



AGENDA
CITY COUNCIL/SUCCESSOR AGENCY/STANTON HOUSING AUTHORITY
JOINT REGULAR MEETING
STANTON CITY HALL, 7800 KATELLA AVENUE, STANTON, CA
TUESDAY, APRIL 28, 2020 - 6:30 P.M.

SAFETY ALERT – NOTICE REGARDING COVID-19

The President, Governor, and the City of Stanton have declared a State of Emergency as a result of the threat of COVID-19 (aka the "Coronavirus"). The Governor also issued Executive Order N-25-20 that directs Californians to follow public health directives including cancelling all large gatherings. Governor Newsom also issued Executive Order N-29-20 which lifts the strict adherence to the Brown Act regarding teleconferencing requirements and allows local legislative bodies to hold their meetings without complying with the normal requirements of in-person public participation. Pursuant to the provisions of the Governor's Executive Orders N-25-20 and N-29-20 the April 28, 2020, Joint Regular City Council Meeting will be held telephonically.

The health and well-being of our residents is the top priority for the City of Stanton and you are urged to take all appropriate health safety precautions. To that end, out of an abundance of caution the City of Stanton is eliminating in-person public participation. Members of the public wishing to access the meeting will be able to do so telephonically.

In order to join the meeting via telephone please follow the steps below:

1. Dial the following phone number +1 (669) 900-9128 US (San Jose).
2. Dial in the following **Meeting ID: (926 0854 4094)** to be connected to the meeting.

ANY MEMBER OF THE PUBLIC WISHING TO PROVIDE PUBLIC COMMENT ON ITEM 10A ON THE AGENDA MAY DO SO AS FOLLOWS:

- E-mail a request to speak to pvazquez@ci.stanton.ca.us no later than 6:00 p.m. before the meeting (*Tuesday, April 28, 2020*) and, at the time of the requested public hearing item, the City Clerk will place a phone call to the commenter and allow them to speak to the City Council via speaker phone during the live meeting. Please indicate Agenda Item 10A and provide a name and phone number in your e-mail.
- E-Mail Comments: Your e-mailed comments will be compiled and provided to the City Council. Staff will not read e-mail comments at the meeting but the official record will include all e-mail comments received by 6:00 p.m. before the meeting (*Tuesday, April 28, 2020*).

ANY MEMBER OF THE PUBLIC WISHING TO PROVIDE PUBLIC COMMENT FOR ALL OTHER ITEMS ON THE AGENDA MAY DO SO AS FOLLOWS:

E-Mail your comments to pvazquez@ci.stanton.ca.us no later than 6:00 p.m. before the meeting (*Tuesday, April 28, 2020*). Please identify the Agenda item you wish to address in your comments. Your comments will be read into the record.

The Stanton City Council and staff thank you for your continued patience and corporation during these unprecedented times. Should you have any questions related to participation in the City Council Meeting, please contact the City Clerk's Office at (714) 890-4245.

In compliance with the Americans With Disabilities Act, if you need special assistance to participate in this meeting, please contact the Office of the City Clerk at (714) 890-4245. Notification 48 hours prior to the meeting will enable the City to make reasonable arrangements to assure accessibility to this meeting.

The City Council agenda and supporting documentation is made available for public review and inspection during normal business hours in the Office of the City Clerk, 7800 Katella Avenue, Stanton California 90680 immediately following distribution of the agenda packet to a majority of the City Council. Packet delivery typically takes place on Thursday afternoons prior to the regularly scheduled meeting on Tuesday. The agenda packet is also available for review and inspection on the city's website at www.ci.stanton.ca.us, at the public counter at City Hall in the public access binder, and at the Stanton Library (information desk) 7850 Katella Avenue, Stanton, California 90680.

1. CLOSED SESSION (6:00 PM)

- 2. ROLL CALL** Council / Agency / Authority Member Ramirez
Council / Agency / Authority Member Taylor
Council / Agency / Authority Member Van
Mayor Pro Tem / Vice Chairperson Warren
Mayor / Chairman Shawver

3. PUBLIC COMMENT ON CLOSED SESSION ITEMS

Closed Session may convene to consider matters of purchase / sale of real property (G.C. §54956.8), pending litigation (G.C. §54956.9(a)), potential litigation (G.C. §54956.9(b)) or personnel items (G.C. §54957.6). Records not available for public inspection.

4. CLOSED SESSION

4A. CONFERENCE WITH COUNTY COUNSEL - THREAT TO PUBLIC SERVICES OR FACILITIES

Pursuant to Government Code Section 54957

Consultation with: City Attorney

4B. CONFERENCE WITH LEGAL COUNSEL-ANTICIPATED LITIGATION

Initiation of litigation pursuant to Government Code Section 54956.9 (d) (4)

Number of Potential Cases: 1

4C. CONFERENCE WITH LEGAL COUNSEL- ANTICIPATED LITIGATION

Significant exposure to litigation pursuant to Government Code section 54956.9(d)(2)

Number of potential cases: 1

4D. CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION

Existing litigation pursuant to Government Code section 54956.9(d)(1)

Number of cases: 1

Orange County Catholic Worker et al v. Orange County et al, United States District Court, Central District of California Case Number: 8:18-cv-00155-DOC-JDE

4E. PUBLIC EMPLOYEE PERFORMANCE EVALUATION

(Pursuant to Government Code Section 54957.6)

Title: City Manager

5. CALL TO ORDER / SUCCESSOR AGENCY / STANTON HOUSING AUTHORITY MEETING

- 6. ROLL CALL** Council / Agency / Authority Member Ramirez
 Council / Agency / Authority Member Taylor
 Council / Agency / Authority Member Van
 Mayor Pro Tem / Vice Chairperson Warren
 Mayor / Chairman Shawver

7. PLEDGE OF ALLEGIANCE

8. SPECIAL PRESENTATIONS AND AWARDS

8A. Presentation of Proclamation declaring the month of April, as Donate Life California Month in the City of Stanton.

8B. Presentation of Proclamation declaring the month of May, as Community Action Month in the City of Stanton.

9. CONSENT CALENDAR

All items on the Consent Calendar may be acted on simultaneously, unless a Council/Board Member requests separate discussion and/or action.

CONSENT CALENDAR

9A. MOTION TO APPROVE THE READING BY TITLE OF ALL ORDINANCES AND RESOLUTIONS. SAID ORDINANCES AND RESOLUTIONS THAT APPEAR ON THE PUBLIC AGENDA SHALL BE READ BY TITLE ONLY AND FURTHER READING WAIVED

RECOMMENDED ACTION:

City Council/Agency Board/Authority Board waive reading of Ordinances and Resolutions.

9B. APPROVAL OF WARRANTS

City Council approve demand warrants dated April 3 – 9, 2020 in the amount of \$90,517.34.

9C. MARCH 2020 INVESTMENT REPORT

The Investment Report as of March 31, 2020 has been prepared in accordance with the City's Investment Policy and California Government Code Section 53646.

RECOMMENDED ACTION:

1. City Council find that this item is not subject to California Environmental Quality Act ("CEQA") pursuant to Sections 15378(b)(5) (Organizational or administrative activities of governments that will not result in direct or indirect physical changes in the environment); and
2. Receive and file the Investment Report for the month of March 2020.

9D. MARCH 2020 INVESTMENT REPORT (SUCCESSOR AGENCY)

The Investment Report as of March 31, 2020, has been prepared in accordance with the City's Investment Policy and California Government Code Section 53646.

RECOMMENDED ACTION:

1. Successor Agency find that this item is not subject to California Environmental Quality Act ("CEQA") pursuant to Sections 15378(b)(5) (Organizational or administrative activities of governments that will not result in direct or indirect physical changes in the environment); and
2. Receive and file the Investment Report for the month of March 2020.

9E. DESIGNATION OF AGENT FOR FEMA RECOVERY

The California Office of Emergency Services (Cal OES) requires that the City of Stanton take certain steps to ensure emergency public assistance from state and federal agencies. Among those steps is submittal of a Cal OES Form 130. The form will be applicable to the COVID-19 emergency, as well as any other disaster over the next three years.

RECOMMENDED ACTION:

1. City Council declare that the project is exempt from the California Environmental Quality Act ("CEQA") under Section 15061(b)(3) as the activity is covered by the general rule that CEQA applies only to projects which have the potential for causing significant effect on the environment. Where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment, the activity is not subject to CEQA, and
2. Approve the attached Cal OES 130 resolution, Designation of City of Stanton's Agent Resolution for Non-State Agencies, and designate the City Manager and Finance Director as the City's authorized agents.

9F. AUTHORIZATION TO PURCHASE MICROSOFT OFFICE 365 MIGRATION AND SERVICE AND APPROPRIATION OF FUNDS

The city currently is getting its email through an on-premise server using Microsoft Exchange 2010. This software is going into end of life on October 13, 2020 and security updates will not be provided. Purchasing and utilizing Microsoft Office 365 will provide software that will be secure, updated, and supported by the vendor.

RECOMMENDED ACTION:

1. City Council declare that this action is not a project per CEQA; and
2. Approve the migration of the city's email to Microsoft Office 365 and their office suite applications to the Office 365 suite; and
3. Approve the spending of \$25,953 to C3 Tech for migrating the city's email to Office 365; and
4. Approve the spending of \$15,360 for 1 year of service for 65 Microsoft 365 G3 licenses and 35 G1 licenses; and
5. Authorize the City Manager to execute the spending for the email migration and Office 365 subscription; and
6. Approve an appropriation of \$26,000 in account number (102-1520-701050) from the Transaction & Use Tax Fund's reserves to fund this project.

9G. MARCH 2020 GENERAL FUND REVENUE AND EXPENDITURE REPORT AND APPROPRIATION OF FUNDS

The monthly General Fund Revenue and Expenditure Report as of March 2020 has been provided to the City Manager in accordance with Stanton Municipal Code Section 2.20.080 (D)1 and is being provided to City Council.

RECOMMENDED ACTION:

1. City Council find that this item is not subject to California Environmental Quality Act ("CEQA") pursuant to Sections 15378(b)(5) (Organizational or administrative activities of governments that will not result in direct or indirect physical changes in the environment); and
2. Receive and file the General Fund Revenue and Expenditure Report as of March 2020; and
3. Authorize the appropriation of \$500,000 from the Transaction & Use Tax Fund's Reserves (Fund 102) to fund expenditures related to the COVID-19 pandemic; and
4. Authorize staff to transfer the restricted funds held in the General Fund (Section 115 Trust Fund monies) to the Employee Benefits Internal Service Fund (Fund 604).

9H. APPLICATION FOR, AND RECEIPT OF, LOCAL GOVERNMENT PLANNING (LEAP) SUPPORT GRANT PROGRAM FUNDS

The Department of Housing and Community Development (HCD) issued a Notice of Funding Availability (NOFA) as part of the Local Government Planning Support Grants Program (referred to as the Local Early Action Planning Grants program or LEAP). The City of Stanton qualifies for up to \$150,000 in grant funding for projects that assist in the preparation and adoption of planning documents and process improvements that accelerate housing production and facilitate compliance to implement the sixth cycle of the regional housing need assessment (RHNA). An executed resolution authorizing application for grant funds is required to initiate the application process.

