbs/day mitigated)	63.21	199.22	292.22	0.75	669.70	10.04	679.74	140.33	9.07	149.40
2029 TOTALS (lbs/day unmitigated)	63.21	199.22	292.22	0.75	3,760.00	10.04	3,770.05	785.71	9.07	794.78
2029 TOTALS (lbs/day mitigated)	63.21	199.22	292.22	0.75	669.70	10.04	679.74	140.33	9.07	149.40
2030 TOTALS (lbs/day unmitigated)	63.21	199.22	292.22	0.75	3,760.00	10.04	3,770.05	785.71	9.07	794.78
2030 TOTALS (lbs/day mitigated)	63.21	199.22	292.22	0.75	669.70	10.04	679.74	140.33	9.07	149.40

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Urbemis 2007 Version 9.2.4

Combined Summer Emissions Reports (Pounds/Day)

File Name: Z:\Alan Sako\112.23 OVOV\112-23 URBEMIS FILES\112.23 Const OVOV Recreation.urb924
Project Name: 112-23 OVOV Construction Emissions Recreation

Project Location: South Coast AQMD
On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006
Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:
CONSTRUCTION EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5
2010 TOTALS (lbs/day unmitigated)	578.17	4,306.12	5,252.23	9.14	15,098.87	183.25	15,282.12	3,158.14	167.55	3,325.70
2010 TOTALS (lbs/day mitigated)	578.17	4,306.12	5,252.23	9.14	2,708.05	183.25	2,891.29	570.45	167.55	738.00
2011 TOTALS (lbs/day unmitigated)	543.31	3,899.90	4,877.28	9.14	15,098.87	164.73	15,263.60	3,158.14	150.49	3,308.64
2011 TOTALS (lbs/day mitigated)	543.31	3,899.90	4,877.28	9.14	2,708.05	164.73	2,872.78	570.45	150.49	720.94
2012 TOTALS (lbs/day unmitigated)	509.74	3,503.07	4,521.43	9.14	15,098.87	147.31	15,246.18	3,158.14	134.44	3,292.58
2012 TOTALS (lbs/day mitigated)	509.74	3,503.07	4,521.43	9.14	2,708.05	147.31	2,855.36	570.45	134.44	704.88
2013 TOTALS (lbs/day unmitigated)	477.89	3,121.99	4,180.00	9.14	15,098.87	130.78	15,229.65	3,158.14	119.17	3,277.31
2013 TOTALS (lbs/day mitigated)	477.89	3,121.99	4,180.00	9.14	2,708.05	130.78	2,838.83	570.45	119.17	689.61
2014 TOTALS (lbs/day unmitigated)	447.10	2,764.10	3,869.26	9.14	15,098.87	116.33	15,215.20	3,158.14	105.88	3,264.02
2014 TOTALS (lbs/day mitigated)	447.10	2,764.10	3,869.26	9.14	2,708.05	116.33	2,824.37	570.45	105.88	676.32
2015 TOTALS (lbs/day unmitigated)	418.10	2,438.31	3,580.61	9.14	15,098.87	103.03	15,201.90	3,158.14	93.62	3,251.77
2015 TOTALS (lbs/day mitigated)	418.10	2,438.31	3,580.61	9.14	2,708.05	103.03	2,811.08	570.45	93.62	664.07
2016 TOTALS (lbs/day unmitigated)	394.01	2,168.46	3,332.51	9.14	15,098.87	92.36	15,191.23	3,158.14	83.80	3,241.94
2016 TOTALS (lbs/day mitigated)	394.01	2,168.46	3,332.51	9.14	2,708.05	92.36	2,800.41	570.45	83.80	654.24
2017 TOTALS (lbs/day unmitigated)	372.99	1,940.18	3,104.99	9.14	15,098.87	83.02	15,181.89	3,158.14	75.21	3,233.35
2017 TOTALS (lbs/day mitigated)	372.99	1,940.18	3,104.99	9.14	2,708.05	83.02	2,791.07	570.45	75.21	645.65
2018 TOTALS (lbs/day unmitigated)	353.92	1,745.76	2,899.36	9.14	15,098.87	75.33	15,174.20	3,158.14	68.11	3,226.25
2018 TOTALS (lbs/day mitigated)	353.92	1,745.76	2,899.36	9.14	2,708.05	75.33	2,783.38	570.45	68.11	638.55
2019 TOTALS (lbs/day unmitigated)	337.63	1,579.58	2,711.81	9.14	15,098.87	68.58	15,167.45	3,158.14	61.90	3,220.04
2019 TOTALS (lbs/day mitigated)	337.63	1,579.58	2,711.81	9.14	2,708.05	68.58	2,776.63	570.45	61.90	632.34

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Urbemis 2007 Version 9.2.4

Combined Summer Emissions Reports (Pounds/Day)

File Name: Z:\Alan Sako\112.23 OVOV\112-23 URBEMIS FILES\112.23 Const OVOV Recreation.urb924

Project Name: 112-23 OVOV Construction Emissions Recreation

2020 TOTALS (lbs/day unmitigated)	322.54	1,437.93	2,540.01	9.14	15,098.87	63.10	15,161.97	3,158.14	56.86	3,215.00
2020 TOTALS (lbs/day mitigated)	322.54	1,437.93	2,540.01	9.14	2,708.05	63.10	2,771.15	570.45	56.86	627.30
2021 TOTALS (lbs/day unmitigated)	279.27	1,067.06	1,927.77	9.12	15,098.87	50.04	15,148.91	3,158.14	44.85	3,203.00
2021 TOTALS (lbs/day mitigated)	279.27	1,067.06	1,927.77	9.12	2,708.05	50.04	2,758.09	570.45	44.85	615.30
2022 TOTALS (lbs/day unmitigated)	279.27	1,067.06	1,927.77	9.12	15,098.87	50.04	15,148.91	3,158.14	44.85	3,203.00
2022 TOTALS (lbs/day mitigated)	279.27	1,067.06	1,927.77	9.12	2,708.05	50.04	2,758.09	570.45	44.85	615.30
2023 TOTALS (lbs/day unmitigated)	279.27	1,067.06	1,927.77	9.12	15,098.87	50.04	15,148.91	3,158.14	44.85	3,203.00
2023 TOTALS (lbs/day mitigated)	279.27	1,067.06	1,927.77	9.12	2,708.05	50.04	2,758.09	570.45	44.85	615.30
2024 TOTALS (lbs/day unmitigated)	279.27	1,067.06	1,927.77	9.12	15,098.87	50.04	15,148.91	3,158.14	44.85	3,203.00
2024 TOTALS (lbs/day mitigated)	279.27	1,067.06	1,927.77	9.12	2,708.05	50.04	2,758.09	570.45	44.85	615.30
2025 TOTALS (lbs/day unmitigated)	279.27	1,067.06	1,927.77	9.12	15,098.87	50.04	15,148.91	3,158.14	44.85	3,203.00
2025 TOTALS (lbs/day mitigated)	279.27	1,067.06	1,927.77	9.12	2,708.05	50.04	2,758.09	570.45	44.85	615.30
2026 TOTALS (lbs/day unmitigated)	259.17	930.49	1,610.45	9.12	15,098.87	45.48	15,144.35	3,158.14	40.68	3,198.82
2026 TOTALS (lbs/day mitigated)	259.17	930.49	1,610.45	9.12	2,708.05	45.48	2,753.53	570.45	40.68	611.12
2027 TOTALS (lbs/day unmitigated)	259.17	930.49	1,610.45	9.12	15,098.87	45.48	15,144.35	3,158.14	40.68	3,198.82
2027 TOTALS (lbs/day mitigated)	259.17	930.49	1,610.45	9.12	2,708.05	45.48	2,753.53	570.45	40.68	611.12
2028 TOTALS (lbs/day unmitigated)	259.17	930.49	1,610.45	9.12	15,098.87	45.48	15,144.35	3,158.14	40.68	3,198.82
2028 TOTALS (lbs/day mitigated)	259.17	930.49	1,610.45	9.12	2,708.05	45.48	2,753.53	570.45	40.68	611.12
2029 TOTALS (lbs/day unmitigated)	259.17	930.49	1,610.45	9.12	15,098.87	45.48	15,144.35	3,158.14	40.68	3,198.82
2029 TOTALS (lbs/day mitigated)	259.17	930.49	1,610.45	9.12	2,708.05	45.48	2,753.53	570.45	40.68	611.12
2030 TOTALS (lbs/day unmitigated)	259.17	930.49	1,610.45	9.12	15,098.87	45.48	15,144.35	3,158.14	40.68	3,198.82
2030 TOTALS (lbs/day mitigated)	259.17	930.49	1,610.45	9.12	2,708.05	45.48	2,753.53	570.45	40.68	611.12

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Urbemis 2007 Version 9.2.4

Combined Winter Emissions Reports (Pounds/Day)

File Name: Z:\Alan Sako\112.23 OVOV\112-23 URBEMIS FILES\112.23 Const OVOV Recreation.urb924
Project Name: 112-23 OVOV Construction Emissions Recreation

Project Location: South Coast AQMD
On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006
Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:
CONSTRUCTION EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5
2010 TOTALS (lbs/day unmitigated)	578.17	4,306.12	5,252.23	9.14	15,098.87	183.25	15,282.12	3,158.14	167.55	3,325.70
2010 TOTALS (lbs/day mitigated)	578.17	4,306.12	5,252.23	9.14	2,708.05	183.25	2,891.29	570.45	167.55	738.00
2011 TOTALS (lbs/day unmitigated)	543.31	3,899.90	4,877.28	9.14	15,098.87	164.73	15,263.60	3,158.14	150.49	3,308.64
2011 TOTALS (lbs/day mitigated)	543.31	3,899.90	4,877.28	9.14	2,708.05	164.73	2,872.78	570.45	150.49	720.94
2012 TOTALS (lbs/day unmitigated)	509.74	3,503.07	4,521.43	9.14	15,098.87	147.31	15,246.18	3,158.14	134.44	3,292.58
2012 TOTALS (lbs/day mitigated)	509.74	3,503.07	4,521.43	9.14	2,708.05	147.31	2,855.36	570.45	134.44	704.88
2013 TOTALS (lbs/day unmitigated)	477.89	3,121.99	4,180.00	9.14	15,098.87	130.78	15,229.65	3,158.14	119.17	3,277.31
2013 TOTALS (lbs/day mitigated)	477.89	3,121.99	4,180.00	9.14	2,708.05	130.78	2,838.83	570.45	119.17	689.61
2014 TOTALS (lbs/day unmitigated)	447.10	2,764.10	3,869.26	9.14	15,098.87	116.33	15,215.20	3,158.14	105.88	3,264.02
2014 TOTALS (lbs/day mitigated)	447.10	2,764.10	3,869.26	9.14	2,708.05	116.33	2,824.37	570.45	105.88	676.32
2015 TOTALS (lbs/day unmitigated)	418.10	2,438.31	3,580.61	9.14	15,098.87	103.03	15,201.90	3,158.14	93.62	3,251.77
2015 TOTALS (lbs/day mitigated)	418.10	2,438.31	3,580.61	9.14	2,708.05	103.03	2,811.08	570.45	93.62	664.07
2016 TOTALS (lbs/day unmitigated)	394.01	2,168.46	3,332.51	9.14	15,098.87	92.36	15,191.23	3,158.14	83.80	3,241.94
2016 TOTALS (lbs/day mitigated)	394.01	2,168.46	3,332.51	9.14	2,708.05	92.36	2,800.41	570.45	83.80	654.24
2017 TOTALS (lbs/day unmitigated)	372.99	1,940.18	3,104.99	9.14	15,098.87	83.02	15,181.89	3,158.14	75.21	3,233.35
2017 TOTALS (lbs/day mitigated)	372.99	1,940.18	3,104.99	9.14	2,708.05	83.02	2,791.07	570.45	75.21	645.65
2018 TOTALS (lbs/day unmitigated)	353.92	1,745.76	2,899.36	9.14	15,098.87	75.33	15,174.20	3,158.14	68.11	3,226.25
2018 TOTALS (lbs/day mitigated)	353.92	1,745.76	2,899.36	9.14	2,708.05	75.33	2,783.38	570.45	68.11	638.55
2019 TOTALS (lbs/day unmitigated)	337.63	1,579.58	2,711.81	9.14	15,098.87	68.58	15,167.45	3,158.14	61.90	3,220.04
2019 TOTALS (lbs/day mitigated)	337.63	1,579.58	2,711.81	9.14	2,708.05	68.58	2,776.63	570.45	61.90	632.34

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Urbemis 2007 Version 9.2.4

Combined Winter Emissions Reports (Pounds/Day)

File Name: Z:\Alan Sako\112.23 OVOV\112-23 URBEMIS FILES\112.23 Const OVOV Recreation.urb924

Project Name: 112-23 OVOV Construction Emissions Recreation

2020 TOTALS (lbs/day unmitigated)	322.54	1,437.93	2,540.01	9.14	15,098.87	63.10	15,161.97	3,158.14	56.86	3,215.00
2020 TOTALS (lbs/day mitigated)	322.54	1,437.93	2,540.01	9.14	2,708.05	63.10	2,771.15	570.45	56.86	627.30
2021 TOTALS (lbs/day unmitigated)	279.27	1,067.06	1,927.77	9.12	15,098.87	50.04	15,148.91	3,158.14	44.85	3,203.00
2021 TOTALS (lbs/day mitigated)	279.27	1,067.06	1,927.77	9.12	2,708.05	50.04	2,758.09	570.45	44.85	615.30
2022 TOTALS (lbs/day unmitigated)	279.27	1,067.06	1,927.77	9.12	15,098.87	50.04	15,148.91	3,158.14	44.85	3,203.00
2022 TOTALS (lbs/day mitigated)	279.27	1,067.06	1,927.77	9.12	2,708.05	50.04	2,758.09	570.45	44.85	615.30
2023 TOTALS (lbs/day unmitigated)	279.27	1,067.06	1,927.77	9.12	15,098.87	50.04	15,148.91	3,158.14	44.85	3,203.00
2023 TOTALS (lbs/day mitigated)	279.27	1,067.06	1,927.77	9.12	2,708.05	50.04	2,758.09	570.45	44.85	615.30
2024 TOTALS (lbs/day unmitigated)	279.27	1,067.06	1,927.77	9.12	15,098.87	50.04	15,148.91	3,158.14	44.85	3,203.00
2024 TOTALS (lbs/day mitigated)	279.27	1,067.06	1,927.77	9.12	2,708.05	50.04	2,758.09	570.45	44.85	615.30
2025 TOTALS (lbs/day unmitigated)	279.27	1,067.06	1,927.77	9.12	15,098.87	50.04	15,148.91	3,158.14	44.85	3,203.00
2025 TOTALS (lbs/day mitigated)	279.27	1,067.06	1,927.77	9.12	2,708.05	50.04	2,758.09	570.45	44.85	615.30
2026 TOTALS (lbs/day unmitigated)	259.17	930.49	1,610.45	9.12	15,098.87	45.48	15,144.35	3,158.14	40.68	3,198.82
2026 TOTALS (lbs/day mitigated)	259.17	930.49	1,610.45	9.12	2,708.05	45.48	2,753.53	570.45	40.68	611.12
2027 TOTALS (lbs/day unmitigated)	259.17	930.49	1,610.45	9.12	15,098.87	45.48	15,144.35	3,158.14	40.68	3,198.82
2027 TOTALS (lbs/day mitigated)	259.17	930.49	1,610.45	9.12	2,708.05	45.48	2,753.53	570.45	40.68	611.12
2028 TOTALS (lbs/day unmitigated)	259.17	930.49	1,610.45	9.12	15,098.87	45.48	15,144.35	3,158.14	40.68	3,198.82
2028 TOTALS (lbs/day mitigated)	259.17	930.49	1,610.45	9.12	2,708.05	45.48	2,753.53	570.45	40.68	611.12
2029 TOTALS (lbs/day unmitigated)	259.17	930.49	1,610.45	9.12	15,098.87	45.48	15,144.35	3,158.14	40.68	3,198.82
2029 TOTALS (lbs/day mitigated)	259.17	930.49	1,610.45	9.12	2,708.05	45.48	2,753.53	570.45	40.68	611.12
2030 TOTALS (lbs/day unmitigated)	259.17	930.49	1,610.45	9.12	15,098.87	45.48	15,144.35	3,158.14	40.68	3,198.82
2030 TOTALS (lbs/day mitigated)	259.17	930.49	1,610.45	9.12	2,708.05	45.48	2,753.53	570.45	40.68	611.12

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Urbemis 2007 Version 9.2.4

Combined Summer Emissions Reports (Pounds/Day)

File Name: Z:\Alan Sako\112.23 OVOV\112-23 URBEMIS FILES\112.23 Const OVOV Res'l.urb924
Project Name: 112-23 OVOV Construction Emissions Residential

Project Location: South Coast AQMD
On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006
Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:
CONSTRUCTION EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5
2010 TOTALS (lbs/day unmitigated)	620.83	3,122.56	9,047.85	12.46	134,100.91	137.81	134,238.72	28,013.30	124.44	28,137.73
2010 TOTALS (lbs/day mitigated)	620.83	3,122.56	9,047.85	12.46	23,834.17	137.81	23,971.98	4,985.19	124.44	5,109.63
2011 TOTALS (lbs/day unmitigated)	581.65	2,837.84	8,418.92	12.46	134,100.91	126.04	134,226.95	28,013.30	113.59	28,126.88
2011 TOTALS (lbs/day mitigated)	581.65	2,837.84	8,418.92	12.46	23,834.17	126.04	23,960.21	4,985.19	113.59	5,098.78
2012 TOTALS (lbs/day unmitigated)	544.65	2,562.10	7,827.07	12.46	134,100.91	115.07	134,215.98	28,013.30	103.41	28,116.71
2012 TOTALS (lbs/day mitigated)	544.65	2,562.10	7,827.07	12.46	23,834.17	115.07	23,949.24	4,985.19	103.41	5,088.61
2013 TOTALS (lbs/day unmitigated)	510.47	2,297.58	7,265.07	12.46	134,100.91	104.74	134,205.64	28,013.30	93.74	28,107.04
2013 TOTALS (lbs/day mitigated)	510.47	2,297.58	7,265.07	12.46	23,834.17	104.74	23,938.90	4,985.19	93.74	5,078.93
2014 TOTALS (lbs/day unmitigated)	478.04	2,050.08	6,756.78	12.46	134,100.91	96.92	134,197.82	28,013.30	86.56	28,099.86
2014 TOTALS (lbs/day mitigated)	478.04	2,050.08	6,756.78	12.46	23,834.17	96.92	23,931.08	4,985.19	86.56	5,071.75
2015 TOTALS (lbs/day unmitigated)	447.82	1,822.51	6,281.20	12.46	134,100.91	88.44	134,189.34	28,013.30	78.75	28,092.04
2015 TOTALS (lbs/day mitigated)	447.82	1,822.51	6,281.20	12.46	23,834.17	88.44	23,922.61	4,985.19	78.75	5,063.94
2016 TOTALS (lbs/day unmitigated)	422.21	1,632.76	5,863.25	12.46	134,100.91	81.60	134,182.51	28,013.30	72.45	28,085.75
2016 TOTALS (lbs/day mitigated)	422.21	1,632.76	5,863.25	12.46	23,834.17	81.60	23,915.77	4,985.19	72.45	5,057.64
2017 TOTALS (lbs/day unmitigated)	399.57	1,469.45	5,468.48	12.46	134,100.91	75.48	134,176.38	28,013.30	66.82	28,080.11
2017 TOTALS (lbs/day mitigated)	399.57	1,469.45	5,468.48	12.46	23,834.17	75.48	23,909.64	4,985.19	66.82	5,052.01
2018 TOTALS (lbs/day unmitigated)	378.48	1,328.04	5,104.41	12.46	134,100.91	70.48	134,171.38	28,013.30	62.13	28,075.43
2018 TOTALS (lbs/day mitigated)	378.48	1,328.04	5,104.41	12.46	23,834.17	70.48	23,904.64	4,985.19	62.13	5,047.33
2019 TOTALS (lbs/day unmitigated)	360.41	1,205.41	4,767.52	12.46	134,100.91	65.94	134,166.84	28,013.30	57.96	28,071.26
2019 TOTALS (lbs/day mitigated)	360.41	1,205.41	4,767.52	12.46	23,834.17	65.94	23,900.10	4,985.19	57.96	5,043.15