RECOMMENDED ACTION:

1. City Council declare that the project is exempt from the California Environmental Quality Act ("CEQA") under Section 15061(b)(3) as the activity is covered by the general rule that CEQA applies only to projects which have the potential for causing significant effect on the environment. Where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment, the activity is not subject to CEQA.; and
2. Adopt City Council Resolution No. 2020-12, entitled:

"A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF STANTON, CALIFORNIA, AUTHORIZING APPLICATION FOR, AND RECEIPT OF, LOCAL GOVERNMENT PLANNING (LEAP) SUPPORT GRANT PROGRAM FUNDS."

END OF CONSENT CALENDAR

10. PUBLIC HEARINGS

10A. PUBLIC HEARING TO CONSIDER SITE PLAN AND DESIGN REVIEW PPD-803, TENTATIVE TRACT MAP TM19-04, PLANNED DEVELOPMENT PERMIT PDP19-03 AND DEVELOPMENT AGREEMENT DA19-02 TO SUBDIVIDE A 2.35 ACRE SITE FOR THE CONSTRUCTION OF 40 DETACHED CONDOMINIUM UNITS AND ASSOCIATED IMPROVEMENTS FOR THE PROPERTY LOCATED AT 10871 WESTERN AVENUE, IN THE HIGH DENSITY RESIDENTIAL (RH) ZONE

A public hearing to consider subdivision of a 2.35 acre site for planned development purposes and to construct 40 detached condominium units; community and private open space; and private street and associated improvements at 10871 Western Avenue. Applications include Site Plan and Design Review PPD-803, Tentative Tract Map TM19-04, Planned Development Permit PDP19-02 and Development Agreement DA19-02.

RECOMMENDED ACTION:

1. City Council conduct a public hearing; and
2. Declare that the project is categorically exempt per the California Environmental Quality Act (CEQA), under Section 15332, Class 32 (In-Fill Development Projects); and
3. Adopt Resolution No. 2020-11 approving Site Plan and Design Review PPD-803, Tentative Tract Map TM19-04, and Planned Development Permit PDP19-02, entitled:

“A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF STANTON, CALIFORNIA FINDING THAT THE DEVELOPMENT AT 10871 WESTERN AVENUE IS CATEGORICALLY EXEMPT FROM THE CALIFORNIA ENVIRONMENTAL QUALITY (CEQA) ACT AND APPROVING APPROVE SITE PLAN AND DESIGN REVIEW (PPD)-803, TENTATIVE TRACT MAP (TM) 19-04, AND PLANNED DEVELOPMENT PERMIT (PDP) 19-03 TO ALLOW THE CONSTRUCTION OF A 40-UNIT DETACHED CONDOMINIUM SUBDIVISION LOCATED AT 10871 WESTERN AVENUE IN THE HIGH RESIDENTIAL (RH) ZONE”; and

Continuation of Public Hearing Item 10A on Page 10

4. Introduce Ordinance No. 1099, entitled:

“AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF STANTON, CALIFORNIA, APPROVING A DEVELOPMENT AGREEMENT BETWEEN THE CITY OF STANTON AND KB HOME COASTAL INC., A CALIFORNIA CORPORATION FOR CERTAIN REAL PROPERTY LOCATED AT 10871 WESTERN AVENUE, WITHIN THE CITY OF STANTON PURSUANT TO CALIFORNIA GOVERNMENT CODE SECTION 65864 ET SEQ. AND MAKING CEQA FINDINGS IN CONNECTION THEREWITH”; and

5. Set Ordinance No. 1099 for second reading at the regular City Council meeting on May 12, 2020.

11. UNFINISHED BUSINESS None.

12. NEW BUSINESS None.

13. ORAL COMMUNICATIONS - PUBLIC

At this time members of the public may address the City Council/Successor Agency/Stanton Housing Authority regarding any items within the subject matter jurisdiction of the City Council/Successor Agency/Stanton Housing Authority, provided that NO action may be taken on non-agenda items.

- Members of the public wishing to address the Council/Agency/Authority during Oral Communications or on a particular item may do so by submitting their comments via E-Mail to pvazquez@ci.stanton.ca.us with the subject line “PUBLIC COMMENT ITEM #” *(insert the item number relevant to your comment)* or “PUBLIC COMMENT NON-AGENDA ITEM #”. Comments received by 6:00 p.m. before the meeting (Tuesday, April 28, 2020) will be compiled, provided to the City Council and will be read into the record.

14. WRITTEN COMMUNICATIONS None.

15. MAYOR/CHAIRMAN COUNCIL/AGENCY/AUTHORITY INITIATED BUSINESS

15A. COMMITTEE REPORTS/ COUNCIL/AGENCY/AUTHORITY ANNOUNCEMENTS

At this time Council/Agency/Authority Members may report on items not specifically described on the agenda which are of interest to the community provided no discussion or action may be taken except to provide staff direction to report back or to place the item on a future agenda.

15B. COUNCIL/AGENCY/AUTHORITY INITIATED ITEMS FOR A FUTURE MEETING

At this time Council/Agency/Authority Members may place an item on a future agenda.

15C. COUNCIL/AGENCY/AUTHORITY INITIATED ITEMS FOR A FUTURE STUDY SESSION

At this time Council/Agency/Authority Members may place an item on a future study session agenda.

Currently Scheduled: None.

16. ITEMS FROM CITY ATTORNEY/AGENCY COUNSEL/AUTHORITY COUNSEL

17. ITEMS FROM CITY MANAGER/EXECUTIVE DIRECTOR

17A. ORANGE COUNTY SHERIFF'S DEPARTMENT

At this time the Orange County Sheriff's Department will provide the City Council with an update on their current operations.

18. ADJOURNMENT

I hereby certify under penalty of perjury under the laws of the State of California, the foregoing agenda was posted at the Post Office, Stanton Community Services Center and City Hall, not less than 72 hours prior to the meeting. Dated this 23rd day of April, 2020.

s/ Patricia A. Vazquez, City Clerk/Secretary



DMV/Donate Life California Month April 2020

WHEREAS, organ, tissue, marrow and blood donation are life-giving acts recognized worldwide as expressions of compassion to those in need; and

WHEREAS, more than 112,000 individuals nationwide and more than 21,000 in California are currently on the national organ transplant waiting list, and on average, 17 people die each day while waiting due to the shortage of donated organs; and

WHEREAS, the need for donated organs is especially urgent in Hispanic and African American communities; and

WHEREAS, more than 600,000 units of blood per year are needed to meet the need in California; and

WHEREAS, each year, there are 18,000 patients in need of volunteer marrow donors; and

WHEREAS, a single individual's donation of the heart, lungs, liver, kidneys, pancreas and small intestine can save up to eight lives; donation of tissue can save and heal the lives of more than 75 others; and a single blood donation can help three people in need; and

WHEREAS, millions of lives each year are saved and healed by donors of organs, tissues, marrow and blood; and

WHEREAS, the spirit of giving and decision to donate are not restricted by age or medical condition; and

WHEREAS, over sixteen million Californians have signed up with the state-authorized Donate Life California Donor Registry to ensure their wishes to be organ, eye and tissue donors are honored; and

WHEREAS, California residents can sign up with the Donate Life California Donor Registry when applying for or renewing their driver's license or ID card at the California Department of Motor Vehicles; and

WHEREAS, California residents interested in saving a life through living kidney donation are encouraged to visit www.LivingDonationCalifornia.org for more information.

NOW, THEREFORE, BE IT RESOLVED, that I, David J. Shawver, Mayor of the City of Stanton, in recognition of National Donate Life Month do hereby proclaim the month of April 2020 to be **DMV/DONATE LIFE CALIFORNIA MONTH** throughout the City of Stanton, and in doing so we encourage all Californians to check "YES!" when applying for or renewing their driver's license or identification card, or by signing up at www.donateLIFecalifornia.org or www.doneVIDAcalifornia.org.

IN WITNESS WHEREOF, I HAVE HEREUNTO
SET MY HAND AND CAUSED TO BE
AFFIXED THE SEAL OF THE CITY OF
STANTON THIS 28TH DAY OF APRIL, 2020.



David J. Shawver
Mayor, City of Stanton





Item: 8B

Proclamation

COMMUNITY ACTION MONTH MAY, 2020

WHEREAS, the Community Action Partnership of Orange County (CAP OC) has been weatherizing homes and providing utility assistance for residents in the City of Stanton for more than 40 years. From 2014-2019, CAP OC has invested half a million dollars into energy services for Stanton residents, providing an economic boost for low-income individuals through lower energy costs and reduced or eliminated late fees, thus assuring less dependency on public assistance; and

WHEREAS, the U.S. Department of Energy (DOE) Weatherization Assistance Program (WAP) reduces energy costs by 30 percent on average, saving families at least \$238 per year. Therefore, more household money is made available for other necessities such as groceries, doctor bills and other needs, thereby making them more self-sufficient; and

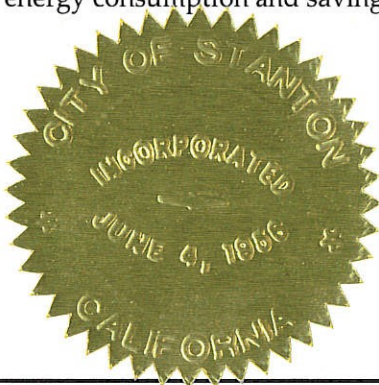
WHEREAS, from 2014-2019, CAP OC has issued \$400,442 in utility assistance for 1,213 homes in Stanton, as well as underwritten \$150,108 in weatherization services, making improvements to 105 dwellings. The average job total per dwelling being \$1,430; and

WHEREAS, in this time period CAP OC has assisted residents in Stanton that included 27 disabled persons, 171 seniors and 19 children under the age of five; and

WHEREAS, in 2020 CAP OC is projected to weatherize a total of 360 homes in Orange County and invest a total of \$4.5 million into those services; and

WHEREAS, using federal, state, local and private dollars, the WAP contributes to the improvements and progress of communities by eliminating carbon emissions, stimulating local economies, creating jobs, improving health, and stabilizing neighborhoods.

NOW THEREFORE, BE IT PROCLAIMED that I, David J. Shawver, Mayor of the City of Stanton, in recognition of Community Action Month do hereby declare the month of May, 2020 to be **COMMUNITY ACTION MONTH** throughout the City of Stanton, and in doing so encourage the citizens of this community to join with me in celebrating the important work that the Community Action Partnership of Orange County does to help thousands of families achieve self-sufficiency and for their ongoing contributions in supporting low-income families in Stanton, lowering energy consumption and saving families on utility bills.



IN WITNESS WHEREOF, I HAVE HEREUNTO SET MY
HAND AND CAUSED TO BE AFFIXED THE SEAL OF THE
CITY OF STANTON THIS 28TH DAY OF APRIL, 2020.

David John Shawver

DAVID J. SHAWVER
MAYOR

Item: 9B

CITY OF STANTON ACCOUNTS PAYABLE REGISTER

April 3 - 9, 2020

\$90,517.34

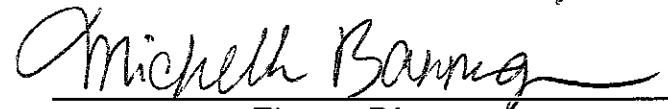
| |
|-------------|
| \$90,517.34 |
|-------------|

**Demands listed on the attached registers
conform to the City of Stanton Annual
Budget as approved by the City Council.**



City Manager

**Demands listed on the attached
registers are accurate and funds
are available for payment thereof.**



Finance Director

CITY OF STANTON

REPORT TO THE CITY COUNCIL

TO: Honorable Mayor and City Council

DATE: April 28, 2020

SUBJECT: MARCH 2020 INVESTMENT REPORT

REPORT IN BRIEF:

The Investment Report as of March 31, 2020 has been prepared in accordance with the City's Investment Policy and California Government Code Section 53646.