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Combined Summer Emissions Reports (Pounds/Day)

File Name: Z:\Alan Sako\112.23 OVOV\112-23 URBEMIS FILES\112.23 Const OVOV Res'l.urb924

Project Name: 112-23 OVOV Construction Emissions Residential

2020 TOTALS (lbs/day unmitigated)	342.62	1,099.89	4,452.19	12.46	134,100.91	62.27	134,163.18	28,013.30	54.59	28,067.88
2020 TOTALS (lbs/day mitigated)	342.62	1,099.89	4,452.19	12.46	23,834.17	62.27	23,896.44	4,985.19	54.59	5,039.78
2021 TOTALS (lbs/day unmitigated)	289.24	830.43	3,281.61	12.44	134,100.91	54.45	134,155.36	28,013.30	47.40	28,060.70
2021 TOTALS (lbs/day mitigated)	289.24	830.43	3,281.61	12.44	23,834.17	54.45	23,888.62	4,985.19	47.40	5,032.59
2022 TOTALS (lbs/day unmitigated)	289.24	830.43	3,281.61	12.44	134,100.91	54.45	134,155.36	28,013.30	47.40	28,060.70
2022 TOTALS (lbs/day mitigated)	289.24	830.43	3,281.61	12.44	23,834.17	54.45	23,888.62	4,985.19	47.40	5,032.59
2023 TOTALS (lbs/day unmitigated)	289.24	830.43	3,281.61	12.44	134,100.91	54.45	134,155.36	28,013.30	47.40	28,060.70
2023 TOTALS (lbs/day mitigated)	289.24	830.43	3,281.61	12.44	23,834.17	54.45	23,888.62	4,985.19	47.40	5,032.59
2024 TOTALS (lbs/day unmitigated)	289.24	830.43	3,281.61	12.44	134,100.91	54.45	134,155.36	28,013.30	47.40	28,060.70
2024 TOTALS (lbs/day mitigated)	289.24	830.43	3,281.61	12.44	23,834.17	54.45	23,888.62	4,985.19	47.40	5,032.59
2025 TOTALS (lbs/day unmitigated)	289.24	830.43	3,281.61	12.44	134,100.91	54.45	134,155.36	28,013.30	47.40	28,060.70
2025 TOTALS (lbs/day mitigated)	289.24	830.43	3,281.61	12.44	23,834.17	54.45	23,888.62	4,985.19	47.40	5,032.59
2026 TOTALS (lbs/day unmitigated)	260.69	721.34	2,650.50	12.44	134,100.91	51.70	134,152.61	28,013.30	44.89	28,058.19
2026 TOTALS (lbs/day mitigated)	260.69	721.34	2,650.50	12.44	23,834.17	51.70	23,885.87	4,985.19	44.89	5,030.08
2027 TOTALS (lbs/day unmitigated)	260.69	721.34	2,650.50	12.44	134,100.91	51.70	134,152.61	28,013.30	44.89	28,058.19
2027 TOTALS (lbs/day mitigated)	260.69	721.34	2,650.50	12.44	23,834.17	51.70	23,885.87	4,985.19	44.89	5,030.08
2028 TOTALS (lbs/day unmitigated)	260.69	721.34	2,650.50	12.44	134,100.91	51.70	134,152.61	28,013.30	44.89	28,058.19
2028 TOTALS (lbs/day mitigated)	260.69	721.34	2,650.50	12.44	23,834.17	51.70	23,885.87	4,985.19	44.89	5,030.08
2029 TOTALS (lbs/day unmitigated)	260.69	721.34	2,650.50	12.44	134,100.91	51.70	134,152.61	28,013.30	44.89	28,058.19
2029 TOTALS (lbs/day mitigated)	260.69	721.34	2,650.50	12.44	23,834.17	51.70	23,885.87	4,985.19	44.89	5,030.08
2030 TOTALS (lbs/day unmitigated)	260.69	721.34	2,650.50	12.44	134,100.91	51.70	134,152.61	28,013.30	44.89	28,058.19
2030 TOTALS (lbs/day mitigated)	260.69	721.34	2,650.50	12.44	23,834.17	51.70	23,885.87	4,985.19	44.89	5,030.08

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Combined Winter Emissions Reports (Pounds/Day)

File Name: Z:\Alan Sako\112.23 OVOV\112-23 URBEMIS FILES\112.23 Const OVOV Res'l.urb924

Project Name: 112-23 OVOV Construction Emissions Residential

Project Location: South Coast AQMD

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

CONSTRUCTION EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5
2010 TOTALS (lbs/day unmitigated)	620.83	3,122.56	9,047.85	12.46	134,100.91	137.81	134,238.72	28,013.30	124.44	28,137.73
2010 TOTALS (lbs/day mitigated)	620.83	3,122.56	9,047.85	12.46	23,834.17	137.81	23,971.98	4,985.19	124.44	5,109.63
2011 TOTALS (lbs/day unmitigated)	581.65	2,837.84	8,418.92	12.46	134,100.91	126.04	134,226.95	28,013.30	113.59	28,126.88
2011 TOTALS (lbs/day mitigated)	581.65	2,837.84	8,418.92	12.46	23,834.17	126.04	23,960.21	4,985.19	113.59	5,098.78
2012 TOTALS (lbs/day unmitigated)	544.65	2,562.10	7,827.07	12.46	134,100.91	115.07	134,215.98	28,013.30	103.41	28,116.71
2012 TOTALS (lbs/day mitigated)	544.65	2,562.10	7,827.07	12.46	23,834.17	115.07	23,949.24	4,985.19	103.41	5,088.61
2013 TOTALS (lbs/day unmitigated)	510.47	2,297.58	7,265.07	12.46	134,100.91	104.74	134,205.64	28,013.30	93.74	28,107.04
2013 TOTALS (lbs/day mitigated)	510.47	2,297.58	7,265.07	12.46	23,834.17	104.74	23,938.90	4,985.19	93.74	5,078.93
2014 TOTALS (lbs/day unmitigated)	478.04	2,050.08	6,756.78	12.46	134,100.91	96.92	134,197.82	28,013.30	86.56	28,099.86
2014 TOTALS (lbs/day mitigated)	478.04	2,050.08	6,756.78	12.46	23,834.17	96.92	23,931.08	4,985.19	86.56	5,071.75
2015 TOTALS (lbs/day unmitigated)	447.82	1,822.51	6,281.20	12.46	134,100.91	88.44	134,189.34	28,013.30	78.75	28,092.04
2015 TOTALS (lbs/day mitigated)	447.82	1,822.51	6,281.20	12.46	23,834.17	88.44	23,922.61	4,985.19	78.75	5,063.94
2016 TOTALS (lbs/day unmitigated)	422.21	1,632.76	5,863.25	12.46	134,100.91	81.60	134,182.51	28,013.30	72.45	28,085.75
2016 TOTALS (lbs/day mitigated)	422.21	1,632.76	5,863.25	12.46	23,834.17	81.60	23,915.77	4,985.19	72.45	5,057.64
2017 TOTALS (lbs/day unmitigated)	399.57	1,469.45	5,468.48	12.46	134,100.91	75.48	134,176.38	28,013.30	66.82	28,080.11
2017 TOTALS (lbs/day mitigated)	399.57	1,469.45	5,468.48	12.46	23,834.17	75.48	23,909.64	4,985.19	66.82	5,052.01
2018 TOTALS (lbs/day unmitigated)	378.48	1,328.04	5,104.41	12.46	134,100.91	70.48	134,171.38	28,013.30	62.13	28,075.43
2018 TOTALS (lbs/day mitigated)	378.48	1,328.04	5,104.41	12.46	23,834.17	70.48	23,904.64	4,985.19	62.13	5,047.33
2019 TOTALS (lbs/day unmitigated)	360.41	1,205.41	4,767.52	12.46	134,100.91	65.94	134,166.84	28,013.30	57.96	28,071.26
2019 TOTALS (lbs/day mitigated)	360.41	1,205.41	4,767.52	12.46	23,834.17	65.94	23,900.10	4,985.19	57.96	5,043.15

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Urbemis 2007 Version 9.2.4

Combined Winter Emissions Reports (Pounds/Day)

File Name: Z:\Alan Sako\112.23 OVOV\112-23 URBEMIS FILES\112.23 Const OVOV Res'l.urb924

Project Name: 112-23 OVOV Construction Emissions Residential

2020 TOTALS (lbs/day unmitigated)	342.62	1,099.89	4,452.19	12.46	134,100.91	62.27	134,163.18	28,013.30	54.59	28,067.88
2020 TOTALS (lbs/day mitigated)	342.62	1,099.89	4,452.19	12.46	23,834.17	62.27	23,896.44	4,985.19	54.59	5,039.78
2021 TOTALS (lbs/day unmitigated)	289.24	830.43	3,281.61	12.44	134,100.91	54.45	134,155.36	28,013.30	47.40	28,060.70
2021 TOTALS (lbs/day mitigated)	289.24	830.43	3,281.61	12.44	23,834.17	54.45	23,888.62	4,985.19	47.40	5,032.59
2022 TOTALS (lbs/day unmitigated)	289.24	830.43	3,281.61	12.44	134,100.91	54.45	134,155.36	28,013.30	47.40	28,060.70
2022 TOTALS (lbs/day mitigated)	289.24	830.43	3,281.61	12.44	23,834.17	54.45	23,888.62	4,985.19	47.40	5,032.59
2023 TOTALS (lbs/day unmitigated)	289.24	830.43	3,281.61	12.44	134,100.91	54.45	134,155.36	28,013.30	47.40	28,060.70
2023 TOTALS (lbs/day mitigated)	289.24	830.43	3,281.61	12.44	23,834.17	54.45	23,888.62	4,985.19	47.40	5,032.59
2024 TOTALS (lbs/day unmitigated)	289.24	830.43	3,281.61	12.44	134,100.91	54.45	134,155.36	28,013.30	47.40	28,060.70
2024 TOTALS (lbs/day mitigated)	289.24	830.43	3,281.61	12.44	23,834.17	54.45	23,888.62	4,985.19	47.40	5,032.59
2025 TOTALS (lbs/day unmitigated)	289.24	830.43	3,281.61	12.44	134,100.91	54.45	134,155.36	28,013.30	47.40	28,060.70
2025 TOTALS (lbs/day mitigated)	289.24	830.43	3,281.61	12.44	23,834.17	54.45	23,888.62	4,985.19	47.40	5,032.59
2026 TOTALS (lbs/day unmitigated)	260.69	721.34	2,650.50	12.44	134,100.91	51.70	134,152.61	28,013.30	44.89	28,058.19
2026 TOTALS (lbs/day mitigated)	260.69	721.34	2,650.50	12.44	23,834.17	51.70	23,885.87	4,985.19	44.89	5,030.08
2027 TOTALS (lbs/day unmitigated)	260.69	721.34	2,650.50	12.44	134,100.91	51.70	134,152.61	28,013.30	44.89	28,058.19
2027 TOTALS (lbs/day mitigated)	260.69	721.34	2,650.50	12.44	23,834.17	51.70	23,885.87	4,985.19	44.89	5,030.08
2028 TOTALS (lbs/day unmitigated)	260.69	721.34	2,650.50	12.44	134,100.91	51.70	134,152.61	28,013.30	44.89	28,058.19
2028 TOTALS (lbs/day mitigated)	260.69	721.34	2,650.50	12.44	23,834.17	51.70	23,885.87	4,985.19	44.89	5,030.08
2029 TOTALS (lbs/day unmitigated)	260.69	721.34	2,650.50	12.44	134,100.91	51.70	134,152.61	28,013.30	44.89	28,058.19
2029 TOTALS (lbs/day mitigated)	260.69	721.34	2,650.50	12.44	23,834.17	51.70	23,885.87	4,985.19	44.89	5,030.08
2030 TOTALS (lbs/day unmitigated)	260.69	721.34	2,650.50	12.44	134,100.91	51.70	134,152.61	28,013.30	44.89	28,058.19
2030 TOTALS (lbs/day mitigated)	260.69	721.34	2,650.50	12.44	23,834.17	51.70	23,885.87	4,985.19	44.89	5,030.08

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Urbemis 2007 Version 9.2.4

Combined Summer Emissions Reports (Pounds/Day)

File Name: Z:\Alan Sako\112.23 OVOV\112-23 URBEMIS FILES\112.23 Const OVOV SG.urb924

Project Name: 112-23 OVOV Construction Emissions Special Generator

Project Location: South Coast AQMD

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

CONSTRUCTION EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5
2010 TOTALS (lbs/day unmitigated)	74.35	561.29	533.60	0.72	1,173.20	26.89	1,200.09	245.40	24.66	270.05
2010 TOTALS (lbs/day mitigated)	74.35	561.29	533.60	0.72	210.45	26.89	237.34	44.34	24.66	68.99
2011 TOTALS (lbs/day unmitigated)	69.84	515.88	499.55	0.72	1,173.20	24.63	1,197.83	245.40	22.57	267.97
2011 TOTALS (lbs/day mitigated)	69.84	515.88	499.55	0.72	210.45	24.63	235.08	44.34	22.57	66.91
2012 TOTALS (lbs/day unmitigated)	65.60	471.67	467.60	0.72	1,173.20	22.29	1,195.50	245.40	20.42	265.82
2012 TOTALS (lbs/day mitigated)	65.60	471.67	467.60	0.72	210.45	22.29	232.74	44.34	20.42	64.76
2013 TOTALS (lbs/day unmitigated)	61.80	429.48	437.04	0.72	1,173.20	20.15	1,193.35	245.40	18.44	263.84
2013 TOTALS (lbs/day mitigated)	61.80	429.48	437.04	0.72	210.45	20.15	230.59	44.34	18.44	62.78
2014 TOTALS (lbs/day unmitigated)	57.92	388.64	409.44	0.72	1,173.20	18.03	1,191.24	245.40	16.50	261.90
2014 TOTALS (lbs/day mitigated)	57.92	388.64	409.44	0.72	210.45	18.03	228.48	44.34	16.50	60.84
2015 TOTALS (lbs/day unmitigated)	54.12	349.04	383.70	0.72	1,173.20	16.29	1,189.50	245.40	14.90	260.29
2015 TOTALS (lbs/day mitigated)	54.12	349.04	383.70	0.72	210.45	16.29	226.74	44.34	14.90	59.23
2016 TOTALS (lbs/day unmitigated)	50.87	314.90	361.68	0.72	1,173.20	14.62	1,187.83	245.40	13.36	258.76
2016 TOTALS (lbs/day mitigated)	50.87	314.90	361.68	0.72	210.45	14.62	225.07	44.34	13.36	57.70
2017 TOTALS (lbs/day unmitigated)	48.01	284.70	341.38	0.72	1,173.20	13.16	1,186.36	245.40	12.01	257.41
2017 TOTALS (lbs/day mitigated)	48.01	284.70	341.38	0.72	210.45	13.16	223.61	44.34	12.01	56.35
2018 TOTALS (lbs/day unmitigated)	45.18	257.90	323.25	0.72	1,173.20	11.85	1,185.05	245.40	10.80	256.20
2018 TOTALS (lbs/day mitigated)	45.18	257.90	323.25	0.72	210.45	11.85	222.29	44.34	10.80	55.14
2019 TOTALS (lbs/day unmitigated)	42.81	234.32	306.64	0.72	1,173.20	10.61	1,183.82	245.40	9.67	255.07
2019 TOTALS (lbs/day mitigated)	42.81	234.32	306.64	0.72	210.45	10.61	221.06	44.34	9.67	54.00

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Urbemis 2007 Version 9.2.4

Combined Summer Emissions Reports (Pounds/Day)

File Name: Z:\Alan Sako\112.23 OVOV\112-23 URBEMIS FILES\112.23 Const OVOV SG.urb924

Project Name: 112-23 OVOV Construction Emissions Special Generator

2020 TOTALS (lbs/day unmitigated)	40.52	213.63	291.65	0.72	1,173.20	9.69	1,182.89	245.40	8.82	254.21
2020 TOTALS (lbs/day mitigated)	40.52	213.63	291.65	0.72	210.45	9.69	220.13	44.34	8.82	53.15
2021 TOTALS (lbs/day unmitigated)	37.13	184.77	243.22	0.72	1,173.20	8.67	1,181.88	245.40	7.88	253.28
2021 TOTALS (lbs/day mitigated)	37.13	184.77	243.22	0.72	210.45	8.67	219.12	44.34	7.88	52.22
2022 TOTALS (lbs/day unmitigated)	37.13	184.77	243.22	0.72	1,173.20	8.67	1,181.88	245.40	7.88	253.28
2022 TOTALS (lbs/day mitigated)	37.13	184.77	243.22	0.72	210.45	8.67	219.12	44.34	7.88	52.22
2023 TOTALS (lbs/day unmitigated)	37.13	184.77	243.22	0.72	1,173.20	8.67	1,181.88	245.40	7.88	253.28
2023 TOTALS (lbs/day mitigated)	37.13	184.77	243.22	0.72	210.45	8.67	219.12	44.34	7.88	52.22
2024 TOTALS (lbs/day unmitigated)	37.13	184.77	243.22	0.72	1,173.20	8.67	1,181.88	245.40	7.88	253.28
2024 TOTALS (lbs/day mitigated)	37.13	184.77	243.22	0.72	210.45	8.67	219.12	44.34	7.88	52.22
2025 TOTALS (lbs/day unmitigated)	37.13	184.77	243.22	0.72	1,173.20	8.67	1,181.88	245.40	7.88	253.28
2025 TOTALS (lbs/day mitigated)	37.13	184.77	243.22	0.72	210.45	8.67	219.12	44.34	7.88	52.22
2026 TOTALS (lbs/day unmitigated)	35.55	174.13	218.09	0.72	1,173.20	8.32	1,181.52	245.40	7.56	252.96
2026 TOTALS (lbs/day mitigated)	35.55	174.13	218.09	0.72	210.45	8.32	218.76	44.34	7.56	51.89
2027 TOTALS (lbs/day unmitigated)	35.55	174.13	218.09	0.72	1,173.20	8.32	1,181.52	245.40	7.56	252.96
2027 TOTALS (lbs/day mitigated)	35.55	174.13	218.09	0.72	210.45	8.32	218.76	44.34	7.56	51.89
2028 TOTALS (lbs/day unmitigated)	35.55	174.13	218.09	0.72	1,173.20	8.32	1,181.52	245.40	7.56	252.96
2028 TOTALS (lbs/day mitigated)	35.55	174.13	218.09	0.72	210.45	8.32	218.76	44.34	7.56	51.89
2029 TOTALS (lbs/day unmitigated)	35.55	174.13	218.09	0.72	1,173.20	8.32	1,181.52	245.40	7.56	252.96
2029 TOTALS (lbs/day mitigated)	35.55	174.13	218.09	0.72	210.45	8.32	218.76	44.34	7.56	51.89
2030 TOTALS (lbs/day unmitigated)	35.55	174.13	218.09	0.72	1,173.20	8.32	1,181.52	245.40	7.56	252.96
2030 TOTALS (lbs/day mitigated)	35.55	174.13	218.09	0.72	210.45	8.32	218.76	44.34	7.56	51.89