RECOMMENDED ACTION:

1. City Council find that this item is not subject to California Environmental Quality Act ("CEQA") pursuant to Sections 15378(b)(5) (Organizational or administrative activities of governments that will not result in direct or indirect physical changes in the environment); and
2. Receive and file the Investment Report for the month of March 2020.

BACKGROUND:

The attached reports summarize the City investments and deposit balances as of March 2020. The City's cash and investment balances by fund type are presented in Attachment A. A summary of the City's investments and deposits is included as Attachment B. The details of the City's investments are shown in Attachment C.

ANALYSIS:

The City's investments in the State Treasurer's Local Agency Investment Fund (LAIF) and in PFM's California Asset Management Program (CAMP) continue to be available on demand. The effective yield on LAIF for the month of March 2020 was 1.79%. All City investments have safekeeping with Bank of the West. The City's investments are shown on Attachment C and have a weighted investment yield of 2.27%. Including LAIF, the City's Section 115 trust account with Public Agency Retirement Services (PARS), and the City's deposit in the Bank of the West money market account, the weighted investment yield of the portfolio is 2.46%, which is above the benchmark LAIF return of 1.79%.

The weighted average maturity of the City's investments on March 31, 2020, is 886 days (or 2.4 years). Including LAIF and a money market account, it is 432 days. LAIF's average maturity on March 31, 2020, was approximately 208 days.

With a weighted average maturity of 2.4 years, the City is well within the investment policy restriction of 3.5 years.

FISCAL IMPACT:

All deposits and investments have been made in accordance with the City's 2019-20 Investment Policy. The portfolio will allow the City to meet its expenditure requirements for the next six months. Staff remains confident that the investment portfolio is currently positioned to remain secure and sufficiently liquid.

The City Treasurer controls a \$38.6 million portfolio, with \$18.9 million in investments with safekeeping with Bank of the West.

ENVIRONMENTAL IMPACT:

None.

LEGAL REVIEW:

None.

PUBLIC NOTIFICATION:

Through the agenda posting process.

STRATEGIC PLAN OBJECTIVE ADDRESSED

4. Ensure Fiscal Stability and Efficiency in Governance

Prepared by:

Approved by:



Michelle Bannigan, CPA
Finance Director



Jarad L. Hildenbrand
City Manager

Attachments:

- A. Cash and Investment Balances by Fund
- B. Investments and Deposits
- C. Investment Detail

**CITY OF STANTON
CASH AND INVESTMENTS REPORT
MONTH ENDED MARCH 31, 2020**

| Fund/ Account No. | Fund/Account Name | Beginning Balance | Increases | Decreases | Ending Balance |
|----------------------|--|-------------------------|------------------------|--------------------------|-------------------------|
| 101-various | General Fund | \$ 13,656,358.83 | \$ 2,849,939.35 | \$ (4,190,385.92) | \$ 12,315,912.26 |
| 102-111101 | General Fund (Transactions & Use Tax) | 4,881,603.29 | 374,915.10 | (859,665.13) | 4,396,853.26 |
| 211-111101 | Gas Tax Fund | 161,737.99 | 60,897.15 | (65,363.82) | 157,271.32 |
| 215-111101 | Road Maintenance and Rehabilitation act (RMRA) Fund | 111,039.01 | 53,914.74 | - | 164,953.75 |
| 220-111101 | Measure M Fund | (154,429.04) | - | - | (154,429.04) |
| 222-111101 | Community Development Block Grant (CDBG) Fund | 250,945.03 | - | - | 250,945.03 |
| 223-111101 | Protective Services Fund | (125,890.78) | 26,643.36 | - | (99,247.42) |
| 224-111101 | Lighting Maintenance 1919 Act Fund | 97,443.45 | 16,398.71 | - | 113,842.16 |
| 225-111101 | Lighting/Median Maintenance 1972 Act Fund | 1,147,333.05 | 15,286.11 | (295,232.77) | 867,386.39 |
| 226-111101 | Air Quality Improvement Fund | 179,284.84 | 12,578.09 | - | 191,862.93 |
| 240-111101 | Supplemental Law Enforcement Grant Fund (Fiscal Year 2016/17) | 34,822.16 | - | - | 34,822.16 |
| 242-111101 | Supplemental Law Enforcement Grant Fund (current) | 359,951.64 | 1,521.09 | - | 361,472.73 |
| 250-111101 | Families and Communities Together (FaCT) Grant Fund | (10,227.34) | 26,364.69 | (26,953.02) | (10,815.67) |
| 251-111101 | Senior Transportation Fund | (19,516.95) | 945.00 | (3,028.48) | (21,600.43) |
| 255-111101 | CalGRIP Grant Fund (Fiscal Year 2014/15) | 37,520.01 | - | - | 37,520.01 |
| 261-111101 | Street Impact Fees Fund | 142,512.22 | 10,348.00 | - | 152,860.22 |
| 262-111101 | Traffic Signal Impact Fees Fund | 31,871.71 | 2,314.00 | - | 34,185.71 |
| 263-111101 | Community Center Impact Fees Fund | 99,394.73 | 7,670.00 | - | 107,064.73 |
| 264-111101 | Police Services Impact Fees Fund | 89,960.66 | 6,942.00 | - | 96,902.66 |
| 271-111101 | Public Safety Task Force Fund | 245,867.25 | - | (47,268.12) | 198,599.13 |
| 280-111101 | Stanton Central Park Maintenance Fund | (10,484.23) | - | (5,468.00) | (15,952.23) |
| 285-111101 | Stanton Housing Authority Fund | 3,278,953.65 | 62,460.48 | (151,691.18) | 3,189,722.95 |
| 305-111101 | Capital Projects Fund | 412,809.70 | - | (65,900.00) | 346,909.70 |
| 310-111101 | Park and Recreation Facilities Fund | 1,617,096.18 | 253,032.00 | - | 1,870,128.18 |
| 501-111101 | Sewer Maintenance Fund | 4,136,471.09 | 174,098.25 | (27,910.17) | 4,282,659.17 |
| 602-111101 | Workers' Compensation Fund | 498,100.57 | - | (47,977.75) | 450,122.82 |
| 603-111101 | Liability Risk Management Fund | 184,707.26 | - | (17,432.00) | 167,275.26 |
| 604-111101 | Employee Benefits Fund | 339,327.70 | - | (5,442.25) | 333,885.45 |
| 605-111101 | Fleet Maintenance Fund | 474,481.16 | - | (3,505.07) | 470,976.09 |
| 801-111101 | City Trust Fund | 370,530.17 | 35,735.00 | (26,950.52) | 379,314.65 |
| 901-111101 | North Orange County Public Safety Task Force (NOCPTF) Trust Fund | 795,420.02 | 453,832.11 | (226,471.28) | 1,022,780.85 |
| 901-111965 | North Orange County Public Safety Task Force Trust Fund | 703,539.96 | - | (453,832.11) | 249,707.85 |
| | Total Cash-Pooled ⁽¹⁾ | \$ 34,018,534.99 | \$ 4,445,835.23 | \$ (6,520,477.59) | \$ 31,943,892.63 |

**CITY OF STANTON
CASH AND INVESTMENTS REPORT
MONTH ENDED MARCH 31, 2020**

| Fund/ Account No. | Fund/Account Name | Beginning Balance | Increases | Decreases | Ending Balance |
|-------------------------------|---|-------------------------|------------------------|--------------------------|-------------------------|
| <u>CASH-NON-POOLED</u> | | | | | |
| 101-111404 | Cash with Fiscal Agent (PARS) ⁽²⁾ | \$ 3,809,462.91 | \$ - | \$ (381,868.26) | \$ 3,427,594.65 |
| 285-111111 | Housing Authority Local Agency Investment Fund (LAIF) | 3,042,809.76 | - | - | 3,042,809.76 |
| 801-111107 | City Trust Fund-Website Account | 12,402.00 | - | (2,290.00) | 10,112.00 |
| | Total Cash-Non-Pooled | \$ 6,864,674.67 | \$ - | \$ (384,158.26) | \$ 6,480,516.41 |
| | TOTAL CASH AND INVESTMENTS | \$ 40,883,209.66 | \$ 4,445,835.23 | \$ (6,904,635.85) | \$ 38,424,409.04 |

Note:

⁽¹⁾ - Pooled cash includes: petty cash on hand, the City's various Bank of the West bank and safekeeping accounts, the City's Local Agency Investment Fund (LAIF) account, and the California Asset Management Program (CAMP) account.

⁽²⁾ - This is the City's irrevocable post-employment benefits trust account that can only be used to fund the City's pension and post-employment benefits programs.

CITY OF STANTON, CA
INVESTMENTS AND DEPOSITS
March 31, 2020

| Investment Type | Issuer | Date of Maturity | Interest Rate | | Cost ² | % of Total | Market Value | Market Value Source |
|-----------------------------------|-----------------------------------|------------------|---------------|-----|-------------------|----------------|-------------------|---------------------|
| LAIF and BOW General Acct - City | State of California/ BOW | On Demand | 1.79% | N/A | \$ 11,941,803 | 31.18% | \$11,941,803.00 | LAIF |
| State Pool (LAIF) - HA Portion | State of California | On Demand | 1.79% | | 3,042,810 | 7.94% | 3,042,810 | LAIF |
| Investments ² | Various | Various | Various | | 18,650,928 | 48.69% | 18,940,235 | Bank of the West |
| California Asset Management Plan | PFM Asset Management | On Demand | 1.50% | | 1,242,254 | 3.24% | 1,242,254 | PFM |
| Money Market Account ³ | Public Agency Retirement Services | On Demand | 6.76% | | 3,427,595 | 8.95% | 3,427,595 | PARS |
| Subtotal - Investments | | | | | 38,305,390 | 100.00% | 38,594,697 | |
| Imprest Accts & Petty Cash | Bank of the West | On Demand | N/A | | 119,020 | | 119,020 | Bank of the West |
| Subtotal - Deposits | | | | | 119,020 | | 119,020 | |

Total Cash Investments and Deposits ⁴

| | |
|-------------------------------------|---------------------------|
| 432 | 2.46% |
| Weighted Average Maturity (days) | Weighted Average Yield |

\$ 38,424,410

\$ 38,713,717

¹ Par Value amount represents entire LAIF and CAMP balances, including City, Successor Agency and Housing Authority portions.

² Cost amount includes \$11,398 adjustment made to City's books at 6/30/19 to adjust portfolio to market value, per GASB 31.

³ These funds are in an irrevocable trust and can only be used to fund pension and other post employment benefits.

⁴ Weighted average maturity and yield calculations include LAIF, CAMP and Investments.

Notes:

The City's portfolio is in compliance with the City's Investment Policy.

The portfolio will allow the City to meet its expenditure requirements for the next six months.