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Urbemis 2007 Version 9.2.4

Combined Winter Emissions Reports (Pounds/Day)

File Name: Z:\Alan Sako\112.23 OVOV\112-23 URBEMIS FILES\112.23 Const OVOV SG.urb924
Project Name: 112-23 OVOV Construction Emissions Special Generator

Project Location: South Coast AQMD
On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006
Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:
CONSTRUCTION EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5
2010 TOTALS (lbs/day unmitigated)	74.35	561.29	533.60	0.72	1,173.20	26.89	1,200.09	245.40	24.66	270.05
2010 TOTALS (lbs/day mitigated)	74.35	561.29	533.60	0.72	210.45	26.89	237.34	44.34	24.66	68.99
2011 TOTALS (lbs/day unmitigated)	69.84	515.88	499.55	0.72	1,173.20	24.63	1,197.83	245.40	22.57	267.97
2011 TOTALS (lbs/day mitigated)	69.84	515.88	499.55	0.72	210.45	24.63	235.08	44.34	22.57	66.91
2012 TOTALS (lbs/day unmitigated)	65.60	471.67	467.60	0.72	1,173.20	22.29	1,195.50	245.40	20.42	265.82
2012 TOTALS (lbs/day mitigated)	65.60	471.67	467.60	0.72	210.45	22.29	232.74	44.34	20.42	64.76
2013 TOTALS (lbs/day unmitigated)	61.80	429.48	437.04	0.72	1,173.20	20.15	1,193.35	245.40	18.44	263.84
2013 TOTALS (lbs/day mitigated)	61.80	429.48	437.04	0.72	210.45	20.15	230.59	44.34	18.44	62.78
2014 TOTALS (lbs/day unmitigated)	57.92	388.64	409.44	0.72	1,173.20	18.03	1,191.24	245.40	16.50	261.90
2014 TOTALS (lbs/day mitigated)	57.92	388.64	409.44	0.72	210.45	18.03	228.48	44.34	16.50	60.84
2015 TOTALS (lbs/day unmitigated)	54.12	349.04	383.70	0.72	1,173.20	16.29	1,189.50	245.40	14.90	260.29
2015 TOTALS (lbs/day mitigated)	54.12	349.04	383.70	0.72	210.45	16.29	226.74	44.34	14.90	59.23
2016 TOTALS (lbs/day unmitigated)	50.87	314.90	361.68	0.72	1,173.20	14.62	1,187.83	245.40	13.36	258.76
2016 TOTALS (lbs/day mitigated)	50.87	314.90	361.68	0.72	210.45	14.62	225.07	44.34	13.36	57.70
2017 TOTALS (lbs/day unmitigated)	48.01	284.70	341.38	0.72	1,173.20	13.16	1,186.36	245.40	12.01	257.41
2017 TOTALS (lbs/day mitigated)	48.01	284.70	341.38	0.72	210.45	13.16	223.61	44.34	12.01	56.35
2018 TOTALS (lbs/day unmitigated)	45.18	257.90	323.25	0.72	1,173.20	11.85	1,185.05	245.40	10.80	256.20
2018 TOTALS (lbs/day mitigated)	45.18	257.90	323.25	0.72	210.45	11.85	222.29	44.34	10.80	55.14
2019 TOTALS (lbs/day unmitigated)	42.81	234.32	306.64	0.72	1,173.20	10.61	1,183.82	245.40	9.67	255.07
2019 TOTALS (lbs/day mitigated)	42.81	234.32	306.64	0.72	210.45	10.61	221.06	44.34	9.67	54.00
2020 TOTALS (lbs/day unmitigated)	40.52	213.63	291.65	0.72	1,173.20	9.69	1,182.89	245.40	8.82	254.21
2020 TOTALS (lbs/day mitigated)	40.52	213.63	291.65	0.72	210.45	9.69	220.13	44.34	8.82	53.15

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Urbemis 2007 Version 9.2.4

Combined Winter Emissions Reports (Pounds/Day)

File Name: Z:\Alan Sako\112.23 OVOV\112-23 URBEMIS FILES\112.23 Const OVOV SG.urb924

Project Name: 112-23 OVOV Construction Emissions Special Generator

2021 TOTALS (lbs/day unmitigated)	37.13	184.77	243.22	0.72	1,173.20	8.67	1,181.88	245.40	7.88	253.28
2021 TOTALS (lbs/day mitigated)	37.13	184.77	243.22	0.72	210.45	8.67	219.12	44.34	7.88	52.22
2022 TOTALS (lbs/day unmitigated)	37.13	184.77	243.22	0.72	1,173.20	8.67	1,181.88	245.40	7.88	253.28
2022 TOTALS (lbs/day mitigated)	37.13	184.77	243.22	0.72	210.45	8.67	219.12	44.34	7.88	52.22
2023 TOTALS (lbs/day unmitigated)	37.13	184.77	243.22	0.72	1,173.20	8.67	1,181.88	245.40	7.88	253.28
2023 TOTALS (lbs/day mitigated)	37.13	184.77	243.22	0.72	210.45	8.67	219.12	44.34	7.88	52.22
2024 TOTALS (lbs/day unmitigated)	37.13	184.77	243.22	0.72	1,173.20	8.67	1,181.88	245.40	7.88	253.28
2024 TOTALS (lbs/day mitigated)	37.13	184.77	243.22	0.72	210.45	8.67	219.12	44.34	7.88	52.22
2025 TOTALS (lbs/day unmitigated)	37.13	184.77	243.22	0.72	1,173.20	8.67	1,181.88	245.40	7.88	253.28
2025 TOTALS (lbs/day mitigated)	37.13	184.77	243.22	0.72	210.45	8.67	219.12	44.34	7.88	52.22
2026 TOTALS (lbs/day unmitigated)	35.55	174.13	218.09	0.72	1,173.20	8.32	1,181.52	245.40	7.56	252.96
2026 TOTALS (lbs/day mitigated)	35.55	174.13	218.09	0.72	210.45	8.32	218.76	44.34	7.56	51.89
2027 TOTALS (lbs/day unmitigated)	35.55	174.13	218.09	0.72	1,173.20	8.32	1,181.52	245.40	7.56	252.96
2027 TOTALS (lbs/day mitigated)	35.55	174.13	218.09	0.72	210.45	8.32	218.76	44.34	7.56	51.89
2028 TOTALS (lbs/day unmitigated)	35.55	174.13	218.09	0.72	1,173.20	8.32	1,181.52	245.40	7.56	252.96
2028 TOTALS (lbs/day mitigated)	35.55	174.13	218.09	0.72	210.45	8.32	218.76	44.34	7.56	51.89
2029 TOTALS (lbs/day unmitigated)	35.55	174.13	218.09	0.72	1,173.20	8.32	1,181.52	245.40	7.56	252.96
2029 TOTALS (lbs/day mitigated)	35.55	174.13	218.09	0.72	210.45	8.32	218.76	44.34	7.56	51.89
2030 TOTALS (lbs/day unmitigated)	35.55	174.13	218.09	0.72	1,173.20	8.32	1,181.52	245.40	7.56	252.96
2030 TOTALS (lbs/day mitigated)	35.55	174.13	218.09	0.72	210.45	8.32	218.76	44.34	7.56	51.89

Operational Air Emissions

for Proposed General Plan and Area Plan

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Urbemis 2007 Version 9.2.4

Combined Summer Emissions Reports (Pounds/Day)

File Name: C:\Documents and Settings\rmamaghani\Application Data\Urbemis\Version9a\Projects\112.23 OVOV Comm'l.urb924

Project Name: 112-23 OVOV Commercial Emissions

Project Location: South Coast AQMD

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	147.70	154.95	136.27	0.00	0.30	0.30	185,858.61

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	9,040.49	13,525.00	118,669.43	124.32	20,448.00	3,979.99	12,139,727.56

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	9,188.19	13,679.95	118,805.70	124.32	20,448.30	3,980.29	12,325,586.17

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Area Source Unmitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

Source	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
Natural Gas	11.24	154.87	130.09	0.00	0.28	0.28	185,847.37
Hearth - No Summer Emissions							
Landscape	0.49	0.08	6.18	0.00	0.02	0.02	11.24
Consumer Products	0.00						
Architectural Coatings	135.97						
TOTALS (lbs/day, unmitigated)	147.70	154.95	136.27	0.00	0.30	0.30	185,858.61

Area Source Changes to Defaults

Percentage of residences with wood stoves changed from 10% to 0%

Percentage of residences with wood fireplaces changed from 5% to 0%

Percentage of residences with natural gas fireplaces changed from 85% to 0%

The number of persons per household for consumer product use changed from 3 persons to 3.09 persons

Operational Unmitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

Source	ROG	NOX	CO	SO2	PM10	PM25	CO2
Comm'l Ctr >30 ac	3,050.50	4,542.81	39,859.00	41.76	6,868.13	1,336.81	4,077,523.29
Comm'l Ctr 10-30 ac	3,757.32	5,629.11	49,390.22	51.74	8,510.46	1,656.47	5,052,555.00
Comm'l Ctr <10 ac	1,621.17	2,444.14	21,445.08	22.47	3,695.21	719.24	2,193,803.36
Comm'l Shops	611.50	908.94	7,975.13	8.35	1,374.20	267.47	815,845.91
TOTALS (lbs/day, unmitigated)	9,040.49	13,525.00	118,669.43	124.32	20,448.00	3,979.99	12,139,727.56

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Operational Settings:

Does not include correction for passby trips

Does not include double counting adjustment for internal trips

Analysis Year: 2010 Temperature (F): 80 Season: Summer

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Comm'l Ctr >30 ac		40.06	1000 sq ft	9,728.62	389,728.54	3,975,230.99
Comm'l Ctr 10-30 ac		54.06	1000 sq ft	8,933.07	482,921.79	4,925,802.20
Comm'l Ctr <10 ac		85.06	1000 sq ft	2,465.12	209,683.11	2,138,767.69
Comm'l Shops		37.06	1000 sq ft	2,104.11	77,978.32	795,378.88
					1,160,311.76	11,835,179.76

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	51.7	1.2	98.6	0.2
Light Truck < 3750 lbs	7.3	2.7	94.6	2.7
Light Truck 3751-5750 lbs	22.9	0.4	99.6	0.0
Med Truck 5751-8500 lbs	10.6	0.9	99.1	0.0
Lite-Heavy Truck 8501-10,000 lbs	1.6	0.0	81.2	18.8
Lite-Heavy Truck 10,001-14,000 lbs	0.5	0.0	60.0	40.0
Med-Heavy Truck 14,001-33,000 lbs	0.9	0.0	22.2	77.8
Heavy-Heavy Truck 33,001-60,000 lbs	0.5	0.0	0.0	100.0

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Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Other Bus	0.1	0.0	0.0	100.0
Urban Bus	0.1	0.0	0.0	100.0
Motorcycle	2.8	67.9	32.1	0.0
School Bus	0.1	0.0	0.0	100.0
Motor Home	0.9	0.0	88.9	11.1

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	10.2	10.2	10.2	10.2	10.2	10.2
Rural Trip Length (miles)	17.6	12.1	14.9	15.4	9.6	12.6
Trip speeds (mph)	30.0	30.0	30.0	30.0	30.0	30.0
% of Trips - Residential	32.9	18.0	49.1			
% of Trips - Commercial (by land use)						
Comm'l Ctr >30 ac				2.0	1.0	97.0
Comm'l Ctr 10-30 ac				2.0	1.0	97.0
Comm'l Ctr <10 ac				2.0	1.0	97.0
Comm'l Shops				2.0	1.0	97.0

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Urbemis 2007 Version 9.2.4

Combined Winter Emissions Reports (Pounds/Day)

File Name: C:\Documents and Settings\rmamaghani\Application Data\Urbemis\Version9a\Projects\112.23 OVOV Comm'l.urb924

Project Name: 112-23 OVOV Commercial Emissions

Project Location: South Coast AQMD

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	147.21	154.87	130.09	0.00	0.28	0.28	185,847.37

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	10,265.87	16,298.82	113,954.82	103.42	20,448.00	3,979.99	10,990,562.91

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	10,413.08	16,453.69	114,084.91	103.42	20,448.28	3,980.27	11,176,410.28

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Area Source Unmitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Winter Pounds Per Day, Unmitigated

Source	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
Natural Gas	11.24	154.87	130.09	0.00	0.28	0.28	185,847.37
Hearth	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping - No Winter Emissions							
Consumer Products	0.00						
Architectural Coatings	135.97						
TOTALS (lbs/day, unmitigated)	147.21	154.87	130.09	0.00	0.28	0.28	185,847.37

Area Source Changes to Defaults

Percentage of residences with wood stoves changed from 10% to 0%

Percentage of residences with wood fireplaces changed from 5% to 0%

Percentage of residences with natural gas fireplaces changed from 85% to 0%

The number of persons per household for consumer product use changed from 3 persons to 3.09 persons

Operational Unmitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Winter Pounds Per Day, Unmitigated

Source	ROG	NOX	CO	SO2	PM10	PM25	CO2
Comm'l Ctr >30 ac	3,454.40	5,474.49	38,275.44	34.74	6,868.13	1,336.81	3,691,538.88
Comm'l Ctr 10-30 ac	4,270.26	6,783.57	47,428.00	43.04	8,510.46	1,656.47	4,574,272.64
Comm'l Ctr <10 ac	1,849.53	2,945.40	20,593.09	18.69	3,695.21	719.24	1,986,134.67
Comm'l Shops	691.68	1,095.36	7,658.29	6.95	1,374.20	267.47	738,616.72
TOTALS (lbs/day, unmitigated)	10,265.87	16,298.82	113,954.82	103.42	20,448.00	3,979.99	10,990,562.91

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Operational Settings:

Does not include correction for passby trips

Does not include double counting adjustment for internal trips

Analysis Year: 2010 Temperature (F): 60 Season: Winter

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Comm'l Ctr >30 ac		40.06	1000 sq ft	9,728.62	389,728.54	3,975,230.99
Comm'l Ctr 10-30 ac		54.06	1000 sq ft	8,933.07	482,921.79	4,925,802.20
Comm'l Ctr <10 ac		85.06	1000 sq ft	2,465.12	209,683.11	2,138,767.69
Comm'l Shops		37.06	1000 sq ft	2,104.11	77,978.32	795,378.88
					1,160,311.76	11,835,179.76

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	51.7	1.2	98.6	0.2
Light Truck < 3750 lbs	7.3	2.7	94.6	2.7
Light Truck 3751-5750 lbs	22.9	0.4	99.6	0.0
Med Truck 5751-8500 lbs	10.6	0.9	99.1	0.0
Lite-Heavy Truck 8501-10,000 lbs	1.6	0.0	81.2	18.8
Lite-Heavy Truck 10,001-14,000 lbs	0.5	0.0	60.0	40.0
Med-Heavy Truck 14,001-33,000 lbs	0.9	0.0	22.2	77.8
Heavy-Heavy Truck 33,001-60,000 lbs	0.5	0.0	0.0	100.0

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Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Other Bus	0.1	0.0	0.0	100.0
Urban Bus	0.1	0.0	0.0	100.0
Motorcycle	2.8	67.9	32.1	0.0
School Bus	0.1	0.0	0.0	100.0
Motor Home	0.9	0.0	88.9	11.1

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	10.2	10.2	10.2	10.2	10.2	10.2
Rural Trip Length (miles)	17.6	12.1	14.9	15.4	9.6	12.6
Trip speeds (mph)	30.0	30.0	30.0	30.0	30.0	30.0
% of Trips - Residential	32.9	18.0	49.1			
% of Trips - Commercial (by land use)						
Comm'l Ctr >30 ac				2.0	1.0	97.0
Comm'l Ctr 10-30 ac				2.0	1.0	97.0
Comm'l Ctr <10 ac				2.0	1.0	97.0
Comm'l Shops				2.0	1.0	97.0

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Urbemis 2007 Version 9.2.4

Combined Summer Emissions Reports (Pounds/Day)

File Name: C:\Documents and Settings\rmamaghani\Application Data\Urbemis\Version9a\Projects\112.23 OVOV Institutional.urb924

Project Name: 112-23 OVOV Institutional Emissions

Project Location: South Coast AQMD

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	70.80	102.30	96.64	0.00	0.22	0.22	122,617.22

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	2,243.68	2,208.83	19,541.79	20.30	3,334.32	649.23	1,983,078.59

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	2,314.48	2,311.13	19,638.43	20.30	3,334.54	649.45	2,105,695.81

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Area Source Unmitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

Source	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
Natural Gas	7.42	102.16	85.82	0.00	0.18	0.18	122,597.56
Hearth - No Summer Emissions							
Landscape	0.86	0.14	10.82	0.00	0.04	0.04	19.66
Consumer Products	0.00						
Architectural Coatings	62.52						
TOTALS (lbs/day, unmitigated)	70.80	102.30	96.64	0.00	0.22	0.22	122,617.22

Area Source Changes to Defaults

The number of persons per household for consumer product use changed from 3 persons to 3.09 persons

Operational Unmitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

Source	ROG	NOX	CO	SO2	PM10	PM25	CO2
Day-care center	22.62	28.46	250.35	0.26	43.02	8.37	25,550.68
Elementary school	956.05	875.73	7,794.75	8.06	1,320.47	257.18	786,375.63
High school	389.01	386.49	3,412.86	3.55	583.62	113.63	346,967.06
Junior college (2 yrs)	687.11	647.65	5,696.22	5.95	978.72	190.52	581,354.24
Library	60.20	90.58	796.67	0.83	136.88	26.65	81,308.00
Place of worship	78.22	108.15	949.64	0.99	163.48	31.82	97,071.43
Hospital	50.47	71.77	641.30	0.66	108.13	21.06	64,451.55
TOTALS (lbs/day, unmitigated)	2,243.68	2,208.83	19,541.79	20.30	3,334.32	649.23	1,983,078.59

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Operational Settings:

Does not include correction for passby trips

Does not include double counting adjustment for internal trips

Analysis Year: 2010 Temperature (F): 80 Season: Summer

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Day-care center		4.52	1000 sq ft	540.00	2,440.80	24,896.16
Elementary school		1.45	students	51,667.00	74,917.15	764,154.94
High school		1.79	students	18,500.00	33,115.00	337,772.99
Junior college (2 yrs)		1.54	students	36,062.00	55,535.48	566,461.87
Library		84.98	1000 sq ft	91.40	7,767.17	79,225.16
Place of worship		9.30	1000 sq ft	997.46	9,276.38	94,619.06
Hospital		16.80	1000 sq ft	365.16	6,134.69	62,573.81
					189,186.67	1,929,703.99

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	51.7	1.2	98.6	0.2
Light Truck < 3750 lbs	7.3	2.7	94.6	2.7
Light Truck 3751-5750 lbs	22.9	0.4	99.6	0.0
Med Truck 5751-8500 lbs	10.6	0.9	99.1	0.0
Lite-Heavy Truck 8501-10,000 lbs	1.6	0.0	81.2	18.8

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Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Lite-Heavy Truck 10,001-14,000 lbs	0.5	0.0	60.0	40.0
Med-Heavy Truck 14,001-33,000 lbs	0.9	0.0	22.2	77.8
Heavy-Heavy Truck 33,001-60,000 lbs	0.5	0.0	0.0	100.0
Other Bus	0.1	0.0	0.0	100.0
Urban Bus	0.1	0.0	0.0	100.0
Motorcycle	2.8	67.9	32.1	0.0
School Bus	0.1	0.0	0.0	100.0
Motor Home	0.9	0.0	88.9	11.1

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	10.2	10.3	10.3	10.2	10.2	10.2
Rural Trip Length (miles)	17.6	12.1	14.9	15.4	9.6	12.6
Trip speeds (mph)	30.0	30.0	30.0	30.0	30.0	30.0
% of Trips - Residential	32.9	18.0	49.1			
% of Trips - Commercial (by land use)						
Day-care center				5.0	2.5	92.5
Elementary school				20.0	10.0	70.0
High school				10.0	5.0	85.0
Junior college (2 yrs)				5.0	2.5	92.5

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Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Library				5.0	2.5	92.5
Place of worship				3.0	1.5	95.5
Hospital				25.0	12.5	62.5

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Urbemis 2007 Version 9.2.4

Combined Winter Emissions Reports (Pounds/Day)

File Name: C:\Documents and Settings\rmamaghani\Application Data\Urbemis\Version9a\Projects\112.23 OVOV Institutional.urb924

Project Name: 112-23 OVOV Institutional Emissions

Project Location: South Coast AQMD

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	69.94	102.16	85.82	0.00	0.18	0.18	122,597.56

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	2,024.54	2,662.11	18,742.43	16.91	3,334.32	649.23	1,795,709.44

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	2,094.48	2,764.27	18,828.25	16.91	3,334.50	649.41	1,918,307.00

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Area Source Unmitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Winter Pounds Per Day, Unmitigated

Source	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
Natural Gas	7.42	102.16	85.82	0.00	0.18	0.18	122,597.56
Hearth	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping - No Winter Emissions							
Consumer Products	0.00						
Architectural Coatings	62.52						
TOTALS (lbs/day, unmitigated)	69.94	102.16	85.82	0.00	0.18	0.18	122,597.56

Area Source Changes to Defaults

The number of persons per household for consumer product use changed from 3 persons to 3.09 persons

Operational Unmitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Winter Pounds Per Day, Unmitigated

Source	ROG	NOX	CO	SO2	PM10	PM25	CO2
Day-care center	23.23	34.30	240.32	0.22	43.02	8.37	23,133.33
Elementary school	833.46	1,055.53	7,469.25	6.71	1,320.47	257.18	712,178.21
High school	352.51	465.79	3,274.17	2.96	583.62	113.63	314,170.20
Junior college (2 yrs)	606.11	780.49	5,467.96	4.95	978.72	190.52	526,352.29
Library	68.64	109.16	764.75	0.69	136.88	26.65	73,615.44
Place of worship	84.77	130.33	911.81	0.83	163.48	31.82	87,884.17
Hospital	55.82	86.51	614.17	0.55	108.13	21.06	58,375.80
TOTALS (lbs/day, unmitigated)	2,024.54	2,662.11	18,742.43	16.91	3,334.32	649.23	1,795,709.44

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Operational Settings:

Does not include correction for passby trips

Does not include double counting adjustment for internal trips

Analysis Year: 2010 Temperature (F): 60 Season: Winter

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Day-care center		4.52	1000 sq ft	540.00	2,440.80	24,896.16
Elementary school		1.45	students	51,667.00	74,917.15	764,154.94
High school		1.79	students	18,500.00	33,115.00	337,772.99
Junior college (2 yrs)		1.54	students	36,062.00	55,535.48	566,461.87
Library		84.98	1000 sq ft	91.40	7,767.17	79,225.16
Place of worship		9.30	1000 sq ft	997.46	9,276.38	94,619.06
Hospital		16.80	1000 sq ft	365.16	6,134.69	62,573.81
					189,186.67	1,929,703.99

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	51.7	1.2	98.6	0.2
Light Truck < 3750 lbs	7.3	2.7	94.6	2.7
Light Truck 3751-5750 lbs	22.9	0.4	99.6	0.0
Med Truck 5751-8500 lbs	10.6	0.9	99.1	0.0
Lite-Heavy Truck 8501-10,000 lbs	1.6	0.0	81.2	18.8

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Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Lite-Heavy Truck 10,001-14,000 lbs	0.5	0.0	60.0	40.0
Med-Heavy Truck 14,001-33,000 lbs	0.9	0.0	22.2	77.8
Heavy-Heavy Truck 33,001-60,000 lbs	0.5	0.0	0.0	100.0
Other Bus	0.1	0.0	0.0	100.0
Urban Bus	0.1	0.0	0.0	100.0
Motorcycle	2.8	67.9	32.1	0.0
School Bus	0.1	0.0	0.0	100.0
Motor Home	0.9	0.0	88.9	11.1

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	10.2	10.3	10.3	10.2	10.2	10.2
Rural Trip Length (miles)	17.6	12.1	14.9	15.4	9.6	12.6
Trip speeds (mph)	30.0	30.0	30.0	30.0	30.0	30.0
% of Trips - Residential	32.9	18.0	49.1			
% of Trips - Commercial (by land use)						
Day-care center				5.0	2.5	92.5
Elementary school				20.0	10.0	70.0
High school				10.0	5.0	85.0
Junior college (2 yrs)				5.0	2.5	92.5

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Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Library				5.0	2.5	92.5
Place of worship				3.0	1.5	95.5
Hospital				25.0	12.5	62.5

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Urbemis 2007 Version 9.2.4

Combined Summer Emissions Reports (Pounds/Day)

File Name: C:\Documents and Settings\rmamaghani\Application Data\Urbemis\Version9a\Projects\112.23 OVOV Res'l.urb924

Project Name: 112-23 OVOV Residential Emissions

Project Location: South Coast AQMD

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	9,121.97	2,046.86	4,597.69	0.19	13.74	13.62	2,565,140.88

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	11,558.30	15,333.31	140,672.65	141.35	22,989.35	4,483.48	13,785,528.12

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	20,680.27	17,380.17	145,270.34	141.54	23,003.09	4,497.10	16,350,669.00

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Area Source Unmitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

Source	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
Natural Gas	154.83	2,004.65	853.04	0.02	3.84	3.80	2,559,126.91
Hearth - No Summer Emissions							
Landscape	676.16	42.21	3,744.65	0.17	9.90	9.82	6,013.97
Consumer Products	7,876.92						
Architectural Coatings	414.06						
TOTALS (lbs/day, unmitigated)	9,121.97	2,046.86	4,597.69	0.19	13.74	13.62	2,565,140.88

Area Source Changes to Defaults

The number of persons per household for consumer product use changed from 3 persons to 3.09 persons

Operational Unmitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

Source	ROG	NOX	CO	SO2	PM10	PM25	CO2
Single family housing	6,768.73	9,078.35	83,287.64	83.69	13,611.23	2,654.52	8,161,957.00
Apartments mid rise	942.41	1,219.70	11,189.92	11.24	1,828.71	356.64	1,096,580.99
Condo/townhouse general	3,598.06	4,731.94	43,412.36	43.62	7,094.64	1,383.63	4,254,290.83
Mobile home park	161.93	200.70	1,841.27	1.85	300.91	58.68	180,438.98
Retirement community	87.17	102.62	941.46	0.95	153.86	30.01	92,260.32
TOTALS (lbs/day, unmitigated)	11,558.30	15,333.31	140,672.65	141.35	22,989.35	4,483.48	13,785,528.12

Operational Settings:

4/21/2009 1:18:35 PM

Does not include correction for passby trips

Does not include double counting adjustment for internal trips

Analysis Year: 2010 Temperature (F): 80 Season: Summer

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Single family housing	25,991.67	9.90	dwelling units	77,975.00	771,952.47	7,873,915.05
Apartments mid rise	395.55	6.90	dwelling units	15,031.00	103,713.90	1,057,881.77
Condo/townhouse general	3,143.50	8.00	dwelling units	50,296.00	402,368.00	4,104,153.52
Mobile home park	570.00	4.99	dwelling units	3,420.00	17,065.80	174,071.15
Retirement community	470.40	3.71	dwelling units	2,352.00	8,725.92	89,004.38
					1,303,826.09	13,299,025.87

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	51.7	1.2	98.6	0.2
Light Truck < 3750 lbs	7.3	2.7	94.6	2.7
Light Truck 3751-5750 lbs	22.9	0.4	99.6	0.0
Med Truck 5751-8500 lbs	10.6	0.9	99.1	0.0
Lite-Heavy Truck 8501-10,000 lbs	1.6	0.0	81.2	18.8
Lite-Heavy Truck 10,001-14,000 lbs	0.5	0.0	60.0	40.0
Med-Heavy Truck 14,001-33,000 lbs	0.9	0.0	22.2	77.8
Heavy-Heavy Truck 33,001-60,000 lbs	0.5	0.0	0.0	100.0
Other Bus	0.1	0.0	0.0	100.0

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Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Urban Bus	0.1	0.0	0.0	100.0
Motorcycle	2.8	67.9	32.1	0.0
School Bus	0.1	0.0	0.0	100.0
Motor Home	0.9	0.0	88.9	11.1

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	10.2	10.2	10.2	10.2	10.2	10.2
Rural Trip Length (miles)	17.6	12.1	14.9	15.4	9.6	12.6
Trip speeds (mph)	30.0	30.0	30.0	30.0	30.0	30.0
% of Trips - Residential	32.9	18.0	49.1			

% of Trips - Commercial (by land use)

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Urbemis 2007 Version 9.2.4

Combined Winter Emissions Reports (Pounds/Day)

File Name: C:\Documents and Settings\rmamaghani\Application Data\Urbemis\Version9a\Projects\112.23 OVOV Res'l.urb924

Project Name: 112-23 OVOV Residential Emissions

Project Location: South Coast AQMD

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	31,806.54	3,973.53	65,622.94	181.63	10,047.53	9,672.60	5,199,821.47

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	12,391.54	18,485.68	134,708.09	117.85	22,989.35	4,483.48	12,494,227.90

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	44,198.08	22,459.21	200,331.03	299.48	33,036.88	14,156.08	17,694,049.37

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Area Source Unmitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Winter Pounds Per Day, Unmitigated

Source	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
Natural Gas	154.83	2,004.65	853.04	0.02	3.84	3.80	2,559,126.91
Hearth	23,360.73	1,968.88	64,769.90	181.61	10,043.69	9,668.80	2,640,694.56
Landscaping - No Winter Emissions							
Consumer Products	7,876.92						
Architectural Coatings	414.06						
TOTALS (lbs/day, unmitigated)	31,806.54	3,973.53	65,622.94	181.63	10,047.53	9,672.60	5,199,821.47

Area Source Changes to Defaults

The number of persons per household for consumer product use changed from 3 persons to 3.09 persons

Operational Unmitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Winter Pounds Per Day, Unmitigated

Source	ROG	NOX	CO	SO2	PM10	PM25	CO2
Single family housing	7,303.11	10,944.76	79,756.22	69.78	13,611.23	2,654.52	7,397,420.68
Apartments mid rise	996.03	1,470.46	10,715.46	9.37	1,828.71	356.64	993,863.47
Condo/townhouse general	3,838.08	5,704.78	41,571.67	36.37	7,094.64	1,383.63	3,855,788.38
Mobile home park	166.98	241.96	1,763.20	1.54	300.91	58.68	163,537.14
Retirement community	87.34	123.72	901.54	0.79	153.86	30.01	83,618.23
TOTALS (lbs/day, unmitigated)	12,391.54	18,485.68	134,708.09	117.85	22,989.35	4,483.48	12,494,227.90

Operational Settings:

4/21/2009 1:18:59 PM

Does not include correction for passby trips

Does not include double counting adjustment for internal trips

Analysis Year: 2010 Temperature (F): 60 Season: Winter

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Single family housing	25,991.67	9.90	dwelling units	77,975.00	771,952.47	7,873,915.05
Apartments mid rise	395.55	6.90	dwelling units	15,031.00	103,713.90	1,057,881.77
Condo/townhouse general	3,143.50	8.00	dwelling units	50,296.00	402,368.00	4,104,153.52
Mobile home park	570.00	4.99	dwelling units	3,420.00	17,065.80	174,071.15
Retirement community	470.40	3.71	dwelling units	2,352.00	8,725.92	89,004.38
					1,303,826.09	13,299,025.87

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	51.7	1.2	98.6	0.2
Light Truck < 3750 lbs	7.3	2.7	94.6	2.7
Light Truck 3751-5750 lbs	22.9	0.4	99.6	0.0
Med Truck 5751-8500 lbs	10.6	0.9	99.1	0.0
Lite-Heavy Truck 8501-10,000 lbs	1.6	0.0	81.2	18.8
Lite-Heavy Truck 10,001-14,000 lbs	0.5	0.0	60.0	40.0
Med-Heavy Truck 14,001-33,000 lbs	0.9	0.0	22.2	77.8
Heavy-Heavy Truck 33,001-60,000 lbs	0.5	0.0	0.0	100.0
Other Bus	0.1	0.0	0.0	100.0

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Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Urban Bus	0.1	0.0	0.0	100.0
Motorcycle	2.8	67.9	32.1	0.0
School Bus	0.1	0.0	0.0	100.0
Motor Home	0.9	0.0	88.9	11.1

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	10.2	10.2	10.2	10.2	10.2	10.2
Rural Trip Length (miles)	17.6	12.1	14.9	15.4	9.6	12.6
Trip speeds (mph)	30.0	30.0	30.0	30.0	30.0	30.0
% of Trips - Residential	32.9	18.0	49.1			

% of Trips - Commercial (by land use)

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Urbemis 2007 Version 9.2.4

Combined Winter Emissions Reports (Pounds/Day)

File Name: C:\Documents and Settings\rmamaghani\Application Data\Urbemis\Version9a\Projects\112.23 OVOV SG.urb924

Project Name: 112-23 OVOV Special Generator Emissions

Project Location: South Coast AQMD

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	46.96	0.81	0.68	0.00	0.00	0.00	966.44

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	322.22	513.04	3,590.85	3.26	643.48	125.25	345,965.96

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	369.18	513.85	3,591.53	3.26	643.48	125.25	346,932.40

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Area Source Unmitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Winter Pounds Per Day, Unmitigated

Source	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
Natural Gas	0.06	0.81	0.68	0.00	0.00	0.00	966.44
Hearth	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping - No Winter Emissions							
Consumer Products	0.00						
Architectural Coatings	46.90						
TOTALS (lbs/day, unmitigated)	46.96	0.81	0.68	0.00	0.00	0.00	966.44

Area Source Changes to Defaults

The number of persons per household for consumer product use changed from 3 persons to 3.09 persons

Operational Unmitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Winter Pounds Per Day, Unmitigated

Source	ROG	NOX	CO	SO2	PM10	PM25	CO2
Manufacturing	11.63	18.18	130.99	0.12	22.64	4.41	12,274.15
Wayside Honor Ranch	13.27	21.07	147.32	0.13	26.43	5.15	14,208.12
Six Flags Magic Mtn	211.56	337.13	2,357.05	2.14	422.95	82.32	227,329.86
Travel Village	23.09	36.80	257.31	0.23	46.17	8.99	24,816.84
Agua Dulce Airport	45.04	71.77	501.76	0.46	90.04	17.52	48,392.84
Landfill	17.63	28.09	196.42	0.18	35.25	6.86	18,944.15
TOTALS (lbs/day, unmitigated)	322.22	513.04	3,590.85	3.26	643.48	125.25	345,965.96

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Operational Settings:

Does not include correction for passby trips

Does not include double counting adjustment for internal trips

Analysis Year: 2010 Temperature (F): 60 Season: Winter

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Manufacturing		100.00	1000 sq ft	12.84	1,284.00	13,096.80
Wayside Honor Ranch		50.00	acres	30.00	1,500.00	15,300.00
Six Flags Magic Mtn		100.00	acres	240.00	24,000.00	244,800.00
Travel Village		100.00	acres	26.20	2,620.00	26,724.00
Agua Dulce Airport		100.00	acres	51.09	5,109.00	52,111.80
Landfill		100.00	acres	20.00	2,000.00	20,400.00
					36,513.00	372,432.60

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	51.7	1.2	98.6	0.2
Light Truck < 3750 lbs	7.3	2.7	94.6	2.7
Light Truck 3751-5750 lbs	22.9	0.4	99.6	0.0
Med Truck 5751-8500 lbs	10.6	0.9	99.1	0.0
Lite-Heavy Truck 8501-10,000 lbs	1.6	0.0	81.2	18.8
Lite-Heavy Truck 10,001-14,000 lbs	0.5	0.0	60.0	40.0
Med-Heavy Truck 14,001-33,000 lbs	0.9	0.0	22.2	77.8

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Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Heavy-Heavy Truck 33,001-60,000 lbs	0.5	0.0	0.0	100.0
Other Bus	0.1	0.0	0.0	100.0
Urban Bus	0.1	0.0	0.0	100.0
Motorcycle	2.8	67.9	32.1	0.0
School Bus	0.1	0.0	0.0	100.0
Motor Home	0.9	0.0	88.9	11.1

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	10.2	10.2	10.2	10.2	10.2	10.2
Rural Trip Length (miles)	17.6	12.1	14.9	15.4	9.6	12.6
Trip speeds (mph)	30.0	30.0	30.0	30.0	30.0	30.0
% of Trips - Residential	32.9	18.0	49.1			
% of Trips - Commercial (by land use)						
Manufacturing				48.0	24.0	28.0
Wayside Honor Ranch				2.0	1.0	97.0
Six Flags Magic Mtn				2.0	1.0	97.0
Travel Village				2.0	1.0	97.0
Agua Dulce Airport				2.0	1.0	97.0
Landfill				2.0	1.0	97.0

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Urbemis 2007 Version 9.2.4

Combined Winter Emissions Reports (Pounds/Day)