**CITY OF STANTON
INVESTMENTS
MARCH 31, 2020**

| Investment Type/ Broker | Institution | CUSIP Number | Purchase Yield | Coupon Rate | Purchase Price | Settlement/ Date Purchased | Date of Maturity | Next Call Date (NC=noncallable) | Par Value | Purchase Amount | Current Market Value | Percent of Portfolio | Maximum Percent |
|--|---|-----------------|-------------------|----------------|-------------------|----------------------------------|---------------------|---------------------------------------|---------------------|---------------------|----------------------------|----------------------------|--------------------|
| U.S. Government Agency Securities: | | | | | | | | | | | | | |
| Stifel, Nicolaus & Company, Inc. | FFCB | 3133EKT3 | 2.24% | 2.23% | 99.95 | 7/19/2019 | 7/8/2024 | NC | 1,000,000 | 999,500 | 1,003,940 | | |
| Cantella & Co., Inc. | FAMCA | 31422BJE1 | 2.26% | 2.26% | 100.00 | 7/24/2019 | 7/24/2020 | 7/24/2020 | 500,000 | 500,000 | 501,620 | | |
| Cantella & Co., Inc. | FAMCA | 31422BJE1 | 2.00% | 2.26% | 100.24 | 8/21/2019 | 7/24/2024 | 7/24/2020 | 500,000 | 500,000 | 501,180 | | |
| Multi-Bank Securities, Inc. | FHLMC | 3134GT2S1 | 2.01% | 2.00% | 99.95 | 8/23/2019 | 8/19/2024 | NC | 500,000 | 499,750 | 500,925 | | |
| Total U.S. Government Agency Securities | | | | | | | | | \$ 2,500,000 | \$ 2,500,430 | \$ 2,508,105 | 6.53% | 100% |
| Municipal Bonds | | | | | | | | | | | | | |
| Multi-Bank Securities, Inc. | CA ST Housing Finance Agency RDA | 13034PZF7 | 2.04% | 2.30% | 100.75 | 7/24/2017 | 8/1/2020 | NC | 250,000 | 251,875 | 250,588 | | |
| First Empire Securities | Coachella Valley CA Unif School District | 189649KY7 | 2.25% | 2.89% | 101.65 | 11/17/2017 | 8/1/2020 | NC | 440,000 | 447,260 | 442,728 | | |
| Cantella & Co., Inc. | Banning CA RDA SA TAB | 066616AD5 | 2.02% | 1.90% | 99.66 | 9/28/2017 | 9/1/2020 | NC | 250,000 | 249,150 | 250,735 | | |
| Multi-Bank Securities, Inc. | Banning CA RDA SA TAB | 066616AD5 | 2.02% | 1.90% | 99.66 | 9/28/2017 | 9/1/2020 | NC | 250,000 | 249,150 | 250,735 | | |
| Multi-Bank Securities, Inc. | Pomona CA PFA Lease Bond | 73208MCX4 | 2.25% | 2.42% | 100.60 | 6/23/2017 | 4/1/2021 | NC | 500,000 | 503,000 | 505,675 | | |
| Multi-Bank Securities, Inc. | CA ST Housing Finance Agency RDA | 13034PZH3 | 2.32% | 2.51% | 100.75 | 7/24/2017 | 8/1/2021 | NC | 350,000 | 352,625 | 353,962 | | |
| Multi-Bank Securities, Inc. | CA ST Housing Finance Agency RDA | 13034PZH3 | 2.22% | 2.51% | 101.09 | 8/18/2017 | 8/1/2021 | NC | 255,000 | 257,777 | 257,887 | | |
| Multi-Bank Securities, Inc. | Guadalupe Community Redevelopment | 400559AD2 | 2.55% | 2.25% | 99.00 | 1/6/2018 | 8/1/2021 | NC | 225,000 | 222,750 | 227,279 | | |
| Cantella & Co., Inc. | Oceanside CA Pension Obligation Bond Taxable | 875371AX6 | 2.03% | 3.25% | 104.65 | 8/15/2017 | 8/15/2021 | NC | 280,000 | 293,013 | 287,036 | | |
| Cantella & Co., Inc. | LA County CA RDA TAB Taxable West Covina Series B | 54465AHP0 | 2.08% | 2.50% | 101.67 | 6/26/2017 | 9/1/2021 | NC | 400,000 | 406,684 | 405,160 | | |
| Cantella & Co., Inc. | Yorba Linda RDA SA TAB Taxable Series B | 988176AQ8 | 2.00% | 2.00% | 100.00 | 8/15/2017 | 9/1/2021 | NC | 360,000 | 360,000 | 362,794 | | |
| First Empire Securities | Riverside CA Pension Obligation Bond | 769036BB9 | 2.25% | 2.50% | 101.16 | 6/20/2017 | 6/1/2022 | NC | 500,000 | 505,800 | 511,015 | | |
| First Empire Securities | Riverside CA Pension Obligation Bond | 769036BB9 | 2.40% | 2.50% | 100.45 | 7/24/2017 | 6/1/2022 | NC | 240,000 | 241,080 | 245,287 | | |
| Cantella & Co., Inc. | Arvin Community Redevelopment | 043286AK5 | 2.35% | 2.50% | 100.51 | 8/8/2019 | 3/1/2023 | NC | 275,000 | 276,400 | 282,524 | | |
| Stifel, Nicolaus & Company, Inc. | Stockton CA Redevelopment Agency SA | 851403AU7 | 2.60% | 2.50% | 99.59 | 5/1/2019 | 9/1/2023 | NC | 250,000 | 248,975 | 255,405 | | |
| Cantella & Co., Inc. | Riverside CA Pension Obligation Bond | 769036BD5 | 2.03% | 2.75% | 103.25 | 8/28/2019 | 8/1/2024 | NC | 250,000 | 258,120 | 260,510 | | |
| Cantella & Co., Inc. | Fort Bragg Calif Uni Sch Dist | 347028JZ6 | 2.38% | 2.38% | 100.56 | 9/18/2019 | 8/1/2024 | NC | 205,000 | 206,150 | 208,206 | | |
| Total Municipal Bonds | | | | | | | | | \$ 5,280,000 | \$ 5,329,809 | \$ 5,357,526 | 13.92% | 100% |
| Negotiable Certificates of Deposit: | | | | | | | | | | | | | |
| Cantella & Co., Inc. | Community Trust Bank Inc. | 20416LAC3 | 1.85% | 1.85% | 100.00 | 8/10/2017 | 8/19/2020 | NC | 247,000 | 247,000 | 247,785 | | |
| First Empire Securities | First Bank Richmond | 319267GC8 | 1.80% | 1.80% | 100.00 | 6/23/2017 | 11/23/2020 | NC | 247,000 | 247,000 | 248,151 | | |
| Multi-Bank Securities, Inc. | Numerica Credit Union | 87054NAF0 | 2.00% | 2.00% | 100.00 | 5/30/2017 | 11/30/2020 | NC | 249,000 | 249,000 | 250,511 | | |
| First Empire Securities | BMW Bank | 05580AGQ1 | 1.95% | 1.95% | 100.00 | 3/10/2017 | 3/10/2021 | NC | 248,000 | 248,000 | 249,716 | | |
| First Empire Securities | Medallion Bank | 58403B6F8 | 2.00% | 2.00% | 100.00 | 4/6/2017 | 4/6/2021 | NC | 249,000 | 249,000 | 250,882 | | |
| Cantella & Co., Inc. | Community Capital Bank | 20033AU00 | 2.00% | 2.00% | 100.00 | 6/30/2017 | 6/30/2021 | NC | 249,000 | 249,000 | 251,239 | | |
| Cantella & Co., Inc. | Barclays Bank | 06740KKC0 | 2.00% | 2.00% | 100.00 | 7/12/2017 | 7/12/2021 | NC | 247,000 | 247,000 | 249,265 | | |
| First Empire Securities | Abacus Federal Savings Bank | 00257TAY2 | 1.95% | 1.95% | 100.00 | 7/21/2017 | 7/21/2021 | NC | 249,000 | 249,000 | 251,161 | | |
| Cantella & Co., Inc. | MB Financial Bank | 55266CVW3 | 1.90% | 1.90% | 100.00 | 7/21/2017 | 7/21/2021 | NC | 249,000 | 249,000 | 250,999 | | |
| First Empire Securities | Third Federal Savings and Loan | 88413QBN7 | 2.00% | 2.00% | 100.00 | 7/28/2017 | 7/28/2021 | NC | 248,000 | 248,000 | 250,338 | | |
| Multi-Bank Securities, Inc. | State Bank of India | 8562645V1 | 2.35% | 2.35% | 100.00 | 3/14/2017 | 3/14/2022 | NC | 248,000 | 248,000 | 252,811 | | |
| Multi-Bank Securities, Inc. | Capital One Bank USA | 140420Z52 | 2.35% | 2.35% | 100.00 | 3/15/2017 | 3/15/2022 | NC | 248,000 | 248,000 | 252,819 | | |
| Stifel, Nicolaus & Company, Inc. | Industrial and Commercial Bank of China | 45581EAC5 | 2.10% | 2.15% | 100.12 | 8/15/2019 | 4/12/2022 | NC | 247,000 | 247,295 | 250,945 | | |
| Cantella & Co., Inc. | Synchrony Bank | 87165EL96 | 2.40% | 2.40% | 100.00 | 5/19/2017 | 5/19/2022 | NC | 247,000 | 247,000 | 252,370 | | |
| First Empire Securities | American Eagle Bank | 02554BCN9 | 2.10% | 2.10% | 100.00 | 6/9/2017 | 5/23/2022 | NC | 150,000 | 150,000 | 152,833 | | |
| Cantella & Co., Inc. | Goldman Sachs Bank USA | 38148PKX4 | 2.35% | 2.35% | 100.00 | 6/21/2017 | 6/21/2022 | NC | 247,000 | 247,000 | 252,278 | | |
| Cantella & Co., Inc. | Capital One NA | 14042RGN5 | 2.30% | 2.30% | 100.00 | 7/19/2017 | 7/19/2022 | NC | 247,000 | 247,000 | 252,135 | | |
| Stifel, Nicolaus & Company, Inc. | TIAA FSB | 87270LCM3 | 2.10% | 2.10% | 100.00 | 7/29/2019 | 7/29/2022 | NC | 247,000 | 247,000 | 251,051 | | |
| Multi-Bank Securities, Inc. | Sallie Mae Bank | 795450B61 | 2.30% | 2.30% | 100.00 | 7/27/2017 | 8/2/2022 | NC | 248,000 | 248,000 | 253,220 | | |
| Cantella & Co., Inc. | American Express Centurion Bank | 02587DV47 | 2.35% | 2.35% | 100.00 | 8/3/2017 | 8/8/2022 | NC | 247,000 | 247,000 | 251,644 | | |
| First Empire Securities | American Express Bank, FSB | 02587CFU9 | 2.40% | 2.40% | 100.00 | 8/22/2017 | 8/29/2022 | NC | 247,000 | 247,000 | 252,039 | | |
| Stifel, Nicolaus & Company, Inc. | Allegiance Bank Texas | 01748DBB1 | 2.65% | 2.65% | 100.00 | 4/11/2019 | 2/14/2023 | NC | 249,000 | 249,000 | 257,488 | | |
| Multi-Bank Securities, Inc. | Greenstate Credit Union | 39573LAF5 | 1.95% | 1.95% | 100.00 | 8/28/2019 | 8/28/2023 | NC | 249,000 | 249,000 | 252,608 | | |
| Stifel, Nicolaus & Company, Inc. | Mountain America FCU | 82384RAF3 | 2.84% | 3.00% | 100.60 | 4/8/2019 | 3/27/2023 | NC | 249,000 | 250,494 | 260,302 | | |
| Stifel, Nicolaus & Company, Inc. | EagleBank | 27002YEL6 | 2.65% | 2.65% | 100.00 | 4/30/2019 | 4/28/2023 | NC | 249,000 | 249,000 | 257,959 | | |
| Stifel, Nicolaus & Company, Inc. | University of Iowa Community Credit Union | 91435LAG2 | 2.92% | 3.05% | 100.50 | 4/25/2019 | 5/15/2023 | NC | 248,000 | 249,240 | 260,068 | | |
| Stifel, Nicolaus & Company, Inc. | Merrick Bank | 58013J7P8 | 2.60% | 2.80% | 100.00 | 4/23/2019 | 8/23/2023 | NC | 249,000 | 249,000 | 256,320 | | |
| Stifel, Nicolaus & Company, Inc. | Horizon Bank | 44042TBC6 | 2.10% | 1.70% | 98.43 | 7/29/2019 | 8/29/2023 | NC | 249,000 | 245,091 | 254,826 | | |
| Cantella & Co., Inc. | First Technology Federal Credit Union | 33715LCJ7 | 3.35% | 3.35% | 100.00 | 9/21/2018 | 9/27/2023 | NC | 240,000 | 240,000 | 255,310 | | |
| Stifel, Nicolaus & Company, Inc. | Morgan Stanley, NA | 81699UDW7 | 3.10% | 3.10% | 100.00 | 2/7/2019 | 2/7/2024 | NC | 246,000 | 246,000 | 260,767 | | |
| Stifel, Nicolaus & Company, Inc. | Morgan Stanley Private Bank | 81760AVJ5 | 3.10% | 3.10% | 100.00 | 2/7/2019 | 2/7/2024 | NC | 246,000 | 246,000 | 260,767 | | |
| Stifel, Nicolaus & Company, Inc. | Bank Hapoalim B. M. | 06251AW48 | 2.90% | 2.90% | 100.00 | 4/04/2019 | 3/25/2024 | NC | 250,000 | 250,000 | 263,528 | | |
| Stifel, Nicolaus & Company, Inc. | Healthcare Systems FCU | 4222BLAD3 | 2.65% | 2.85% | 100.00 | 4/25/2019 | 4/25/2024 | NC | 246,000 | 246,000 | 257,062 | | |
| Stifel, Nicolaus & Company, Inc. | Main Street Bank | 56065GAG3 | 2.60% | 2.60% | 100.00 | 4/26/2019 | 4/28/2024 | NC | 249,000 | 249,000 | 259,777 | | |
| Stifel, Nicolaus & Company, Inc. | Cornerstone Community Bank | 219240BY3 | 2.60% | 2.60% | 100.00 | 5/17/2019 | 5/14/2024 | NC | 249,000 | 249,000 | 259,899 | | |
| Stifel, Nicolaus & Company, Inc. | Bank of New England | 06426KBE7 | 2.65% | 2.65% | 100.00 | 5/23/2019 | 5/23/2024 | NC | 249,000 | 249,000 | 260,432 | | |
| Cantella & Co., Inc. | McGregor TX | 32112JDA6 | 2.20% | 2.30% | 100.47 | 7/12/2019 | 6/29/2024 | NC | 249,000 | 250,170 | 259,779 | | |
| Multi-Bank Securities, Inc. | EnerBank USA | 29278TKA7 | 2.35% | 2.35% | 100.00 | 7/22/2019 | 7/22/2024 | NC | 247,000 | 247,000 | 247,983 | | |