File Name: C:\Documents and Settings\rmamaghani\Application Data\Urbemis\Version9a\Projects\112.23 OVOV SG.urb924

Project Name: 112-23 OVOV Special Generator Emissions

Project Location: South Coast AQMD

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	46.96	0.81	0.68	0.00	0.00	0.00	966.44

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	322.22	513.04	3,590.85	3.26	643.48	125.25	345,965.96

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	369.18	513.85	3,591.53	3.26	643.48	125.25	346,932.40

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Area Source Unmitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Winter Pounds Per Day, Unmitigated

Source	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
Natural Gas	0.06	0.81	0.68	0.00	0.00	0.00	966.44
Hearth	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping - No Winter Emissions							
Consumer Products	0.00						
Architectural Coatings	46.90						
TOTALS (lbs/day, unmitigated)	46.96	0.81	0.68	0.00	0.00	0.00	966.44

Area Source Changes to Defaults

The number of persons per household for consumer product use changed from 3 persons to 3.09 persons

Operational Unmitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Winter Pounds Per Day, Unmitigated

Source	ROG	NOX	CO	SO2	PM10	PM25	CO2
Manufacturing	11.63	18.18	130.99	0.12	22.64	4.41	12,274.15
Wayside Honor Ranch	13.27	21.07	147.32	0.13	26.43	5.15	14,208.12
Six Flags Magic Mtn	211.56	337.13	2,357.05	2.14	422.95	82.32	227,329.86
Travel Village	23.09	36.80	257.31	0.23	46.17	8.99	24,816.84
Agua Dulce Airport	45.04	71.77	501.76	0.46	90.04	17.52	48,392.84
Landfill	17.63	28.09	196.42	0.18	35.25	6.86	18,944.15
TOTALS (lbs/day, unmitigated)	322.22	513.04	3,590.85	3.26	643.48	125.25	345,965.96

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Operational Settings:

Does not include correction for passby trips

Does not include double counting adjustment for internal trips

Analysis Year: 2010 Temperature (F): 60 Season: Winter

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Manufacturing		100.00	1000 sq ft	12.84	1,284.00	13,096.80
Wayside Honor Ranch		50.00	acres	30.00	1,500.00	15,300.00
Six Flags Magic Mtn		100.00	acres	240.00	24,000.00	244,800.00
Travel Village		100.00	acres	26.20	2,620.00	26,724.00
Agua Dulce Airport		100.00	acres	51.09	5,109.00	52,111.80
Landfill		100.00	acres	20.00	2,000.00	20,400.00
					36,513.00	372,432.60

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	51.7	1.2	98.6	0.2
Light Truck < 3750 lbs	7.3	2.7	94.6	2.7
Light Truck 3751-5750 lbs	22.9	0.4	99.6	0.0
Med Truck 5751-8500 lbs	10.6	0.9	99.1	0.0
Lite-Heavy Truck 8501-10,000 lbs	1.6	0.0	81.2	18.8
Lite-Heavy Truck 10,001-14,000 lbs	0.5	0.0	60.0	40.0
Med-Heavy Truck 14,001-33,000 lbs	0.9	0.0	22.2	77.8

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Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Heavy-Heavy Truck 33,001-60,000 lbs	0.5	0.0	0.0	100.0
Other Bus	0.1	0.0	0.0	100.0
Urban Bus	0.1	0.0	0.0	100.0
Motorcycle	2.8	67.9	32.1	0.0
School Bus	0.1	0.0	0.0	100.0
Motor Home	0.9	0.0	88.9	11.1

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	10.2	10.2	10.2	10.2	10.2	10.2
Rural Trip Length (miles)	17.6	12.1	14.9	15.4	9.6	12.6
Trip speeds (mph)	30.0	30.0	30.0	30.0	30.0	30.0
% of Trips - Residential	32.9	18.0	49.1			
% of Trips - Commercial (by land use)						
Manufacturing				48.0	24.0	28.0
Wayside Honor Ranch				2.0	1.0	97.0
Six Flags Magic Mtn				2.0	1.0	97.0
Travel Village				2.0	1.0	97.0
Agua Dulce Airport				2.0	1.0	97.0
Landfill				2.0	1.0	97.0

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Urbemis 2007 Version 9.2.4

Combined Summer Emissions Reports (Pounds/Day)

File Name: C:\Documents and Settings\rmamaghani\Application Data\Urbemis\Version9a\Projects\112.23 OVOV Non-Res'l.urb924

Project Name: 112-23 OVOV Non-Residential Emissions

Project Location: South Coast AQMD

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	39.00	52.63	53.38	0.00	0.12	0.12	63,024.87

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	988.43	1,425.51	12,531.36	13.11	2,154.44	419.38	1,279,587.15

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	1,027.43	1,478.14	12,584.74	13.11	2,154.56	419.50	1,342,612.02

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Area Source Unmitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

Source	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
Natural Gas	3.81	52.51	44.11	0.00	0.09	0.09	63,008.02
Hearth - No Summer Emissions							
Landscape	0.74	0.12	9.27	0.00	0.03	0.03	16.85
Consumer Products	0.00						
Architectural Coatings	34.45						
TOTALS (lbs/day, unmitigated)	39.00	52.63	53.38	0.00	0.12	0.12	63,024.87

Area Source Changes to Defaults

The number of persons per household for consumer product use changed from 3 persons to 3.09 persons

Operational Unmitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

Source	ROG	NOX	CO	SO2	PM10	PM25	CO2
Racquetball/health	43.31	64.37	566.18	0.59	97.28	18.94	57,784.24
High turnover (sit-down) rest.	291.57	440.38	3,873.22	4.05	665.49	129.55	395,299.72
Fast food rest. w/ drive thru	245.46	372.71	3,278.11	3.43	563.24	109.64	334,562.89
Hotel	177.74	242.53	2,133.15	2.23	366.52	71.35	217,708.49
Movie Theater	74.54	73.85	648.01	0.68	111.66	21.73	66,290.21
Car Dealership	155.81	231.67	2,032.69	2.13	350.25	68.17	207,941.60
TOTALS (lbs/day, unmitigated)	988.43	1,425.51	12,531.36	13.11	2,154.44	419.38	1,279,587.15

4/21/2009 1:19:52 PM

Operational Settings:

Does not include correction for passby trips

Does not include double counting adjustment for internal trips

Analysis Year: 2010 Temperature (F): 80 Season: Summer

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Racquetball/health		40.00	1000 sq ft	138.00	5,520.00	56,304.00
High turnover (sit-down) rest.		130.34	1000 sq ft	289.72	37,762.10	385,173.45
Fast food rest. w/ drive thru		496.12	1000 sq ft	64.42	31,960.05	325,992.50
Hotel		8.23	rooms	2,527.00	20,797.21	212,131.53
Movie Theater		1.76	1000 sq ft	3,600.00	6,336.00	64,627.20
Car Dealership		37.50	1000 sq ft	530.00	19,875.00	202,725.00
					122,250.36	1,246,953.68

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	51.7	1.2	98.6	0.2
Light Truck < 3750 lbs	7.3	2.7	94.6	2.7
Light Truck 3751-5750 lbs	22.9	0.4	99.6	0.0
Med Truck 5751-8500 lbs	10.6	0.9	99.1	0.0
Lite-Heavy Truck 8501-10,000 lbs	1.6	0.0	81.2	18.8
Lite-Heavy Truck 10,001-14,000 lbs	0.5	0.0	60.0	40.0
Med-Heavy Truck 14,001-33,000 lbs	0.9	0.0	22.2	77.8

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Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Heavy-Heavy Truck 33,001-60,000 lbs	0.5	0.0	0.0	100.0
Other Bus	0.1	0.0	0.0	100.0
Urban Bus	0.1	0.0	0.0	100.0
Motorcycle	2.8	67.9	32.1	0.0
School Bus	0.1	0.0	0.0	100.0
Motor Home	0.9	0.0	88.9	11.1

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	10.2	10.2	10.2	10.2	10.2	10.2
Rural Trip Length (miles)	17.6	12.1	14.9	15.4	9.6	12.6
Trip speeds (mph)	30.0	30.0	30.0	30.0	30.0	30.0
% of Trips - Residential	32.9	18.0	49.1			
% of Trips - Commercial (by land use)						
Racquetball/health				5.0	2.5	92.5
High turnover (sit-down) rest.				5.0	2.5	92.5
Fast food rest. w/ drive thru				5.0	2.5	92.5
Hotel				5.0	2.5	92.5
Movie Theater				2.0	1.0	97.0
Car Dealership				2.0	1.0	97.0

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Urbemis 2007 Version 9.2.4

Combined Winter Emissions Reports (Pounds/Day)

File Name: C:\Documents and Settings\rmamaghani\Application Data\Urbemis\Version9a\Projects\112.23 OVOV Non-Res'l.urb924

Project Name: 112-23 OVOV Non-Residential Emissions

Project Location: South Coast AQMD

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	38.26	52.51	44.11	0.00	0.09	0.09	63,008.02

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	1,098.45	1,717.92	12,030.11	10.89	2,154.44	419.38	1,158,511.24

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	1,136.71	1,770.43	12,074.22	10.89	2,154.53	419.47	1,221,519.26

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Area Source Unmitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Winter Pounds Per Day, Unmitigated

Source	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
Natural Gas	3.81	52.51	44.11	0.00	0.09	0.09	63,008.02
Hearth	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping - No Winter Emissions							
Consumer Products	0.00						
Architectural Coatings	34.45						
TOTALS (lbs/day, unmitigated)	38.26	52.51	44.11	0.00	0.09	0.09	63,008.02

Area Source Changes to Defaults

The number of persons per household for consumer product use changed from 3 persons to 3.09 persons

Operational Unmitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Winter Pounds Per Day, Unmitigated

Source	ROG	NOX	CO	SO2	PM10	PM25	CO2
Racquetball/health	49.02	77.58	543.49	0.49	97.28	18.94	52,317.27
High turnover (sit-down) rest.	333.18	530.71	3,718.01	3.37	665.49	129.55	357,900.39
Fast food rest. w/ drive thru	281.40	449.17	3,146.75	2.85	563.24	109.64	302,909.88
Hotel	191.21	292.28	2,047.67	1.85	366.52	71.35	197,111.08
Movie Theater	67.37	89.00	622.26	0.56	111.66	21.73	60,015.08
Car Dealership	176.27	279.18	1,951.93	1.77	350.25	68.17	188,257.54
TOTALS (lbs/day, unmitigated)	1,098.45	1,717.92	12,030.11	10.89	2,154.44	419.38	1,158,511.24

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Operational Settings:

Does not include correction for passby trips

Does not include double counting adjustment for internal trips

Analysis Year: 2010 Temperature (F): 60 Season: Winter

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Racquetball/health		40.00	1000 sq ft	138.00	5,520.00	56,304.00
High turnover (sit-down) rest.		130.34	1000 sq ft	289.72	37,762.10	385,173.45
Fast food rest. w/ drive thru		496.12	1000 sq ft	64.42	31,960.05	325,992.50
Hotel		8.23	rooms	2,527.00	20,797.21	212,131.53
Movie Theater		1.76	1000 sq ft	3,600.00	6,336.00	64,627.20
Car Dealership		37.50	1000 sq ft	530.00	19,875.00	202,725.00
					122,250.36	1,246,953.68

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	51.7	1.2	98.6	0.2
Light Truck < 3750 lbs	7.3	2.7	94.6	2.7
Light Truck 3751-5750 lbs	22.9	0.4	99.6	0.0
Med Truck 5751-8500 lbs	10.6	0.9	99.1	0.0
Lite-Heavy Truck 8501-10,000 lbs	1.6	0.0	81.2	18.8
Lite-Heavy Truck 10,001-14,000 lbs	0.5	0.0	60.0	40.0
Med-Heavy Truck 14,001-33,000 lbs	0.9	0.0	22.2	77.8

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Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Heavy-Heavy Truck 33,001-60,000 lbs	0.5	0.0	0.0	100.0
Other Bus	0.1	0.0	0.0	100.0
Urban Bus	0.1	0.0	0.0	100.0
Motorcycle	2.8	67.9	32.1	0.0
School Bus	0.1	0.0	0.0	100.0
Motor Home	0.9	0.0	88.9	11.1

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	10.2	10.2	10.2	10.2	10.2	10.2
Rural Trip Length (miles)	17.6	12.1	14.9	15.4	9.6	12.6
Trip speeds (mph)	30.0	30.0	30.0	30.0	30.0	30.0
% of Trips - Residential	32.9	18.0	49.1			
% of Trips - Commercial (by land use)						
Racquetball/health				5.0	2.5	92.5
High turnover (sit-down) rest.				5.0	2.5	92.5
Fast food rest. w/ drive thru				5.0	2.5	92.5
Hotel				5.0	2.5	92.5
Movie Theater				2.0	1.0	97.0
Car Dealership				2.0	1.0	97.0

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Urbemis 2007 Version 9.2.4

Combined Summer Emissions Reports (Pounds/Day)

File Name: C:\Documents and Settings\rmamaghani\Application Data\Urbemis\Version9a\Projects\112.23 OVOV Office.urb924

Project Name: 112-23 OVOV Office Emissions

Project Location: South Coast AQMD

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	66.16	69.06	65.66	0.00	0.15	0.15	82,769.64

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	514.16	669.17	5,874.67	6.14	1,011.61	196.91	600,645.65

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	580.32	738.23	5,940.33	6.14	1,011.76	197.06	683,415.29

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Area Source Unmitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

Source	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
Natural Gas	5.01	68.96	57.93	0.00	0.12	0.12	82,755.60
Hearth - No Summer Emissions							
Landscape	0.61	0.10	7.73	0.00	0.03	0.03	14.04
Consumer Products	0.00						
Architectural Coatings	60.54						
TOTALS (lbs/day, unmitigated)	66.16	69.06	65.66	0.00	0.15	0.15	82,769.64

Area Source Changes to Defaults

The number of persons per household for consumer product use changed from 3 persons to 3.09 persons

Operational Unmitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

Source	ROG	NOX	CO	SO2	PM10	PM25	CO2
Medical office building	66.33	92.72	816.83	0.85	140.08	27.27	83,236.23
Regional Post Office	19.85	21.64	189.86	0.20	32.72	6.37	19,422.53
Post Office	13.44	19.93	174.89	0.18	30.14	5.87	17,890.82
Commercial Office	385.85	494.46	4,338.40	4.54	747.55	145.50	443,812.22
High-Rise Office	28.69	40.42	354.69	0.37	61.12	11.90	36,283.85
TOTALS (lbs/day, unmitigated)	514.16	669.17	5,874.67	6.14	1,011.61	196.91	600,645.65

Operational Settings:

4/21/2009 2:53:59 PM

Does not include correction for passby trips

Does not include double counting adjustment for internal trips

Analysis Year: 2010 Temperature (F): 80 Season: Summer

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Medical office building		10.88	1000 sq ft	730.56	7,948.49	81,074.63
Regional Post Office		2.38	1000 sq ft	780.00	1,856.40	18,935.28
Post Office		34.20	1000 sq ft	50.00	1,710.00	17,442.00
Commercial Office		5.00	1000 sq ft	8,483.89	42,419.45	432,678.36
High-Rise Office		11.56	1000 sq ft	300.00	3,468.00	35,373.60
					57,402.34	585,503.87

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	51.7	1.2	98.6	0.2
Light Truck < 3750 lbs	7.3	2.7	94.6	2.7
Light Truck 3751-5750 lbs	22.9	0.4	99.6	0.0
Med Truck 5751-8500 lbs	10.6	0.9	99.1	0.0
Lite-Heavy Truck 8501-10,000 lbs	1.6	0.0	81.2	18.8
Lite-Heavy Truck 10,001-14,000 lbs	0.5	0.0	60.0	40.0
Med-Heavy Truck 14,001-33,000 lbs	0.9	0.0	22.2	77.8
Heavy-Heavy Truck 33,001-60,000 lbs	0.5	0.0	0.0	100.0
Other Bus	0.1	0.0	0.0	100.0

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Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Urban Bus	0.1	0.0	0.0	100.0
Motorcycle	2.8	67.9	32.1	0.0
School Bus	0.1	0.0	0.0	100.0
Motor Home	0.9	0.0	88.9	11.1

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	10.2	10.2	10.2	10.2	10.2	10.2
Rural Trip Length (miles)	17.6	12.1	14.9	15.4	9.6	12.6
Trip speeds (mph)	30.0	30.0	30.0	30.0	30.0	30.0
% of Trips - Residential	32.9	18.0	49.1			
% of Trips - Commercial (by land use)						
Medical office building				7.0	3.5	89.5
Regional Post Office				2.0	1.0	97.0
Post Office				2.0	1.0	97.0
Commercial Office				2.0	1.0	97.0
High-Rise Office				2.0	1.0	97.0

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Urbemis 2007 Version 9.2.4

Combined Winter Emissions Reports (Pounds/Day)

File Name: C:\Documents and Settings\rmamaghani\Application Data\Urbemis\Version9a\Projects\112.23 OVOV Office.urb924

Project Name: 112-23 OVOV Office Emissions

Project Location: South Coast AQMD

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	65.55	68.96	57.93	0.00	0.12	0.12	82,755.60

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	538.03	806.42	5,640.80	5.12	1,011.61	196.91	543,794.79

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	603.58	875.38	5,698.73	5.12	1,011.73	197.03	626,550.39

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Area Source Unmitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Winter Pounds Per Day, Unmitigated

Source	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
Natural Gas	5.01	68.96	57.93	0.00	0.12	0.12	82,755.60
Hearth	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping - No Winter Emissions							
Consumer Products	0.00						
Architectural Coatings	60.54						
TOTALS (lbs/day, unmitigated)	65.55	68.96	57.93	0.00	0.12	0.12	82,755.60

Area Source Changes to Defaults

The number of persons per household for consumer product use changed from 3 persons to 3.09 persons

Operational Unmitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Winter Pounds Per Day, Unmitigated

Source	ROG	NOX	CO	SO2	PM10	PM25	CO2
Medical office building	72.40	111.75	783.91	0.71	140.08	27.27	75,364.10
Regional Post Office	18.84	26.08	182.32	0.17	32.72	6.37	17,583.97
Post Office	15.18	24.02	167.94	0.15	30.14	5.87	16,197.25
Commercial Office	400.18	595.86	4,166.04	3.78	747.55	145.50	401,800.30
High-Rise Office	31.43	48.71	340.59	0.31	61.12	11.90	32,849.17
TOTALS (lbs/day, unmitigated)	538.03	806.42	5,640.80	5.12	1,011.61	196.91	543,794.79

Operational Settings:

4/21/2009 2:54:21 PM

Does not include correction for passby trips

Does not include double counting adjustment for internal trips

Analysis Year: 2010 Temperature (F): 60 Season: Winter

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Medical office building		10.88	1000 sq ft	730.56	7,948.49	81,074.63
Regional Post Office		2.38	1000 sq ft	780.00	1,856.40	18,935.28
Post Office		34.20	1000 sq ft	50.00	1,710.00	17,442.00
Commercial Office		5.00	1000 sq ft	8,483.89	42,419.45	432,678.36
High-Rise Office		11.56	1000 sq ft	300.00	3,468.00	35,373.60
					57,402.34	585,503.87