**CITY OF STANTON
INVESTMENTS
MARCH 31, 2020**

| Investment Type/ Broker | Institution | CUSIP Number | Purchase Yield | Coupon Rate | Purchase Price | Settlement/ Date Purchased | Date of Maturity | Next Call Date (NC=noncallable) | Par Value | Purchase Amount | Current Market Value | Percent of Portfolio | Maximum Percent |
|---|--|-----------------|-------------------|----------------|-------------------|----------------------------------|---------------------|---------------------------------------|----------------------|----------------------|----------------------------|----------------------------|--------------------|
| Stifel, Nicolaus & Company, Inc. | Evansville Teachers FCU | 299547AV1 | 2.25% | 2.25% | 100.00 | 7/22/2019 | 7/22/2024 | NC | 249,000 | 249,000 | 256,629 | | |
| Stifel, Nicolaus & Company, Inc. | First National Bank of America | 32110YMY8 | 2.20% | 2.20% | 100.00 | 7/22/2019 | 7/22/2024 | 2/22/2022 | 249,000 | 249,000 | 249,911 | | |
| Cantella & Co., Inc. | Suntrust Bank | 88789VZG5 | 2.30% | 2.30% | 100.00 | 7/24/2019 | 7/24/2024 | NC | 248,000 | 248,000 | 248,211 | | |
| Stifel, Nicolaus & Company, Inc. | First Tier Bank | 33769LAJ7 | 1.95% | 1.95% | 100.00 | 8/23/2019 | 8/23/2024 | NC | 249,000 | 249,000 | 253,554 | | |
| Multi-Bank Securities, Inc. | Raymond James Bank NA | 75472RAE1 | 2.00% | 2.00% | 100.00 | 8/23/2019 | 8/23/2024 | NC | 247,000 | 247,000 | 252,031 | | |
| Multi-Bank Securities, Inc. | Washington Federal Bank | 938928BN9 | 1.95% | 1.95% | 100.00 | 8/28/2019 | 8/25/2024 | NC | 249,000 | 249,000 | 253,559 | | |
| Total Negotiable Certificates of Deposit | | | | | | | | | \$ 10,809,000 | \$ 10,809,291 | \$ 11,074,604 | 28.22% | 36% |
| Subtotal Investments | | | | | | | | | \$ 18,589,000 | \$ 18,639,530 | \$ 18,940,235 | | |
| Prior Year Adjustment GASB 31 | | | | | | | | | - | \$ 11,398 | - | | |
| Investments Held With Bank of the West | | | | | | | | | \$ 18,589,000 | \$ 18,650,928 | \$ 18,940,235 | | |
| | | | 2.27% | | Weighted | | 886 | | days | | | | |
| | | | Average | | Yield | | WAM | | | | | | |
| | | | Yield | | | | | | | | | | |
| State Treasurer's Pool | Local Agency Investment Fund (LAIF) - City Portion | | 1.79% | | | 4/1/2020 | | | \$ 8,958,204 | \$ 11,941,803 | \$ 11,941,803 | 31.18% | 100% |
| State Treasurer's Pool | Local Agency Investment Fund (LAIF) - HA Portion | | 1.79% | | | 4/1/2020 | | | 3,042,810 | 3,042,810 | 3,042,810 | 7.95% | 100% |
| PFM | California Asset Management Program (CAMP) | | 1.50% | | | 4/1/2020 | | | 1,242,254 | 1,242,254 | 1,242,254 | 3.24% | 100% |
| Money Market Acct | Public Agency Retirement Services (PARS)-Section 115 Trust | | 6.76% | | | 4/1/2020 | | | 3,427,595 | 3,427,595 | 3,427,595 | 8.98% | 20% |
| Total Money Market, LAIF and Investments | | | | | | | | | \$ 35,259,863 | \$ 38,305,390 | \$ 38,594,697 | 100.00% | |
| | | | 2.46% | | Weighted | | 432 | | days | | | | |
| | | | Average | | Yield | | WAM | | | | | | |
| | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |

CITY OF STANTON

REPORT TO THE SUCCESSOR AGENCY TO THE STANTON REDEVELOPMENT AGENCY

TO: Honorable Chair and Members of the Successor Agency

DATE: April 28, 2020

SUBJECT: MARCH 2020 INVESTMENT REPORT (SUCCESSOR AGENCY)

REPORT IN BRIEF:

The Investment Report as of March 31, 2020, has been prepared in accordance with the City's Investment Policy and California Government Code Section 53646.

RECOMMENDED ACTION:

1. Successor Agency find that this item is not subject to California Environmental Quality Act ("CEQA") pursuant to Sections 15378(b)(5) (Organizational or administrative activities of governments that will not result in direct or indirect physical changes in the environment); and
2. Receive and file the Investment Report for the month of March 2020.

BACKGROUND:

The attached reports summarize the Successor Agency investments and deposit balances as of March 2020. The Agency's cash and investment balances by fund are presented in Attachment A. The Agency's investments and deposits are included as Attachment B.

ANALYSIS:

The Agency's share of the City's investment in the State Treasurer's Local Agency Investment Fund (LAIF) continues to be available on demand. The effective yield on LAIF for the month of March 2020 was 1.79%.

The Agency's investments are shown on Attachment B and have a weighted investment yield of 1.23%, which is below the benchmark LAIF return of 1.79%, as the portfolio is almost completely liquid and has significant funds held in custodial accounts accruing very little interest.

With a completely liquid portfolio, the weighted average maturity of the Agency's investments at March 31, 2020, is 1 day. LAIF's average maturity at March 31, 2020, is approximately 208 days.

FISCAL IMPACT:

All deposits and investments have been made in accordance with the City's 2019-20 Investment Policy.

The portfolio will allow the Agency to meet its expenditure requirements for the next six months.

ENVIRONMENTAL IMPACT:

None

LEGAL REVIEW:

None.

PUBLIC NOTIFICATION:

Through the agenda posting process.