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	51.7	1.2	98.6	0.2
Light Truck < 3750 lbs	7.3	2.7	94.6	2.7
Light Truck 3751-5750 lbs	22.9	0.4	99.6	0.0
Med Truck 5751-8500 lbs	10.6	0.9	99.1	0.0
Lite-Heavy Truck 8501-10,000 lbs	1.6	0.0	81.2	18.8
Lite-Heavy Truck 10,001-14,000 lbs	0.5	0.0	60.0	40.0
Med-Heavy Truck 14,001-33,000 lbs	0.9	0.0	22.2	77.8
Heavy-Heavy Truck 33,001-60,000 lbs	0.5	0.0	0.0	100.0
Other Bus	0.1	0.0	0.0	100.0

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Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Urban Bus	0.1	0.0	0.0	100.0
Motorcycle	2.8	67.9	32.1	0.0
School Bus	0.1	0.0	0.0	100.0
Motor Home	0.9	0.0	88.9	11.1

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	10.2	10.2	10.2	10.2	10.2	10.2
Rural Trip Length (miles)	17.6	12.1	14.9	15.4	9.6	12.6
Trip speeds (mph)	30.0	30.0	30.0	30.0	30.0	30.0
% of Trips - Residential	32.9	18.0	49.1			
% of Trips - Commercial (by land use)						
Medical office building				7.0	3.5	89.5
Regional Post Office				2.0	1.0	97.0
Post Office				2.0	1.0	97.0
Commercial Office				2.0	1.0	97.0
High-Rise Office				2.0	1.0	97.0

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Urbemis 2007 Version 9.2.4

Combined Summer Emissions Reports (Pounds/Day)

File Name: C:\Documents and Settings\rmamaghani\Application Data\Urbemis\Version9a\Projects\112.23 OVOV Recreation.urb924

Project Name: 112-23 OVOV Recreation Emissions

Project Location: South Coast AQMD

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	416.98	0.06	4.64	0.00	0.02	0.02	8.43

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	2,963.22	4,481.14	39,317.93	41.19	6,774.90	1,318.67	4,022,173.48

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	3,380.20	4,481.20	39,322.57	41.19	6,774.92	1,318.69	4,022,181.91

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Area Source Unmitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

Source	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
Natural Gas	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hearth - No Summer Emissions							
Landscape	0.37	0.06	4.64	0.00	0.02	0.02	8.43
Consumer Products	0.00						
Architectural Coatings	416.61						
TOTALS (lbs/day, unmitigated)	416.98	0.06	4.64	0.00	0.02	0.02	8.43

Area Source Changes to Defaults

The number of persons per household for consumer product use changed from 3 persons to 3.09 persons

Operational Unmitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

Source	ROG	NOX	CO	SO2	PM10	PM25	CO2
Golf Course	1,116.56	1,687.35	14,804.96	15.51	2,551.05	496.54	1,514,528.64
Developed Park	70.85	96.51	846.83	0.89	145.92	28.40	86,629.17
Undeveloped Park	1,775.81	2,697.28	23,666.14	24.79	4,077.93	793.73	2,421,015.67
TOTALS (lbs/day, unmitigated)	2,963.22	4,481.14	39,317.93	41.19	6,774.90	1,318.67	4,022,173.48

Operational Settings:

Does not include correction for passby trips

4/21/2009 1:39:36 PM

Does not include double counting adjustment for internal trips

Analysis Year: 2010 Temperature (F): 80 Season: Summer

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Golf Course		108.19	acres	1,338.00	144,758.22	1,476,533.85
Developed Park		7.96	acres	1,040.20	8,279.99	84,455.91
Undeveloped Park		260.00	acres	890.00	231,400.00	2,360,279.96
					384,438.21	3,921,269.72

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	51.7	1.2	98.6	0.2
Light Truck < 3750 lbs	7.3	2.7	94.6	2.7
Light Truck 3751-5750 lbs	22.9	0.4	99.6	0.0
Med Truck 5751-8500 lbs	10.6	0.9	99.1	0.0
Lite-Heavy Truck 8501-10,000 lbs	1.6	0.0	81.2	18.8
Lite-Heavy Truck 10,001-14,000 lbs	0.5	0.0	60.0	40.0
Med-Heavy Truck 14,001-33,000 lbs	0.9	0.0	22.2	77.8
Heavy-Heavy Truck 33,001-60,000 lbs	0.5	0.0	0.0	100.0
Other Bus	0.1	0.0	0.0	100.0
Urban Bus	0.1	0.0	0.0	100.0
Motorcycle	2.8	67.9	32.1	0.0
School Bus	0.1	0.0	0.0	100.0

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Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Motor Home	0.9	0.0	88.9	11.1

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	10.2	10.2	10.2	10.2	10.2	10.2
Rural Trip Length (miles)	17.6	12.1	14.9	15.4	9.6	12.6
Trip speeds (mph)	30.0	30.0	30.0	30.0	30.0	30.0
% of Trips - Residential	32.9	18.0	49.1			
% of Trips - Commercial (by land use)						
Golf Course				2.0	1.0	97.0
Developed Park				2.0	1.0	97.0
Undeveloped Park				2.0	1.0	97.0

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Urbemis 2007 Version 9.2.4

Combined Winter Emissions Reports (Pounds/Day)

File Name: C:\Documents and Settings\rmamaghani\Application Data\Urbemis\Version9a\Projects\112.23 OVOV Recreation.urb924

Project Name: 112-23 OVOV Recreation Emissions

Project Location: South Coast AQMD

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	416.61	0.00	0.00	0.00	0.00	0.00	0.00

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	3,386.90	5,400.18	37,755.88	34.26	6,774.90	1,318.67	3,641,428.55

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	3,803.51	5,400.18	37,755.88	34.26	6,774.90	1,318.67	3,641,428.55

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Area Source Unmitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Winter Pounds Per Day, Unmitigated

Source	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
Natural Gas	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hearth	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping - No Winter Emissions							
Consumer Products	0.00						
Architectural Coatings	416.61						
TOTALS (lbs/day, unmitigated)	416.61	0.00	0.00	0.00	0.00	0.00	0.00

Area Source Changes to Defaults

The number of persons per household for consumer product use changed from 3 persons to 3.09 persons

Operational Unmitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Winter Pounds Per Day, Unmitigated

Source	ROG	NOX	CO	SO2	PM10	PM25	CO2
Golf Course	1,275.67	2,033.41	14,216.78	12.90	2,551.05	496.54	1,371,161.10
Developed Park	76.11	116.31	813.18	0.74	145.92	28.40	78,428.72
Undeveloped Park	2,035.12	3,250.46	22,725.92	20.62	4,077.93	793.73	2,191,838.73
TOTALS (lbs/day, unmitigated)	3,386.90	5,400.18	37,755.88	34.26	6,774.90	1,318.67	3,641,428.55

Operational Settings:

Does not include correction for passby trips

4/21/2009 1:40:03 PM

Does not include double counting adjustment for internal trips

Analysis Year: 2010 Temperature (F): 60 Season: Winter

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Golf Course		108.19	acres	1,338.00	144,758.22	1,476,533.85
Developed Park		7.96	acres	1,040.20	8,279.99	84,455.91
Undeveloped Park		260.00	acres	890.00	231,400.00	2,360,279.96
					384,438.21	3,921,269.72

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	51.7	1.2	98.6	0.2
Light Truck < 3750 lbs	7.3	2.7	94.6	2.7
Light Truck 3751-5750 lbs	22.9	0.4	99.6	0.0
Med Truck 5751-8500 lbs	10.6	0.9	99.1	0.0
Lite-Heavy Truck 8501-10,000 lbs	1.6	0.0	81.2	18.8
Lite-Heavy Truck 10,001-14,000 lbs	0.5	0.0	60.0	40.0
Med-Heavy Truck 14,001-33,000 lbs	0.9	0.0	22.2	77.8
Heavy-Heavy Truck 33,001-60,000 lbs	0.5	0.0	0.0	100.0
Other Bus	0.1	0.0	0.0	100.0
Urban Bus	0.1	0.0	0.0	100.0
Motorcycle	2.8	67.9	32.1	0.0
School Bus	0.1	0.0	0.0	100.0

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Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Motor Home	0.9	0.0	88.9	11.1

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	10.2	10.2	10.2	10.2	10.2	10.2
Rural Trip Length (miles)	17.6	12.1	14.9	15.4	9.6	12.6
Trip speeds (mph)	30.0	30.0	30.0	30.0	30.0	30.0
% of Trips - Residential	32.9	18.0	49.1			
% of Trips - Commercial (by land use)						
Golf Course				2.0	1.0	97.0
Developed Park				2.0	1.0	97.0
Undeveloped Park				2.0	1.0	97.0

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Urbemis 2007 Version 9.2.4

Combined Summer Emissions Reports (Pounds/Day)

File Name: C:\Documents and Settings\rmamaghani\Application Data\Urbemis\Version9a\Projects\112.23 Constr OVOV Ind'l.urb924

Project Name: 112-23 OVOV Construction Emissions Industrial

Project Location: South Coast AQMD

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

CONSTRUCTION EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5	CO2
2010 TOTALS (lbs/day unmitigated)	461.90	3,201.21	4,139.35	6.89	13,612.73	137.07	13,749.81	2,846.64	125.27	2,971.90	742,758.88
2011 TOTALS (lbs/day unmitigated)	435.28	2,904.24	3,846.05	6.89	13,612.73	123.50	13,736.23	2,846.64	112.76	2,959.40	742,704.54
2012 TOTALS (lbs/day unmitigated)	409.81	2,614.32	3,568.21	6.89	13,612.73	110.76	13,723.49	2,846.64	101.02	2,947.66	742,662.83
2013 TOTALS (lbs/day unmitigated)	385.88	2,336.09	3,302.06	6.89	13,612.73	98.70	13,711.44	2,846.64	89.87	2,936.51	742,642.91
2014 TOTALS (lbs/day unmitigated)	362.59	2,073.83	3,060.28	6.89	13,612.73	88.14	13,700.88	2,846.64	80.16	2,926.80	742,624.91
2015 TOTALS (lbs/day unmitigated)	340.59	1,834.06	2,835.39	6.89	13,612.73	78.40	13,691.13	2,846.64	71.18	2,917.82	742,615.60
2016 TOTALS (lbs/day unmitigated)	322.23	1,634.65	2,641.59	6.89	13,612.73	70.52	13,683.26	2,846.64	63.94	2,910.57	742,592.48

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2017 TOTALS (lbs/day unmitigated)	306.19	1,464.97	2,463.06	6.89	13,612.73	63.56	13,676.29	2,846.64	57.53	2,904.16	742,582.58
2018 TOTALS (lbs/day unmitigated)	291.47	1,319.69	2,301.46	6.89	13,612.73	57.77	13,670.51	2,846.64	52.18	2,898.82	742,580.59
2019 TOTALS (lbs/day unmitigated)	278.94	1,195.02	2,153.71	6.89	13,612.73	52.65	13,665.39	2,846.64	47.47	2,894.11	742,583.83
2020 TOTALS (lbs/day unmitigated)	267.20	1,088.24	2,018.08	6.89	13,612.73	48.51	13,661.25	2,846.64	43.66	2,890.30	742,589.44
2021 TOTALS (lbs/day unmitigated)	234.93	823.42	1,535.53	6.88	13,612.73	39.29	13,652.02	2,846.64	35.19	2,881.82	742,628.85
2022 TOTALS (lbs/day unmitigated)	234.93	823.42	1,535.53	6.88	13,612.73	39.29	13,652.02	2,846.64	35.19	2,881.82	742,628.85
2023 TOTALS (lbs/day unmitigated)	234.93	823.42	1,535.53	6.88	13,612.73	39.29	13,652.02	2,846.64	35.19	2,881.82	742,628.85
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2025 TOTALS (lbs/day unmitigated)	234.93	823.42	1,535.53	6.88	13,612.73	39.29	13,652.02	2,846.64	35.19	2,881.82	742,628.85
2026 TOTALS (lbs/day unmitigated)	219.70	725.29	1,283.90	6.88	13,612.73	36.07	13,648.80	2,846.64	32.24	2,878.87	742,679.20
2027 TOTALS (lbs/day unmitigated)	219.70	725.29	1,283.90	6.88	13,612.73	36.07	13,648.80	2,846.64	32.24	2,878.87	742,679.20
2028 TOTALS (lbs/day unmitigated)	219.70	725.29	1,283.90	6.88	13,612.73	36.07	13,648.80	2,846.64	32.24	2,878.87	742,679.20

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2029 TOTALS (lbs/day unmitigated)	219.70	725.29	1,283.90	6.88	13,612.73	36.07	13,648.80	2,846.64	32.24	2,878.87	742,679.20
2030 TOTALS (lbs/day unmitigated)	219.70	725.29	1,283.90	6.88	13,612.73	36.07	13,648.80	2,846.64	32.24	2,878.87	742,679.20

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Urbemis 2007 Version 9.2.4

Combined Winter Emissions Reports (Pounds/Day)

File Name: C:\Documents and Settings\rmamaghani\Application Data\Urbemis\Version9a\Projects\112.23 Constr OVOV Ind'l.urb924

Project Name: 112-23 OVOV Construction Emissions Industrial

Project Location: South Coast AQMD

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

CONSTRUCTION EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5	CO2
2010 TOTALS (lbs/day unmitigated)	461.90	3,201.21	4,139.35	6.89	13,612.73	137.07	13,749.81	2,846.64	125.27	2,971.90	742,758.88
2011 TOTALS (lbs/day unmitigated)	435.28	2,904.24	3,846.05	6.89	13,612.73	123.50	13,736.23	2,846.64	112.76	2,959.40	742,704.54
2012 TOTALS (lbs/day unmitigated)	409.81	2,614.32	3,568.21	6.89	13,612.73	110.76	13,723.49	2,846.64	101.02	2,947.66	742,662.83
2013 TOTALS (lbs/day unmitigated)	385.88	2,336.09	3,302.06	6.89	13,612.73	98.70	13,711.44	2,846.64	89.87	2,936.51	742,642.91
2014 TOTALS (lbs/day unmitigated)	362.59	2,073.83	3,060.28	6.89	13,612.73	88.14	13,700.88	2,846.64	80.16	2,926.80	742,624.91
2015 TOTALS (lbs/day unmitigated)	340.59	1,834.06	2,835.39	6.89	13,612.73	78.40	13,691.13	2,846.64	71.18	2,917.82	742,615.60
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2024 TOTALS (lbs/day unmitigated)	234.93	823.42	1,535.53	6.88	13,612.73	39.29	13,652.02	2,846.64	35.19	2,881.82	742,628.85
2025 TOTALS (lbs/day unmitigated)	234.93	823.42	1,535.53	6.88	13,612.73	39.29	13,652.02	2,846.64	35.19	2,881.82	742,628.85
2026 TOTALS (lbs/day unmitigated)	219.70	725.29	1,283.90	6.88	13,612.73	36.07	13,648.80	2,846.64	32.24	2,878.87	742,679.20
2027 TOTALS (lbs/day unmitigated)	219.70	725.29	1,283.90	6.88	13,612.73	36.07	13,648.80	2,846.64	32.24	2,878.87	742,679.20
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2030 TOTALS (lbs/day unmitigated)	219.70	725.29	1,283.90	6.88	13,612.73	36.07	13,648.80	2,846.64	32.24	2,878.87	742,679.20

CALINE4 CO Emissions

BAY AREA AQMD SIMPLIFIED CALINE4 ANALYSIS; UPDATED WITH EMFAC2007

Project Title:	One Valley One Vision Area Plan/General Plan Update
Intersection:	Intersection 1: The Old Road & Rye Canyon
Analysis Condition:	OVOV Area Plan/General Plan Buildout
Nearest Air Monitoring Station measuring CO:	Santa Clarita/Placerita Monitoring Station
Background 1-hour CO Concentration (ppm):	2.0
Background 8-hour CO Concentration (ppm):	1.6
Persistence Factor:	0.7
Analysis Year:	2030

		Roadway Type	No. of Lanes	Approach/Departure Speed A.M.	Approach/Departure Speed P.M.
North-South Roadway:	The Old Road	AT GRADE	4	5	5
East-West Roadway:	Rye Canyon	AT GRADE	4	5	5

EMFAC2007 COMPOSITE EMISSION FACTORS FOR CO

Air Basin: South Coast Air Basin County: Los Angeles

Assumes lowest mean wintertime temperature of 47 degrees F and 30% humidity.

	Average Speed (miles per hour)									
Year	5	8	11	14	17	20	23	26	29	32
2007	10.404	9.093	8.058	7.231	6.563	6.024	5.588	5.23	4.936	4.7
2008	9.453	8.28	7.351	6.607	6.005	5.518	5.124	4.799	4.532	4.316
2009	8.51	7.471	6.646	5.984	5.448	5.012	4.66	4.367	4.126	3.929
2010	7.609	6.699	5.976	5.392	4.918	4.532	4.219	3.958	3.741	3.564
2011	6.831	6.032	5.393	4.877	4.456	4.113	3.833	3.599	3.404	3.243
2012	6.141	5.437	4.874	4.416	4.042	3.737	3.487	3.277	3.101	2.955
2013	5.528	4.909	4.411	4.005	3.673	3.4	3.177	2.988	2.83	2.697
2014	4.98	4.435	3.995	3.635	3.339	3.097	2.897	2.728	2.584	2.464
2015	4.502	4.021	3.63	3.311	3.047	2.829	2.65	2.497	2.368	2.258
2020	2.909	2.632	2.402	2.21	2.05	1.917	1.805	1.708	1.624	1.552
2025	2.144	1.95	1.789	1.653	1.539	1.444	1.364	1.294	1.233	1.181
2030	1.756	1.601	1.472	1.363	1.271	1.195	1.131	1.075	1.027	0.985

PEAK HOUR TURNING VOLUMES

A.M. Peak

	N				
		0	490	660	
W		<	v	>	E
0	^			^	930
0	>			<	0
0	v			v	880
		<	^	>	
		1,060	0	1,670	
	S				

P.M. Peak

	N				
		0	860	890	
W		<	v	>	E
0	^			^	1,290
0	>			<	0
0	v			v	1,310
		<	^	>	
		0	1,270	1,330	
	S				

Representative Traffic Volumes (Vehicles per Hour)

N-S Road	4,100	N-S Road	4,770

BAY AREA AQMD SIMPLIFIED CALINE4 ANALYSIS; UPDATED WITH EMFAC2007

Project Title:	One Valley One Vision Area Plan/General Plan Update
Intersection:	Intersection 8: McBean Parkway & Magic Mountain Parkway
Analysis Condition:	OVOV Area Plan/General Plan Buildout
Nearest Air Monitoring Station measuring CO:	Santa Clarita/Placerita Monitoring Station
Background 1-hour CO Concentration (ppm):	2.0
Background 8-hour CO Concentration (ppm):	1.6
Persistence Factor:	0.7
Analysis Year:	2030

		Roadway Type	No. of Lanes	Approach/Departure Speed A.M.	Approach/Departure Speed P.M.
North-South Roadway:	McBean Parkway	AT GRADE	4	5	5
East-West Roadway:	Magic Mountain Parkway	AT GRADE	4	5	5

EMFAC2007 COMPOSITE EMISSION FACTORS FOR CO

Air Basin: South Coast Air Basin County: Los Angeles

Assumes lowest mean wintertime temperature of 47 degrees F and 30% humidity.