STRATEGIC PLAN OBJECTIVE ADDRESSED:

4. Ensure Fiscal Stability and Efficiency in Governance

Prepared by:

Approved by:



Michelle Bannigan, CPA
Finance Director



Jarad L. Hildenbrand
City Manager

Attachments:

- A. Cash and Investment Balances by Fund
- B. Investments and Deposits

**SUCCESSOR AGENCY TO THE STANTON REDEVELOPMENT AGENCY
CASH AND INVESTMENTS REPORT
MONTH ENDED MARCH 31, 2020**

| Fund/ Account No. | Fund/Account Name | Beginning Balance | Increases | Decreases | Ending Balance |
|---|--|------------------------|------------------|-----------------------|------------------------|
| <u>CASH-POOLED</u> | | | | | |
| 712-111101 | Redevelopment Obligation Retirement Fund | \$ 4,080,995.38 | \$ - | \$ (3,300.00) | \$ 4,077,695.38 |
| 731-111101 | Administration Fund | (655,479.31) | - | (7,270.12) | (662,749.43) |
| | Total Cash-Pooled ⁽¹⁾ | \$ 3,425,516.07 | \$ - | \$ (10,570.12) | \$ 3,414,945.95 |
| <u>CASH-RESTRICTED (with Fiscal Agent)</u> | | | | | |
| 712-111412 | 2010 Tax Allocation Bonds | \$ 1,157,911.69 | \$ 1.51 | \$ - | \$ 1,157,913.20 |
| 712-111423 | 2016 Tax Allocation Bonds, Series A and B | 824,042.91 | 86.68 | - | 824,129.59 |
| 712-111425 | 2016 Tax Allocation Bonds, Series C and D | 1,236,420.62 | 130.05 | - | 1,236,550.67 |
| | Total Cash-Restricted (with Fiscal Agent) | \$ 3,218,375.22 | \$ 218.24 | \$ - | \$ 3,218,593.46 |
| | TOTAL CASH AND INVESTMENTS | \$ 6,643,891.29 | \$ 218.24 | \$ (10,570.12) | \$ 6,633,539.41 |

Note:

⁽¹⁾ - Includes: Bank of the West checking account and City's Local Agency Investment Fund (LAIF)

SUCCESSOR AGENCY TO THE STANTON REDEVELOPMENT AGENCY
INVESTMENTS AND DEPOSITS
March 31, 2020

| Investment Type | Institution | Issuer/ Broker | Date of Maturity | Interest Rate | | Cost | Market Value | MV Source |
|---------------------------|--------------------------|---------------------|------------------|---------------|-----|--------------|--------------|-----------|
| LAIF and BOW General Acct | State of California/ BOW | State of California | On Demand | 1.79% | N/A | \$ 3,414,946 | \$ 3,414,946 | LAIF |

Total Cash Investments and Deposits

| | |
|------------------|------------------|
| 1 | 1.23% |
| Weighted Average | Weighted Average |
| Maturity (days) | Yield |

| | |
|--------------|--------------|
| \$ 3,414,946 | \$ 3,414,946 |
|--------------|--------------|

Bond Funds Held by Trustees:

| Investment Type | Institution | Issuer/ Broker | CUSIP Number | Date of Maturity | Interest Rate | Par Value | Cost | Market Value | MV Source |
|---|----------------------|----------------|--------------|------------------|---------------|-----------|-----------|--------------|-----------|
| 2010 Tax Allocation Bonds (Tax-Exempt) | | | | | | | | | |
| Principal: | | | | | | | | | |
| Cash Equivalent | US Bank Money Market | US Bank | 9AMMF05B2 | On Demand | 0.02% | \$ 17 | \$ 17 | \$ 17 | US Bank |
| Interest: | | | | | | | | | |
| Cash Equivalent | US Bank Money Market | US Bank | 9AMMF05B2 | On Demand | 0.02% | 14,356 | 14,356 | 14,356 | US Bank |
| Special Fund: | | | | | | | | | |
| Cash Equivalent | US Bank Money Market | US Bank | 9AMMF05B2 | On Demand | 0.02% | 21 | 21 | 21 | US Bank |
| Reserve Account: | | | | | | | | | |
| Cash Equivalent | LAIF | US Bank | 99LA009VW8 | On Demand | 1.79% | 1,141,576 | 1,141,576 | 1,143,519 | US Bank |

Total 2010 Tax Allocation Bonds (Tax-Exempt)

| | |
|--------------|--------------|
| \$ 1,155,970 | \$ 1,157,913 |
|--------------|--------------|

| Investment Type | Institution | Issuer/ Broker | CUSIP Number | Date of Maturity | Interest Rate | Par Value | Cost | Market Value | MV Source |
|----------------------------|----------------------|----------------|--------------|------------------|---------------|------------|------------|--------------|-----------|
| 2016 Series A and B | | | | | | | | | |
| Debt Service: | | | | | | | | | |
| Cash Equivalents | US Bank Money Market | US Bank | 9AMMF05B2 | On Demand | 0.02% | \$ 824,092 | \$ 824,092 | \$ 824,092 | US Bank |
| Principal: | | | | | | | | | |
| Cash Equivalent | US Bank Money Market | US Bank | 9AMMF05B2 | On Demand | 0.02% | 28 | 28 | 28 | US Bank |
| Interest: | | | | | | | | | |
| Cash Equivalent | US Bank Money Market | US Bank | 9AMMF05B2 | On Demand | 0.02% | 9 | 9 | 9 | US Bank |

Total 2016 Series A and B

| | |
|------------|------------|
| \$ 824,129 | \$ 824,129 |
|------------|------------|

| Investment Type | Institution | Issuer/ Broker | CUSIP Number | Date of Maturity | Interest Rate | Par Value | Cost | Market Value | MV Source |
|-----------------|-------------|----------------|--------------|------------------|---------------|-----------|------|--------------|-----------|
|-----------------|-------------|----------------|--------------|------------------|---------------|-----------|------|--------------|-----------|

| | | | | | | | | | | |
|----------------------------|----------------------|---------|-----------|-----------|-------|--------------|--------------|--------------|---------|--|
| 2016 Series C and D | | | | | | | | | | |
| Debt Service: | | | | | | | | | | |
| Cash Equivalent | US Bank Money Market | US Bank | 9AMMF05B2 | On Demand | 0.02% | \$ 1,236,499 | \$ 1,236,499 | \$ 1,236,499 | US Bank | |
| Interest: | | | | | | | | | | |
| Cash Equivalent | US Bank Money Market | US Bank | 9AMMF05B2 | On Demand | 0.02% | 19 | 19 | 19 | US Bank | |
| Principal: | | | | | | | | | | |
| Cash Equivalent | US Bank Money Market | US Bank | 9AMMF05B2 | On Demand | 0.02% | 33 | 33 | 33 | US Bank | |

Total 2016 Series C and D

\$ 1,236,551 \$ 1,236,551

Total Bond Fund Investments and Deposits (3)

\$3,216,650 \$3,218,593

TOTAL - ALL CASH AND INVESTMENTS

\$6,631,596 \$6,633,539

Notes:

- (1) - There have been no exceptions to the Investment Policy.
- (2) - The Successor Agency is able to meet its expenditure requirements for the next six months.
- (3) - Restricted Bond Funds are held by the fiscal agent.

CITY OF STANTON

REPORT TO CITY COUNCIL

TO: Honorable Mayor and Members of the City Council

DATE: April 28, 2020

SUBJECT: DESIGNATION OF AGENT FOR FEMA RECOVERY

REPORT IN BRIEF:

The California Office of Emergency Services (Cal OES) requires that the City of Stanton take certain steps to ensure emergency public assistance from state and federal agencies. Among those steps is submittal of a Cal OES Form 130. The form will be applicable to the COVID-19 emergency, as well as any other disaster over the next three years.

RECOMMENDED ACTION(S):

1. City Council declare that the project is exempt from the California Environmental Quality Act ("CEQA") under Section 15061(b)(3) as the activity is covered by the general rule that CEQA applies only to projects which have the potential for causing significant effect on the environment. Where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment, the activity is not subject to CEQA, and
2. Approve the attached Cal OES 130 resolution, Designation of City of Stanton's Agent Resolution for Non-State Agencies, and designate the City Manager and Finance Director as the City's authorized agents.

BACKGROUND:

On March 24, 2020, the City of Stanton declared a local emergency due to the outbreak of COVID-19. The emergency declaration allows the City to take steps to ensure the health and safety of residents. It also allows the City to receive reimbursement from state and federal agencies, including FEMA, for expenses related to the City's response to the COVID-19 outbreak. Approving the recommended resolution will ensure that the City is eligible for such reimbursement.

ANALYSIS/JUSTIFICATION:

The California Office of Emergency Services requires that non-state agencies such as the City of Stanton submit a Cal OES Form 130 every three years. The form documents the City Council's authorization of an agent to act on behalf of the City for purposes of

receiving disaster assistance from state and federal agencies, including FEMA. Approving the form now will enable the City to efficiently apply for and request public assistance as the need arises. The form will be applicable to the COVID-19 emergency, as well as any other disaster over the next three years. Staff is proposing that the City Council designate the City Manager and Finance Director, as the City's authorized agents.

FISCAL IMPACT:

There is no fiscal impact associated with approving the resolution. Designating an authorized agent may ultimately have a positive fiscal impact because it will enable the City of Stanton to request public assistance from federal and state agencies to seek recovery of costs related to the COVID-19 emergency.

ENVIRONMENTAL IMPACT:

In accordance with the requirements of the CEQA, this project has been determined to be exempt under Section 15061(b)(3).

PUBLIC NOTIFICATION:

Through the normal agenda process.

STRATEGIC PLAN OBJECTIVE ADDRESSED:

1. Provide a safe community

Prepared by:

Approved by:

Soo Elisabeth Kang
Assistant to the City Manager



Jarad L. Hildenbrand
City Manager

ATTACHMENTS:

Cal OES 130 - Designation of City of Stanton's Agent Resolution

DESIGNATION OF APPLICANT'S AGENT RESOLUTION FOR NON-STATE AGENCIES

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF STANTON
(Governing Body) (Name of Applicant)

THAT CITY MANAGER, OR
(Title of Authorized Agent)

FINANCE DIRECTOR, OR
(Title of Authorized Agent)

(Title of Authorized Agent)

is hereby authorized to execute for and on behalf of the CITY OF STANTON, a public entity
(Name of Applicant)

established under the laws of the State of California, this application and to file it with the California Governor's Office of Emergency Services for the purpose of obtaining certain federal financial assistance under Public Law 93-288 as amended by the Robert T. Stafford Disaster Relief and Emergency Assistance Act of 1988, and/or state financial assistance under the California Disaster Assistance Act.

THAT the CITY OF STANTON, a public entity established under the laws of the State of California,
(Name of Applicant)

hereby authorizes its agent(s) to provide to the Governor's Office of Emergency Services for all matters pertaining to such state disaster assistance the assurances and agreements required.

Please check the appropriate box below:

☒ This is a universal resolution and is effective for all open and future disasters up to three (3) years following the date of approval below.

☐ This is a disaster specific resolution and is effective for only disaster number(s) _____

Passed and approved this 28th day of April, 2020

(Name and Title of Governing Body Representative)

(Name and Title of Governing Body Representative)

(Name and Title of Governing Body Representative)

CERTIFICATION

I, _____, duly appointed and _____ of
(Name) (Title)

CITY OF STANTON

(Name of Applicant)

do hereby certify that the above is a true and correct copy of a

Resolution passed and approved by the CITY COUNCIL of the CITY OF STANTON
(Governing Body) (Name of Applicant)

on the 28TH day of APRIL, 2020.

(Signature)

(Title)

CITY OF STANTON

REPORT TO CITY COUNCIL

TO: Honorable Mayor and Members of the City Council

DATE: April 28, 2020

**SUBJECT: AUTHORIZATION TO PURCHASE MICROSOFT OFFICE 365
MIGRATION AND SERVICE AND APPROPRIATION OF FUNDS**

REPORT IN BRIEF:

The city currently is getting its email through an on-premise server using Microsoft Exchange 2010. This software is going into end of life on October 13, 2020 and security updates will not be provided. Purchasing and utilizing Microsoft Office 365 will provide software that will be secure, updated, and supported by the vendor.

RECOMMENDED ACTIONS:

1. Declare that this action is not a project per CEQA; and
2. Approve the migration of the city's email to Microsoft Office 365 and their office suite applications to the Office 365 suite; and
3. Approve the spending of \$25,953 to C3 Tech for migrating the city's email to Office 365; and
4. Approve the spending of \$15,360 for 1 year of service for 65 Microsoft 365 G3 licenses and 35 G1 licenses; and
5. Authorize the City Manager to execute the spending for the email migration and Office 365 subscription; and
6. Approve an appropriation of \$26,000 in account number (102-1520-701050) from the Transaction & Use Tax Fund's reserves to fund this project.