	Average Speed (miles per hour)									
Year	5	8	11	14	17	20	23	26	29	32
2007	10.404	9.093	8.058	7.231	6.563	6.024	5.588	5.23	4.936	4.7
2008	9.453	8.28	7.351	6.607	6.005	5.518	5.124	4.799	4.532	4.316
2009	8.51	7.471	6.646	5.984	5.448	5.012	4.66	4.367	4.126	3.929
2010	7.609	6.699	5.976	5.392	4.918	4.532	4.219	3.958	3.741	3.564
2011	6.831	6.032	5.393	4.877	4.456	4.113	3.833	3.599	3.404	3.243
2012	6.141	5.437	4.874	4.416	4.042	3.737	3.487	3.277	3.101	2.955
2013	5.528	4.909	4.411	4.005	3.673	3.4	3.177	2.988	2.83	2.697
2014	4.98	4.435	3.995	3.635	3.339	3.097	2.897	2.728	2.584	2.464
2015	4.502	4.021	3.63	3.311	3.047	2.829	2.65	2.497	2.368	2.258
2020	2.909	2.632	2.402	2.21	2.05	1.917	1.805	1.708	1.624	1.552
2025	2.144	1.95	1.789	1.653	1.539	1.444	1.364	1.294	1.233	1.181
2030	1.756	1.601	1.472	1.363	1.271	1.195	1.131	1.075	1.027	0.985

PEAK HOUR TURNING VOLUMES

A.M. Peak

	N				
		720	1,980	520	
W		<	v	>	E
470	^			^	350
1,660	>			<	690
140	v			v	70
		<	^	>	
		250	1,320	40	
	S				

P.M. Peak

	N				
		110	2,130	300	
W		<	v	>	E
420	^			^	640
1,830	>			<	1,420
410	v			v	220
		<	^	>	
		360	2,460	280	
	S				

Representative Traffic Volumes (Vehicles per Hour)

N-S Road	5,360	N-S Road	6,060

BAY AREA AQMD SIMPLIFIED CALINE4 ANALYSIS; UPDATED WITH EMFAC2007

Project Title:	One Valley One Vision Area Plan/General Plan Update
Intersection:	Intersection 10: Orchard Village & McBean Parkway
Analysis Condition:	OVOV Area Plan/General Plan Buildout
Nearest Air Monitoring Station measuring CO:	Santa Clarita/Placerita Monitoring Station
Background 1-hour CO Concentration (ppm):	2.0
Background 8-hour CO Concentration (ppm):	1.6
Persistence Factor:	0.7
Analysis Year:	2030

		Roadway Type	No. of Lanes	Approach/Departure Speed A.M.	Approach/Departure Speed P.M.
North-South Roadway:	Orchard Village	AT GRADE	4	5	5
East-West Roadway:	McBean Parkway	AT GRADE	4	5	5

EMFAC2007 COMPOSITE EMISSION FACTORS FOR CO

Air Basin: South Coast Air Basin County: Los Angeles

Assumes lowest mean wintertime temperature of 47 degrees F and 30% humidity.

	Average Speed (miles per hour)									
Year	5	8	11	14	17	20	23	26	29	32
2007	10.404	9.093	8.058	7.231	6.563	6.024	5.588	5.23	4.936	4.7
2008	9.453	8.28	7.351	6.607	6.005	5.518	5.124	4.799	4.532	4.316
2009	8.51	7.471	6.646	5.984	5.448	5.012	4.66	4.367	4.126	3.929
2010	7.609	6.699	5.976	5.392	4.918	4.532	4.219	3.958	3.741	3.564
2011	6.831	6.032	5.393	4.877	4.456	4.113	3.833	3.599	3.404	3.243
2012	6.141	5.437	4.874	4.416	4.042	3.737	3.487	3.277	3.101	2.955
2013	5.528	4.909	4.411	4.005	3.673	3.4	3.177	2.988	2.83	2.697
2014	4.98	4.435	3.995	3.635	3.339	3.097	2.897	2.728	2.584	2.464
2015	4.502	4.021	3.63	3.311	3.047	2.829	2.65	2.497	2.368	2.258
2020	2.909	2.632	2.402	2.21	2.05	1.917	1.805	1.708	1.624	1.552
2025	2.144	1.95	1.789	1.653	1.539	1.444	1.364	1.294	1.233	1.181
2030	1.756	1.601	1.472	1.363	1.271	1.195	1.131	1.075	1.027	0.985

PEAK HOUR TURNING VOLUMES

A.M. Peak

	N				
		10	20	10	
W		<	v	>	E
50	^			^	30
540	>			<	630
810	v			v	860
		<	^	>	
		890	60	830	
	S				

P.M. Peak

	N				
		30	70	60	
W		<	v	>	E
40	^			^	20
920	>			<	1,000
1,190	v			v	1,140
		<	^	>	
		860	60	1,110	
	S				

Representative Traffic Volumes (Vehicles per Hour)

N-S Road	3,470	N-S Road	4,430

BAY AREA AQMD SIMPLIFIED CALINE4 ANALYSIS; UPDATED WITH EMFAC2007

Project Title:	One Valley One Vision Area Plan/General Plan Update
Intersection:	Intersection 15: Bouquet Canyon Road & Soledad Canyon Road
Analysis Condition:	OVOV Area Plan/General Plan Buildout
Nearest Air Monitoring Station measuring CO:	Santa Clarita/Placerita Monitoring Station
Background 1-hour CO Concentration (ppm):	2.0
Background 8-hour CO Concentration (ppm):	1.6
Persistence Factor:	0.7
Analysis Year:	2030

		Roadway Type	No. of Lanes	Approach/Departure Speed A.M.	Approach/Departure Speed P.M.
North-South Roadway:	Bouquet Canyon Road	AT GRADE	4	5	5
East-West Roadway:	Soledad Canyon Road	AT GRADE	4	5	5

EMFAC2007 COMPOSITE EMISSION FACTORS FOR CO

Air Basin: South Coast Air Basin County: Los Angeles

Assumes lowest mean wintertime temperature of 47 degrees F and 30% humidity.

	Average Speed (miles per hour)									
Year	5	8	11	14	17	20	23	26	29	32
2007	10.404	9.093	8.058	7.231	6.563	6.024	5.588	5.23	4.936	4.7
2008	9.453	8.28	7.351	6.607	6.005	5.518	5.124	4.799	4.532	4.316
2009	8.51	7.471	6.646	5.984	5.448	5.012	4.66	4.367	4.126	3.929
2010	7.609	6.699	5.976	5.392	4.918	4.532	4.219	3.958	3.741	3.564
2011	6.831	6.032	5.393	4.877	4.456	4.113	3.833	3.599	3.404	3.243
2012	6.141	5.437	4.874	4.416	4.042	3.737	3.487	3.277	3.101	2.955
2013	5.528	4.909	4.411	4.005	3.673	3.4	3.177	2.988	2.83	2.697
2014	4.98	4.435	3.995	3.635	3.339	3.097	2.897	2.728	2.584	2.464
2015	4.502	4.021	3.63	3.311	3.047	2.829	2.65	2.497	2.368	2.258
2020	2.909	2.632	2.402	2.21	2.05	1.917	1.805	1.708	1.624	1.552
2025	2.144	1.95	1.789	1.653	1.539	1.444	1.364	1.294	1.233	1.181
2030	1.756	1.601	1.472	1.363	1.271	1.195	1.131	1.075	1.027	0.985

PEAK HOUR TURNING VOLUMES

A.M. Peak

	N				
		1,370	1,860	390	
W		<	v	>	E
360	^			^	250
1,010	>			<	930
120	v			v	140
		<	^	>	
		20	620	190	
	S				

P.M. Peak

	N				
		890	1,390	420	
W		<	v	>	E
1,350	^			^	760
1,180	>			<	1,050
110	v			v	360
		<	^	>	
		100	1,750	490	
	S				

Representative Traffic Volumes (Vehicles per Hour)

N-S Road	4,850	N-S Road	6,560

BAY AREA AQMD SIMPLIFIED CALINE4 ANALYSIS; UPDATED WITH EMFAC2007

Project Title:	One Valley One Vision Area Plan/General Plan Update
Intersection:	Intersection 3: The Old Road & Valencia Boulevard
Analysis Condition:	OVOV Area Plan/General Plan Buildout
Nearest Air Monitoring Station measuring CO:	Santa Clarita/Placerita Monitoring Station
Background 1-hour CO Concentration (ppm):	2.0
Background 8-hour CO Concentration (ppm):	1.6
Persistence Factor:	0.7
Analysis Year:	2030

		Roadway Type	No. of Lanes	Approach/Departure Speed A.M.	Approach/Departure Speed P.M.
North-South Roadway:	The Old Road	AT GRADE	4	5	5
East-West Roadway:	Valencia Boulevard	AT GRADE	4	5	5

EMFAC2007 COMPOSITE EMISSION FACTORS FOR CO

Air Basin: South Coast Air Basin County: Los Angeles

Assumes lowest mean wintertime temperature of 47 degrees F and 30% humidity.

	Average Speed (miles per hour)									
Year	5	8	11	14	17	20	23	26	29	32
2007	10.404	9.093	8.058	7.231	6.563	6.024	5.588	5.23	4.936	4.7
2008	9.453	8.28	7.351	6.607	6.005	5.518	5.124	4.799	4.532	4.316
2009	8.51	7.471	6.646	5.984	5.448	5.012	4.66	4.367	4.126	3.929
2010	7.609	6.699	5.976	5.392	4.918	4.532	4.219	3.958	3.741	3.564
2011	6.831	6.032	5.393	4.877	4.456	4.113	3.833	3.599	3.404	3.243
2012	6.141	5.437	4.874	4.416	4.042	3.737	3.487	3.277	3.101	2.955
2013	5.528	4.909	4.411	4.005	3.673	3.4	3.177	2.988	2.83	2.697
2014	4.98	4.435	3.995	3.635	3.339	3.097	2.897	2.728	2.584	2.464
2015	4.502	4.021	3.63	3.311	3.047	2.829	2.65	2.497	2.368	2.258
2020	2.909	2.632	2.402	2.21	2.05	1.917	1.805	1.708	1.624	1.552
2025	2.144	1.95	1.789	1.653	1.539	1.444	1.364	1.294	1.233	1.181
2030	1.756	1.601	1.472	1.363	1.271	1.195	1.131	1.075	1.027	0.985

PEAK HOUR TURNING VOLUMES

A.M. Peak

	N	190	200	140	
W		<	v	>	E
280	^			^	370
2,430	>			<	1,640
360	v			v	80
		<	^	>	
		730	320	120	
	S				

P.M. Peak

	N	220	750	330	
W		<	v	>	E
240	^			^	540
1,660	>			<	2,190
780	v			v	480
		<	^	>	
		430	630	430	
	S				

Representative Traffic Volumes (Vehicles per Hour)

N-S Road	1,810	N-S Road	3,500

BAY AREA AQMD SIMPLIFIED CALINE4 ANALYSIS; UPDATED WITH EMFAC2007

Project Title:	One Valley One Vision Area Plan/General Plan Update
Intersection:	Intersection 4: The Old Road & McBean Parkway
Analysis Condition:	OVOV Area Plan/General Plan Buildout
Nearest Air Monitoring Station measuring CO:	Santa Clarita/Placerita Monitoring Station
Background 1-hour CO Concentration (ppm):	2.0
Background 8-hour CO Concentration (ppm):	1.6
Persistence Factor:	0.7
Analysis Year:	2030

		Roadway Type	No. of Lanes	Approach/Departure Speed A.M.	Approach/Departure Speed P.M.
North-South Roadway:	The Old Road	AT GRADE	4	5	5
East-West Roadway:	McBean Parkway	AT GRADE	4	5	5

EMFAC2007 COMPOSITE EMISSION FACTORS FOR CO

Air Basin: South Coast Air Basin County: Los Angeles

Assumes lowest mean wintertime temperature of 47 degrees F and 30% humidity.

	Average Speed (miles per hour)									
Year	5	8	11	14	17	20	23	26	29	32
2007	10.404	9.093	8.058	7.231	6.563	6.024	5.588	5.23	4.936	4.7
2008	9.453	8.28	7.351	6.607	6.005	5.518	5.124	4.799	4.532	4.316
2009	8.51	7.471	6.646	5.984	5.448	5.012	4.66	4.367	4.126	3.929
2010	7.609	6.699	5.976	5.392	4.918	4.532	4.219	3.958	3.741	3.564
2011	6.831	6.032	5.393	4.877	4.456	4.113	3.833	3.599	3.404	3.243
2012	6.141	5.437	4.874	4.416	4.042	3.737	3.487	3.277	3.101	2.955
2013	5.528	4.909	4.411	4.005	3.673	3.4	3.177	2.988	2.83	2.697
2014	4.98	4.435	3.995	3.635	3.339	3.097	2.897	2.728	2.584	2.464
2015	4.502	4.021	3.63	3.311	3.047	2.829	2.65	2.497	2.368	2.258
2020	2.909	2.632	2.402	2.21	2.05	1.917	1.805	1.708	1.624	1.552
2025	2.144	1.95	1.789	1.653	1.539	1.444	1.364	1.294	1.233	1.181
2030	1.756	1.601	1.472	1.363	1.271	1.195	1.131	1.075	1.027	0.985

PEAK HOUR TURNING VOLUMES

A.M. Peak

	N				
		20	250	160	
W		<	v	>	E
140	^			^	520
1,100	>			<	240
120	v			v	270
		<	^	>	
		70	420	300	
	S				

P.M. Peak

	N				
		250	1,040	510	
W		<	v	>	E
210	^			^	300
470	>			<	990
90	v			v	860
		<	^	>	
		160	830	630	
	S				

Representative Traffic Volumes (Vehicles per Hour)

N-S Road	1,510	N-S Road	3,610

BAY AREA AQMD SIMPLIFIED CALINE4 ANALYSIS; UPDATED WITH EMFAC2007

Project Title:	One Valley One Vision Area Plan/General Plan Update
Intersection:	Intersection 5: The Old Road & Pico Canyon Road
Analysis Condition:	OVOV Area Plan/General Plan Buildout
Nearest Air Monitoring Station measuring CO:	Santa Clarita/Placerita Monitoring Station
Background 1-hour CO Concentration (ppm):	2.0
Background 8-hour CO Concentration (ppm):	1.6
Persistence Factor:	0.7
Analysis Year:	2030

		Roadway Type	No. of Lanes	Approach/Departure Speed A.M.	Approach/Departure Speed P.M.
North-South Roadway:	The Old Road	AT GRADE	4	5	5
East-West Roadway:	Pico Canyon Road	AT GRADE	4	5	5

EMFAC2007 COMPOSITE EMISSION FACTORS FOR CO

Air Basin: South Coast Air Basin County: Los Angeles

Assumes lowest mean wintertime temperature of 47 degrees F and 30% humidity.

	Average Speed (miles per hour)									
Year	5	8	11	14	17	20	23	26	29	32
2007	10.404	9.093	8.058	7.231	6.563	6.024	5.588	5.23	4.936	4.7
2008	9.453	8.28	7.351	6.607	6.005	5.518	5.124	4.799	4.532	4.316
2009	8.51	7.471	6.646	5.984	5.448	5.012	4.66	4.367	4.126	3.929
2010	7.609	6.699	5.976	5.392	4.918	4.532	4.219	3.958	3.741	3.564
2011	6.831	6.032	5.393	4.877	4.456	4.113	3.833	3.599	3.404	3.243
2012	6.141	5.437	4.874	4.416	4.042	3.737	3.487	3.277	3.101	2.955
2013	5.528	4.909	4.411	4.005	3.673	3.4	3.177	2.988	2.83	2.697
2014	4.98	4.435	3.995	3.635	3.339	3.097	2.897	2.728	2.584	2.464
2015	4.502	4.021	3.63	3.311	3.047	2.829	2.65	2.497	2.368	2.258
2020	2.909	2.632	2.402	2.21	2.05	1.917	1.805	1.708	1.624	1.552
2025	2.144	1.95	1.789	1.653	1.539	1.444	1.364	1.294	1.233	1.181
2030	1.756	1.601	1.472	1.363	1.271	1.195	1.131	1.075	1.027	0.985

PEAK HOUR TURNING VOLUMES

A.M. Peak

	N	140	170	320	
W		<	v	>	E
400	^			^	280
600	>			<	1,330
100	v			v	10
		<	^	>	
	S	120	230	50	

P.M. Peak

	N	480	460	510	
W		<	v	>	E
100	^			^	580
990	>			<	1,330
260	v			v	10
		<	^	>	
	S	190	660	90	

Representative Traffic Volumes (Vehicles per Hour)

N-S Road	1,540	N-S Road	2,790

BAY AREA AQMD SIMPLIFIED CALINE4 ANALYSIS; UPDATED WITH EMFAC2007

Project Title:	One Valley One Vision Area Plan/General Plan Update
Intersection:	Intersection 11: Orchard Village & Wiley Canyon Road
Analysis Condition:	OVOV Area Plan/General Plan Buildout
Nearest Air Monitoring Station measuring CO:	Santa Clarita/Placerita Monitoring Station
Background 1-hour CO Concentration (ppm):	2.0
Background 8-hour CO Concentration (ppm):	1.6
Persistence Factor:	0.7
Analysis Year:	2030

		Roadway Type	No. of Lanes	Approach/Departure Speed A.M.	Approach/Departure Speed P.M.
North-South Roadway:	Orchard Village	AT GRADE	4	5	5
East-West Roadway:	Wiley Canyon Road	AT GRADE	4	5	5

EMFAC2007 COMPOSITE EMISSION FACTORS FOR CO

Air Basin: South Coast Air Basin County: Los Angeles

Assumes lowest mean wintertime temperature of 47 degrees F and 30% humidity.