BACKGROUND:

In the past email service has been disrupted on several occasions due to power outages or disruptions in internet service. Any interruptions in the continuity of email service make it difficult for city staff to maintain regular city services. Email service is

also important to be able quickly make announcement to the city and residents during emergency. An upgrade is needed.

ANALYSIS/JUSTIFICATION:

Staff looked into creating similar redundancy using on premise servers and it was found to be significantly more expensive. Keeping the server up during power outages would have required purchasing generators and fuel tanks to store the fuel to run those generators. Conservatively that would cost over \$40,000 depending upon how many hours the city wanted to be able to keep the servers up. Creating redundancy against hardware failure would add another \$10,000 for purchasing another server, software licenses and labor for configuration. Collocating a second server in a data center off premise would also result in the city having to incur monthly fees to locate.

Moving to Office 365 will improve the security of the city's email. It will add the option for multi-factor authentication to reduce the likelihood of city employee's emails being compromised by phishing emails. Any security updates to the software would be automatically applied to Microsoft's email servers and office software.

The City is also using Microsoft Office 2007 for their office suite. The applications are no longer supported with security updates and the significant differences in the user interface make it take longer for new staff to get up to speed working for the city. With Office 365 the city staff will always have a current version of Office with current subscription.

FISCAL IMPACT:

The cost to transition the City's email server to Office 365 is approximately \$26,000. The City has approximately \$4 million in reserves available in the Transaction & Use Tax Fund (Fund 102). Staff is recommending the City Council appropriate the funding for this cost from this fund's reserves. This technology upgrade is essential to improving the efficiencies of staff working remotely due to the COVID-19 pandemic. As such, staff is planning to request reimbursement for this technology upgrade from the California Office of Emergency Services (Cal-OES), which will be administering both the federal and state funding options available to local government agencies for this national emergency. If the City is successful in obtaining reimbursement for this technology upgrade, then staff will replenish the reserve in this fund.

The annual cost for the licenses of \$15,360 will be included in the City's Fiscal Year 2020-21 Proposed Budget.

ENVIRONMENTAL IMPACT:

This action is not a project per CEQA.

LEGAL REVIEW:

None.

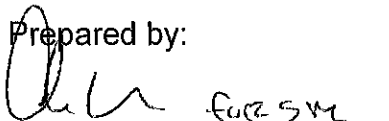
STRATEGIC PLAN OBJECTIVE ADDRESSED:

6 – Maintain and Promote a Responsive, High-Quality, and Transparent Government


PUBLIC NOTIFICATION:

Notifications and advertisement were performed as prescribed by law.

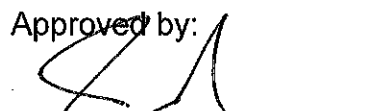
Prepared by:


Steve Martin

Concur:


Michelle Bannigan, CPA
Finance Director

Approved by:


Jarad Hildenbrand
City Manager

Attachment:

(1) Proposal from C3

Attachment A



Quote

Quote Number: 562

Payment Terms:
Expiration Date: 05/08/2020

Quote Prepared For

Steve Martin
City of Stanton
Phone:
SMartin@ci.stanton.ca.us

Quote Prepared By

A Garcia
C3 Technology Services
1536 East Warner Ave
Santa Ana, CA 92705
United States
Phone:
Fax:
alexg@c3os.com

| Item# | Quantity | Item | Unit Price | Adjusted Unit Price | Extended Price |
|------------------------|----------|---|------------|---------------------|--------------------|
| One-Time Items | | | | | |
| 1) | 110 | Set Up & Install - Office 365 - After Hours Create O365 Environment Change MX records Uninstall Office 2007 on all computers Install Office 365 on all workstations Create user email profiles | \$185.00 | \$185.00 | \$20,350.00 |
| 2) | 80 | Office365 Migration Tool PST Migration for users | \$65.00 | \$65.00 | \$5,200.00 |
| One-Time Total | | | | | \$25,550.00 |
| Subtotal | | | | | \$25,550.00 |
| Taxable (7.75%) | | | | | \$403.00 |
| Total Taxes | | | | | \$403.00 |
| Total | | | | | \$25,953.00 |

Authorizing Signature _____

Date _____

Interest Charges on Past Due Accounts and Collection Costs Overdue amounts shall be subject to a monthly finance charge. In addition, customer shall reimburse all costs and expenses for attorney's fees incurred in collecting any amounts past due. Additional training or Professional Services can be provided at our standard rates.

CITY OF STANTON

REPORT TO THE CITY COUNCIL

TO: Honorable Mayor and City Council

DATE: April 28, 2020

**SUBJECT: MARCH 2020 GENERAL FUND REVENUE AND EXPENDITURE
REPORT AND APPROPRIATION OF FUNDS**

REPORT IN BRIEF:

The monthly General Fund Revenue and Expenditure Report as of March 2020 has been provided to the City Manager in accordance with Stanton Municipal Code Section 2.20.080 (D)1 and is being provided to City Council.

RECOMMENDED ACTION:

1. City Council find that this item is not subject to California Environmental Quality Act ("CEQA") pursuant to Sections 15378(b)(5) (Organizational or administrative activities of governments that will not result in direct or indirect physical changes in the environment);
2. Receive and file the General Fund Revenue and Expenditure Report as of March 2020; and
3. Authorize the appropriation of \$500,000 from the Transaction & Use Tax Fund's Reserves (Fund 102) to fund expenditures related to the COVID-19 pandemic; and
4. Authorize staff to transfer the restricted funds held in the General Fund (Section 115 Trust Fund monies) to the Employee Benefits Internal Service Fund (Fund 604).

ANALYSIS:

The attached reports summarize the City revenue and expenditure balances for the General Fund as of March 2020. The reports include information for the month of March, on a year-to-date basis, the current fiscal year's budgeted balance and the year-to-date as a percentage of the budget. In addition, for comparison purposes, the year-to-date amount, final amount and a percentage of final for the previous fiscal year is included as well.

As of March 31st, total General Fund revenues collected to date are \$15.5 million, which represents 67% of the Fiscal Year 19/20 budgeted amount and is 9% more than the

revenues collected for the same nine month period last year. In addition, total General Fund expenditures were \$17.8 million through March, which represents 75% of the 19/20 projected expenditures and 14% more than the expenditures incurred for the same period last year. The significant increase in expenditures is due to the City's purchase of the property located at 11870 Beach Boulevard, which cost approximately \$900,000.

The City's operational outlook in the near future is uncertain due to the economic impact of the State's mandatory lockdown, which has essentially stopped most economic activity throughout the State. The City's General Fund revenues that are most immediately impacted by COVID-19 include: sales tax, Measure GG transaction and use tax, parking citation revenue, and transient occupancy tax. For Fiscal Year 19/20, staff estimates the lost revenue will be \$565,000. Currently, there is no federal or state funding mechanism available to local governments to backfill this revenue loss. In addition, the City has incurred expenditures related to COVID-19, including the purchase of protective equipment for staff and technology equipment and software purchases that were needed for staff to productively work from home. Staff is working with State and local agencies to identify and apply for available reimbursement programs. However, reimbursement is not expected before June 30th. Therefore, staff is requesting an appropriation of \$500,000 from the Measure GG Transaction & Use Tax Fund's fund balance. Any future reimbursement the City receives will be returned to this fund to replenish the reserve.

In addition to the impact on the City's General Fund, the City is expecting to lose approximately \$231,000 in Fiscal Year 19/20 revenue in our restricted funds that are impacted by reduced sales tax revenue (i.e. State Gas Tax Funds, Measure M funds, the Road Maintenance and Rehabilitation Account). These revenues impact how much revenue is available to fund street related capital projects. The reduction of these revenues will be addressed in the Fiscal Year 20/21 proposed budget.

Lastly, the City has an irrevocable trust account held by Public Agency Retirement Services (PARS). As of March 31, 2020, the market value was \$3.4 million. These funds can only be used to fund the City's retirement benefit payments and cannot be used for any other purpose. Therefore, staff is recommending the City Council approve the transfer of this balance from the General Fund to the Employee Benefits Internal Service Fund (604). ***Approving this accounting transaction does not change the account balance in the PARS account. This is purely authorization to change our accounting practice for this account.*** The City's CalPERS payments are funded from the Employee Benefits Fund (604); therefore, it makes sense that the restricted cash is also recorded in this fund.

FISCAL IMPACT:

Per Attachment C, the City's General Fund reserves is expected to be \$17.2 million by June 30, 2020 after taking into account the impact of COVID-19 on General Fund revenues and expenditures as well as other appropriations that were approved by the City Council since July 1, 2019.

ENVIRONMENTAL IMPACT:

None.

LEGAL REVIEW:

None.

PUBLIC NOTIFICATION:

Through the normal agenda posting process.

STRATEGIC PLAN OBJECTIVE ADDRESSED

4. Ensure Fiscal Stability and Efficiency in Governance

Prepared by:

Approved by:



Michelle Bannigan, CPA
Finance Director

Jarad L. Hildenbrand
City Manager

Attachments:

- A. March 2020 General Fund Revenues
- B. March 2020 General Fund Expenditures
- C. General Fund Reserves

CITY OF STANTON
March 2020 General Fund Revenues (75% of year)