	Average Speed (miles per hour)									
Year	5	8	11	14	17	20	23	26	29	32
2007	10.404	9.093	8.058	7.231	6.563	6.024	5.588	5.23	4.936	4.7
2008	9.453	8.28	7.351	6.607	6.005	5.518	5.124	4.799	4.532	4.316
2009	8.51	7.471	6.646	5.984	5.448	5.012	4.66	4.367	4.126	3.929
2010	7.609	6.699	5.976	5.392	4.918	4.532	4.219	3.958	3.741	3.564
2011	6.831	6.032	5.393	4.877	4.456	4.113	3.833	3.599	3.404	3.243
2012	6.141	5.437	4.874	4.416	4.042	3.737	3.487	3.277	3.101	2.955
2013	5.528	4.909	4.411	4.005	3.673	3.4	3.177	2.988	2.83	2.697
2014	4.98	4.435	3.995	3.635	3.339	3.097	2.897	2.728	2.584	2.464
2015	4.502	4.021	3.63	3.311	3.047	2.829	2.65	2.497	2.368	2.258
2020	2.909	2.632	2.402	2.21	2.05	1.917	1.805	1.708	1.624	1.552
2025	2.144	1.95	1.789	1.653	1.539	1.444	1.364	1.294	1.233	1.181
2030	1.756	1.601	1.472	1.363	1.271	1.195	1.131	1.075	1.027	0.985

PEAK HOUR TURNING VOLUMES

A.M. Peak

	N				
		350	540	520	
W		<	v	>	E
250	^			^	400
380	>			<	690
80	v			v	370
		<	^	>	
		40	690	360	
	S				

P.M. Peak

	N				
		30	70	60	
W		<	v	>	E
40	^			^	20
920	>			<	1,000
1,190	v			v	1,140
		<	^	>	
		860	60	1,110	
	S				

Representative Traffic Volumes (Vehicles per Hour)

N-S Road	2,750	N-S Road	4,430

BAY AREA AQMD SIMPLIFIED CALINE4 ANALYSIS; UPDATED WITH EMFAC2007

Project Title:	One Valley One Vision Area Plan/General Plan Update
Intersection:	Intersection 12: Valencia Boulevard & Magic Mountain Parkway
Analysis Condition:	OVOV Area Plan/General Plan Buildout
Nearest Air Monitoring Station measuring CO:	Santa Clarita/Placerita Monitoring Station
Background 1-hour CO Concentration (ppm):	2.0
Background 8-hour CO Concentration (ppm):	1.6
Persistence Factor:	0.7
Analysis Year:	2030

		Roadway Type	No. of Lanes	Approach/Departure Speed A.M.	Approach/Departure Speed P.M.
North-South Roadway:	Valencia Boulevard	AT GRADE	4	5	5
East-West Roadway:	Magic Mountain Parkway	AT GRADE	4	5	5

EMFAC2007 COMPOSITE EMISSION FACTORS FOR CO

Air Basin: South Coast Air Basin County: Los Angeles

Assumes lowest mean wintertime temperature of 47 degrees F and 30% humidity.

	Average Speed (miles per hour)									
Year	5	8	11	14	17	20	23	26	29	32
2007	10.404	9.093	8.058	7.231	6.563	6.024	5.588	5.23	4.936	4.7
2008	9.453	8.28	7.351	6.607	6.005	5.518	5.124	4.799	4.532	4.316
2009	8.51	7.471	6.646	5.984	5.448	5.012	4.66	4.367	4.126	3.929
2010	7.609	6.699	5.976	5.392	4.918	4.532	4.219	3.958	3.741	3.564
2011	6.831	6.032	5.393	4.877	4.456	4.113	3.833	3.599	3.404	3.243
2012	6.141	5.437	4.874	4.416	4.042	3.737	3.487	3.277	3.101	2.955
2013	5.528	4.909	4.411	4.005	3.673	3.4	3.177	2.988	2.83	2.697
2014	4.98	4.435	3.995	3.635	3.339	3.097	2.897	2.728	2.584	2.464
2015	4.502	4.021	3.63	3.311	3.047	2.829	2.65	2.497	2.368	2.258
2020	2.909	2.632	2.402	2.21	2.05	1.917	1.805	1.708	1.624	1.552
2025	2.144	1.95	1.789	1.653	1.539	1.444	1.364	1.294	1.233	1.181
2030	1.756	1.601	1.472	1.363	1.271	1.195	1.131	1.075	1.027	0.985

PEAK HOUR TURNING VOLUMES

A.M. Peak

	N				
		630	1,850	20	
W		<	v	>	E
620	^			^	70
870	>			<	990
60	v			v	610
		<	^	>	
		80	920	290	
	S				

P.M. Peak

	N				
		710	1,300	40	
W		<	v	>	E
670	^			^	40
1,230	>			<	980
40	v			v	460
		<	^	>	
		130	1,810	750	
	S				

Representative Traffic Volumes (Vehicles per Hour)

N-S Road	4,110	N-S Road	4,570

BAY AREA AQMD SIMPLIFIED CALINE4 ANALYSIS; UPDATED WITH EMFAC2007

Project Title:	One Valley One Vision Area Plan/General Plan Update
Intersection:	Intersection 14: Bouquet Canyon Road & Newhall Ranch Road
Analysis Condition:	OVOV Area Plan/General Plan Buildout
Nearest Air Monitoring Station measuring CO:	Santa Clarita/Placerita Monitoring Station
Background 1-hour CO Concentration (ppm):	2.0
Background 8-hour CO Concentration (ppm):	1.6
Persistence Factor:	0.7
Analysis Year:	2030

		Roadway Type	No. of Lanes	Approach/Departure Speed A.M.	Approach/Departure Speed P.M.
North-South Roadway:	Bouquet Canyon Road	AT GRADE	4	5	5
East-West Roadway:	Newhall Ranch Road	AT GRADE	4	5	5

EMFAC2007 COMPOSITE EMISSION FACTORS FOR CO

Air Basin: South Coast Air Basin County: Los Angeles

Assumes lowest mean wintertime temperature of 47 degrees F and 30% humidity.

	Average Speed (miles per hour)									
Year	5	8	11	14	17	20	23	26	29	32
2007	10.404	9.093	8.058	7.231	6.563	6.024	5.588	5.23	4.936	4.7
2008	9.453	8.28	7.351	6.607	6.005	5.518	5.124	4.799	4.532	4.316
2009	8.51	7.471	6.646	5.984	5.448	5.012	4.66	4.367	4.126	3.929
2010	7.609	6.699	5.976	5.392	4.918	4.532	4.219	3.958	3.741	3.564
2011	6.831	6.032	5.393	4.877	4.456	4.113	3.833	3.599	3.404	3.243
2012	6.141	5.437	4.874	4.416	4.042	3.737	3.487	3.277	3.101	2.955
2013	5.528	4.909	4.411	4.005	3.673	3.4	3.177	2.988	2.83	2.697
2014	4.98	4.435	3.995	3.635	3.339	3.097	2.897	2.728	2.584	2.464
2015	4.502	4.021	3.63	3.311	3.047	2.829	2.65	2.497	2.368	2.258
2020	2.909	2.632	2.402	2.21	2.05	1.917	1.805	1.708	1.624	1.552
2025	2.144	1.95	1.789	1.653	1.539	1.444	1.364	1.294	1.233	1.181
2030	1.756	1.601	1.472	1.363	1.271	1.195	1.131	1.075	1.027	0.985

PEAK HOUR TURNING VOLUMES

A.M. Peak

	N				
		790	2,190	100	
W		<	v	>	E
240	^			^	80
870	>			<	1,350
800	v			v	660
		<	^	>	
		500	530	320	
	S				

P.M. Peak

	N				
		420	1,470	70	
W		<	v	>	E
660	^			^	100
1,990	>			<	970
1,060	v			v	160
		<	^	>	
		880	2,480	650	
	S				

Representative Traffic Volumes (Vehicles per Hour)

N-S Road	5,000	N-S Road	6,700

BAY AREA AQMD SIMPLIFIED CALINE4 ANALYSIS; UPDATED WITH EMFAC2007

Project Title:	One Valley One Vision Area Plan/General Plan Update
Intersection:	Intersection 17: Sierra Highway & Newhall Ranch Road
Analysis Condition:	OVOV Area Plan/General Plan Buildout
Nearest Air Monitoring Station measuring CO:	Santa Clarita/Placerita Monitoring Station
Background 1-hour CO Concentration (ppm):	2.0
Background 8-hour CO Concentration (ppm):	1.6
Persistence Factor:	0.7
Analysis Year:	2030

		Roadway Type	No. of Lanes	Approach/Departure Speed A.M.	Approach/Departure Speed P.M.
North-South Roadway:	Sierra Highway	AT GRADE	4	5	5
East-West Roadway:	Newhall Ranch Road	AT GRADE	4	5	5

EMFAC2007 COMPOSITE EMISSION FACTORS FOR CO

Air Basin: South Coast Air Basin County: Los Angeles

Assumes lowest mean wintertime temperature of 47 degrees F and 30% humidity.

	Average Speed (miles per hour)									
Year	5	8	11	14	17	20	23	26	29	32
2007	10.404	9.093	8.058	7.231	6.563	6.024	5.588	5.23	4.936	4.7
2008	9.453	8.28	7.351	6.607	6.005	5.518	5.124	4.799	4.532	4.316
2009	8.51	7.471	6.646	5.984	5.448	5.012	4.66	4.367	4.126	3.929
2010	7.609	6.699	5.976	5.392	4.918	4.532	4.219	3.958	3.741	3.564
2011	6.831	6.032	5.393	4.877	4.456	4.113	3.833	3.599	3.404	3.243
2012	6.141	5.437	4.874	4.416	4.042	3.737	3.487	3.277	3.101	2.955
2013	5.528	4.909	4.411	4.005	3.673	3.4	3.177	2.988	2.83	2.697
2014	4.98	4.435	3.995	3.635	3.339	3.097	2.897	2.728	2.584	2.464
2015	4.502	4.021	3.63	3.311	3.047	2.829	2.65	2.497	2.368	2.258
2020	2.909	2.632	2.402	2.21	2.05	1.917	1.805	1.708	1.624	1.552
2025	2.144	1.95	1.789	1.653	1.539	1.444	1.364	1.294	1.233	1.181
2030	1.756	1.601	1.472	1.363	1.271	1.195	1.131	1.075	1.027	0.985

PEAK HOUR TURNING VOLUMES

A.M. Peak

	N				
		80	600	40	
W		<	v	>	E
30	^			^	30
760	>			<	1,340
480	v			v	1,160
		<	^	>	
		200	190	270	
	S				

P.M. Peak

	N				
		20	130	30	
W		<	v	>	E
100	^			^	40
1,350	>			<	980
300	v			v	490
		<	^	>	
		440	730	1,190	
	S				

Representative Traffic Volumes (Vehicles per Hour)

N-S Road	2,900	N-S Road	3,280

BAY AREA AQMD SIMPLIFIED CALINE4 ANALYSIS; UPDATED WITH EMFAC2007

Project Title:	One Valley One Vision Area Plan/General Plan Update
Intersection:	Intersection 18: Whites Cyn Rd & Soledad Cyn Rd.
Analysis Condition:	OVOV Area Plan/General Plan Buildout
Nearest Air Monitoring Station measuring CO:	Santa Clarita/Placerita Monitoring Station
Background 1-hour CO Concentration (ppm):	2.0
Background 8-hour CO Concentration (ppm):	1.6
Persistence Factor:	0.7
Analysis Year:	2030

		Roadway Type	No. of Lanes	Approach/Departure Speed A.M.	Approach/Departure Speed P.M.
North-South Roadway:	Whites Canyon Road	AT GRADE	4	5	5
East-West Roadway:	Soledad Canyon Road	AT GRADE	4	5	5

EMFAC2007 COMPOSITE EMISSION FACTORS FOR CO

Air Basin: South Coast Air Basin County: Los Angeles

Assumes lowest mean wintertime temperature of 47 degrees F and 30% humidity.

	Average Speed (miles per hour)									
Year	5	8	11	14	17	20	23	26	29	32
2007	10.404	9.093	8.058	7.231	6.563	6.024	5.588	5.23	4.936	4.7
2008	9.453	8.28	7.351	6.607	6.005	5.518	5.124	4.799	4.532	4.316
2009	8.51	7.471	6.646	5.984	5.448	5.012	4.66	4.367	4.126	3.929
2010	7.609	6.699	5.976	5.392	4.918	4.532	4.219	3.958	3.741	3.564
2011	6.831	6.032	5.393	4.877	4.456	4.113	3.833	3.599	3.404	3.243
2012	6.141	5.437	4.874	4.416	4.042	3.737	3.487	3.277	3.101	2.955
2013	5.528	4.909	4.411	4.005	3.673	3.4	3.177	2.988	2.83	2.697
2014	4.98	4.435	3.995	3.635	3.339	3.097	2.897	2.728	2.584	2.464
2015	4.502	4.021	3.63	3.311	3.047	2.829	2.65	2.497	2.368	2.258
2020	2.909	2.632	2.402	2.21	2.05	1.917	1.805	1.708	1.624	1.552
2025	2.144	1.95	1.789	1.653	1.539	1.444	1.364	1.294	1.233	1.181
2030	1.756	1.601	1.472	1.363	1.271	1.195	1.131	1.075	1.027	0.985

PEAK HOUR TURNING VOLUMES

A.M. Peak

	N	230	1,110	600	
W		<	v	>	E
100	^			^	190
700	>			<	1,100
130	v			v	550
		<	^	>	
		430	570	140	
	S				

P.M. Peak

	N	270	1,080	310	
W		<	v	>	E
460	^			^	430
1,270	>			<	750
430	v			v	220
		<	^	>	
		390	1,030	560	
	S				

Representative Traffic Volumes (Vehicles per Hour)

N-S Road	2,930	N-S Road	3,710

BAY AREA AQMD SIMPLIFIED CALINE4 ANALYSIS; UPDATED WITH EMFAC2007

Project Title:	One Valley One Vision Area Plan/General Plan Update
Intersection:	Intersection 21: Pico Canyon Rd & Valencia Blvd
Analysis Condition:	OVOV Area Plan/General Plan Buildout
Nearest Air Monitoring Station measuring CO:	Santa Clarita/Placerita Monitoring Station
Background 1-hour CO Concentration (ppm):	2.0
Background 8-hour CO Concentration (ppm):	1.6
Persistence Factor:	0.7
Analysis Year:	2030

		Roadway Type	No. of Lanes	Approach/Departure Speed A.M.	Approach/Departure Speed P.M.
North-South Roadway:	Valencia Boulevard	AT GRADE	4	5	5
East-West Roadway:	Pico Canyon Road	AT GRADE	4	5	5

EMFAC2007 COMPOSITE EMISSION FACTORS FOR CO

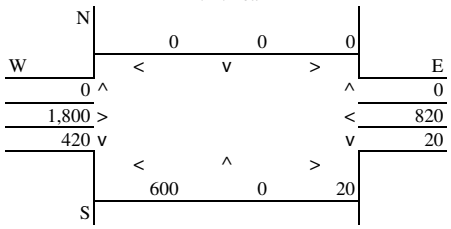
Air Basin: South Coast Air Basin County: Los Angeles

Assumes lowest mean wintertime temperature of 47 degrees F and 30% humidity.

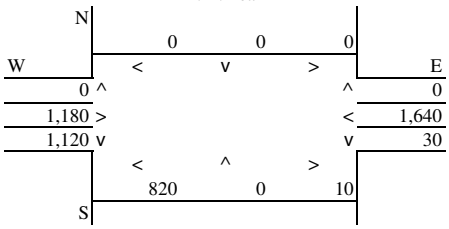
	Average Speed (miles per hour)									
Year	5	8	11	14	17	20	23	26	29	32
2007	10.404	9.093	8.058	7.231	6.563	6.024	5.588	5.23	4.936	4.7
2008	9.453	8.28	7.351	6.607	6.005	5.518	5.124	4.799	4.532	4.316
2009	8.51	7.471	6.646	5.984	5.448	5.012	4.66	4.367	4.126	3.929
2010	7.609	6.699	5.976	5.392	4.918	4.532	4.219	3.958	3.741	3.564
2011	6.831	6.032	5.393	4.877	4.456	4.113	3.833	3.599	3.404	3.243
2012	6.141	5.437	4.874	4.416	4.042	3.737	3.487	3.277	3.101	2.955
2013	5.528	4.909	4.411	4.005	3.673	3.4	3.177	2.988	2.83	2.697
2014	4.98	4.435	3.995	3.635	3.339	3.097	2.897	2.728	2.584	2.464
2015	4.502	4.021	3.63	3.311	3.047	2.829	2.65	2.497	2.368	2.258
2020	2.909	2.632	2.402	2.21	2.05	1.917	1.805	1.708	1.624	1.552
2025	2.144	1.95	1.789	1.653	1.539	1.444	1.364	1.294	1.233	1.181
2030	1.756	1.601	1.472	1.363	1.271	1.195	1.131	1.075	1.027	0.985

PEAK HOUR TURNING VOLUMES

A.M. Peak



P.M. Peak



Representative Traffic Volumes (Vehicles per Hour)

N-S Road	1,060	N-S Road	1,980

BAY AREA AQMD SIMPLIFIED CALINE4 ANALYSIS; UPDATED WITH EMFAC2007

Project Title:	One Valley One Vision Area Plan/General Plan Update
Intersection:	Intersection 23: Golden Valley & Via Princessa
Analysis Condition:	OVOV Area Plan/General Plan Buildout
Nearest Air Monitoring Station measuring CO:	Santa Clarita/Placerita Monitoring Station
Background 1-hour CO Concentration (ppm):	2.0
Background 8-hour CO Concentration (ppm):	1.6
Persistence Factor:	0.7
Analysis Year:	2030

		Roadway Type	No. of Lanes	Approach/Departure Speed A.M.	Approach/Departure Speed P.M.
North-South Roadway:	Golden Valley	AT GRADE	4	5	5
East-West Roadway:	Via Princessa	AT GRADE	4	5	5

EMFAC2007 COMPOSITE EMISSION FACTORS FOR CO

Air Basin: South Coast Air Basin County: Los Angeles

Assumes lowest mean wintertime temperature of 47 degrees F and 30% humidity.

	Average Speed (miles per hour)									
Year	5	8	11	14	17	20	23	26	29	32
2007	10.404	9.093	8.058	7.231	6.563	6.024	5.588	5.23	4.936	4.7
2008	9.453	8.28	7.351	6.607	6.005	5.518	5.124	4.799	4.532	4.316
2009	8.51	7.471	6.646	5.984	5.448	5.012	4.66	4.367	4.126	3.929
2010	7.609	6.699	5.976	5.392	4.918	4.532	4.219	3.958	3.741	3.564
2011	6.831	6.032	5.393	4.877	4.456	4.113	3.833	3.599	3.404	3.243
2012	6.141	5.437	4.874	4.416	4.042	3.737	3.487	3.277	3.101	2.955
2013	5.528	4.909	4.411	4.005	3.673	3.4	3.177	2.988	2.83	2.697
2014	4.98	4.435	3.995	3.635	3.339	3.097	2.897	2.728	2.584	2.464
2015	4.502	4.021	3.63	3.311	3.047	2.829	2.65	2.497	2.368	2.258
2020	2.909	2.632	2.402	2.21	2.05	1.917	1.805	1.708	1.624	1.552
2025	2.144	1.95	1.789	1.653	1.539	1.444	1.364	1.294	1.233	1.181
2030	1.756	1.601	1.472	1.363	1.271	1.195	1.131	1.075	1.027	0.985

PEAK HOUR TURNING VOLUMES

A.M. Peak

	N				
		550	380	80	
W		<	v	>	E
480	^			^	180
340	>			<	1,140
660	v			v	160
		<	^	>	
		700	1,320	20	
	S				

P.M. Peak

	N				
		520	930	500	
W		<	v	>	E
300	^			^	90
1,020	>			<	480
1,340	v			v	60
		<	^	>	
		840	980	100	
	S				

Representative Traffic Volumes (Vehicles per Hour)

N-S Road	3,240	N-S Road	4,250