| | FY 19-20 Amended Budget | FY 19-20 Actual Activity | | Percent of Budget | FY 18-19 Actual * | % Change from Prior Year |
|--|--|----------------------------------|----------------------------------|------------------------------|------------------------------|---|
| | | Activity During March | Year To Date Actual * | | | |
| TAXES | | | | | | |
| Property Tax | \$ 6,213,200 | \$ 86,021 | \$ 3,332,391 | 53.63% | \$ 3,165,420 | 5.27% |
| Sales and Use Tax | 4,385,000 | 380,077 | 2,623,584 | 59.83% | 2,541,392 | 3.23% |
| Transactions and Use Tax | 4,331,000 | 374,915 | 2,775,423 | 64.08% | 2,375,215 | 16.85% |
| Transient Occupancy Tax | 520,000 | 48,253 | 302,774 | 58.23% | 294,910 | 2.67% |
| Franchise Fees | 1,041,000 | 230,422 | 593,720 | 57.03% | 423,023 | 40.35% |
| Business Licenses | 430,000 | 6,835 | 320,439 | 74.52% | 364,398 | -12.06% |
| Utility Users Tax | 1,870,000 | 135,986 | 1,215,335 | 64.99% | 1,305,186 | -6.88% |
| Tax Increment Pass-thru Payment | 355,000 | - | 190,647 | 53.70% | 177,542 | 7.38% |
| TAXES-TOTAL | 19,145,200 | 1,262,509 | 11,354,313 | 59.31% | 10,647,086 | 6.64% |
| INTERGOVERNMENTAL | | | | | | |
| County WDA Shared Revenue | - | 142,389 | 142,389 | ** | 128,528 | 10.78% |
| Mandated Cost Reimbursement | 24,000 | - | 53,598 | 223.33% | 24,114 | 122.27% |
| Motor Vehicle In Lieu | - | - | 31,110 | ** | 18,946 | 64.20% |
| Public Safety Augmentation Tax | 160,124 | 18,596 | 99,530 | 62.16% | 95,934 | 3.75% |
| Planning Grants | 60,000 | - | - | 0.00% | - | 0.00% |
| INTERGOVERNMENTAL-TOTAL | 244,124 | 160,985 | 326,627 | 133.80% | 267,522 | 22.09% |
| CHARGES FOR SERVICES | | | | | | |
| Charges for Services | 140,000 | - | 140,000 | 100.00% | 140,000 | 0.00% |
| Indirect Cost Reimbursement | 269,210 | - | 269,210 | 100.00% | 295,031 | -8.75% |
| CHARGES FOR SERVICES-TOTAL | 409,210 | - | 409,210 | 100.00% | 435,031 | -5.94% |
| FEES AND PERMITS | | | | | | |
| Solid Waste Impact Fees | 1,150,000 | 169,578 | 756,989 | 65.83% | 675,784 | 12.02% |
| Building Permits and Fees | 540,000 | 151,090 | 1,076,707 | 199.39% | 562,047 | 91.57% |
| Planning Permits and Fees | 147,600 | 33,999 | 256,203 | 173.58% | 109,923 | 133.07% |
| Engineering Permits and Fees | 45,000 | 6,408 | 55,699 | 123.78% | 70,515 | -21.01% |
| Public Benefit Fee | - | 10,000 | 247,300 | ** | - | 100.00% |
| Recycling Fees | 95,000 | - | 42,125 | 44.34% | 37,980 | 10.91% |
| Other Permits and Fees | 59,950 | 5,228 | 107,378 | 179.11% | 56,443 | 90.24% |
| Community Services Fees | 70,000 | 3,517 | 34,692 | 49.56% | 34,717 | -0.07% |
| FEES AND PERMITS -TOTAL | 2,107,550 | 379,820 | 2,577,093 | 122.28% | 1,547,409 | 66.54% |
| FINES AND FORFEITURES | | | | | | |
| General Fines | 500 | 151 | 587 | 117.40% | 465 | 26.24% |
| Motor Vehicle Fines | 140,000 | 23,846 | 92,311 | 65.94% | 103,009 | -10.39% |
| Parking Citations | 245,000 | 22,280 | 174,484 | 71.22% | 154,107 | 13.22% |
| DMV Parking Collections | 78,400 | 6,242 | 58,525 | 74.65% | 51,641 | 13.33% |
| Administrative Citation | 5,000 | 400 | 7,960 | 159.20% | 4,020 | 98.01% |
| FINES AND FORFEITURES-TOTAL | 468,900 | 52,919 | 333,867 | 71.20% | 313,242 | 6.58% |
| USE OF MONEY AND PROPERTY | | | | | | |
| Investment Earnings | 200,000 | - | 2,607 | 1.30% | 151,339 | -98.28% |
| Rental Income | 77,768 | 2,459 | 78,973 | 101.55% | 107,492 | -26.53% |
| USE OF MONEY AND PROPERTY-TOTAL | 277,768 | 2,459 | 81,580 | 29.37% | 258,831 | -68.48% |
| MISCELLANEOUS REVENUE | | | | | | |
| Miscellaneous Revenue | 23,600 | (139,132) | 24,228 | 102.66% | 71,283 | -66.01% |
| MISCELLANEOUS REVENUE-TOTAL | 23,600 | (139,132) | 24,228 | 102.66% | 71,283 | -66.01% |
| TRANSFERS IN | | | | | | |
| From Gas Tax Fund | - | - | - | 0.00% | 260,000 | -100.00% |
| From Protective Services Fund | 380,000 | - | 380,000 | 100.00% | 380,000 | 0.00% |
| TRANSFERS IN-TOTAL | 380,000 | - | 380,000 | 100.00% | 640,000 | -40.63% |
| TOTAL REVENUES AND TRANSFERS IN | \$ 23,056,352 | \$ 1,719,560 | \$ 15,486,918 | 67.17% | \$ 14,180,404 | 9.21% |

* = Actual data is reported for July through March.

TAXES
March 2020 General Fund Revenues (75% of year)

| Acct. No. | Description | FY 19-20 Amended Budget | FY 19-20 Actual Activity | | | FY 18/19 Actual* | % Change From Prior Year |
|----------------------|--|-------------------------------|--------------------------|--------------------------|---------------|----------------------|-----------------------------|
| | | | Activity During March | Year To Date Actual * | % of Budget | | |
| 101 | General Fund | | | | | | |
| 430100 | Current Year-Secured/Unsecured | \$ 1,113,000 | \$ 78,064 | \$ 697,937 | 62.71% | \$ 688,911 | 1.31% |
| 430115 | Property Tax-Supplemental | 25,000 | 1,587 | 12,765 | 51.06% | 17,480 | -26.97% |
| 430120 | Residual Redevelopment Property Tax | 894,800 | - | 439,380 | 49.10% | 385,183 | 14.07% |
| 430121 | In-Lieu Vehicle License Fee | 4,060,000 | - | 2,077,040 | 51.16% | 1,953,432 | 6.33% |
| 430125 | Property Tax-Public Utility | 40,000 | - | 22,307 | 55.77% | 22,646 | -1.50% |
| 430130 | Tax Administration Fees | (5,000) | - | - | 0.00% | - | ** |
| 430135 | Homeowners Tax Relief | 5,400 | - | 2,764 | 51.19% | 2,934 | -5.79% |
| 430140 | Property Transfer Tax | 80,000 | 6,370 | 80,198 | 100.25% | 94,834 | -15.43% |
| 430200 | Sales And Use Tax | 4,385,000 | 380,077 | 2,623,584 | 59.83% | 2,541,392 | 3.23% |
| 430300 | Transient Occupancy Tax | 520,000 | 48,253 | 302,774 | 58.23% | 294,910 | 2.67% |
| 430405 | Franchise Tax/Cable TV | 225,000 | 58,015 | 157,392 | 69.95% | 129,399 | 21.63% |
| 430410 | Franchise Tax/Electric | 186,000 | - | - | 0.00% | - | ** |
| 430415 | Franchise Tax/Gas | 50,000 | - | - | 0.00% | - | ** |
| 430420 | Franchise Tax/Refuse | 500,000 | 94,634 | 358,555 | 71.71% | 293,624 | 22.11% |
| 430425 | Franchise Tax/Water | 80,000 | 77,773 | 77,773 | 97.22% | - | 100.00% |
| 430500 | Business License Tax | 200,000 | 3,065 | 156,205 | 78.10% | 176,729 | -11.61% |
| 430505 | New/Moved Bus Lic Appl Rev | 70,000 | 1,520 | 36,240 | 51.77% | 40,445 | -10.40% |
| 430510 | Business Tax Renewal Process | 160,000 | 2,250 | 127,994 | 80.00% | 147,224 | -13.06% |
| 430600 | Util User Tax/Electricity | 960,000 | 70,157 | 658,896 | 68.64% | 689,227 | -4.40% |
| 430605 | Util User Tax/Telephone | 300,000 | 19,953 | 165,001 | 55.00% | 213,909 | -22.86% |
| 430610 | Util User Tax/Gas | 200,000 | 28,672 | 126,626 | 63.31% | 119,940 | 5.57% |
| 430615 | Util User Tax/Water | 410,000 | 17,204 | 264,812 | 64.59% | 282,110 | -6.13% |
| 440100 | AB 1389 Pass Through from RDA | 355,000 | - | 190,647 | 53.70% | 177,542 | 7.38% |
| 101 | General Fund | 14,814,200 | 887,594 | 8,578,890 | 57.91% | 8,271,871 | 3.71% |
| 102 | General Fund (Transactions & Use Tax) | | | | | | |
| 430250 | Transactions & Use Tax | 4,331,000 | 374,915 | 2,775,423 | 64.08% | 2,375,215 | 16.85% |
| 102 | General Fund (Transactions & Use Tax) | 4,331,000 | 374,915 | 2,775,423 | 64.08% | 2,375,215 | 16.85% |
| TAXES - TOTAL | | \$ 19,145,200 | \$ 1,262,509 | \$ 11,354,313 | 59.31% | \$ 10,647,086 | 6.64% |

* = Actual data is reported for July through March.

INTERGOVERNMENTAL
March 2020 General Fund Revenues (75% of year)

| Acct. No. | Description | FY 19-20 Amended Budget | FY 19-20 Actual Activity | | % of Budget | FY 18/19 Actual* | % Change From Prior Year |
|----------------------------------|--------------------------------|-------------------------------|--------------------------|--------------------------|----------------|---------------------|-----------------------------|
| | | | Activity During March | Year To Date Actual * | | | |
| 101 | General Fund | | | | | | |
| 432121 | County WDA Shared Revenue (1) | - | 142,389 | 142,389 | ** | \$ 128,528 | 10.78% |
| 432135 | Mandated Cost Reimbursement | 24,000 | - | 53,598 | 223.33% | 24,114 | 122.27% |
| 432150 | Motor Vehicle In Lieu | - | - | 31,110 | ** | 18,946 | 64.20% |
| 432180 | Public Safety Augmentation Tax | 160,124 | 18,596 | 99,530 | 62.16% | 95,934 | 3.75% |
| 432245 | Planning Grants | 60,000 | - | - | ** | - | ** |
| INTERGOVERNMENTAL - TOTAL | | \$ 244,124 | \$ 160,985 | \$ 326,627 | 133.80% | \$ 267,522 | 22.09% |

(1) This revenue is received from the County annually in September. In March, staff reclassified the revenue from the "other revenue" account for reporting purposes.

* = Actual data is reported for July through March.

CHARGES FOR SERVICES
March 2020 General Fund Revenues (75% of year)

| Acct. No. | Description | FY 19-20 Amended Budget | FY 19-20 Actual Activity | | % of Budget | FY 18/19 Actual* | % Change From Prior Year |
|-----------|-------------------------------------|-------------------------------|--------------------------|--------------------------|----------------|---------------------|-----------------------------|
| | | | Activity During March | Year To Date Actual * | | | |
| 101 | General Fund | | | | | | |
| 433100 | Charges For Services | \$ 140,000 | \$ - | \$ 140,000 | 100.00% | \$ 140,000 | 0.00% |
| 437136 | Indirect Cost Reimbursement | 269,210 | - | 269,210 | 100.00% | 295,031 | -8.75% |
| | CHARGES FOR SERVICES - TOTAL | \$ 409,210 | \$ - | \$ 409,210 | 100.00% | \$ 435,031 | -5.94% |

* = Actual data is reported for July through March.

FEES AND PERMITS
March 2020 General Fund Revenues (75% of year)

| Acct. No. | Description | FY 19-20 | FY 19-20 Actual Activity | | % of Budget | FY 18/19 Actual* | % Change From Prior Year |
|--------------------------|--------------------------------|----------------|--------------------------|-----------------------|-------------|------------------|--------------------------|
| | | Amended Budget | Activity During March | Year To Date Actual * | | | |
| 101 | General Fund | | | | | | |
| 431100 | Building Plan Check Fees | \$ 100,000 | \$ 5,147 | \$ 164,922 | 164.92% | \$ 75,523 | 118.37% |
| 431105 | Mechanical Permits | 100,000 | 32,150 | 160,930 | 160.93% | 93,422 | 72.26% |
| 431110 | Building Permits | 260,000 | 92,757 | 589,722 | 226.82% | 318,133 | 85.37% |
| 431115 | Plumbing Permits | 35,000 | 11,550 | 62,475 | 178.50% | 37,675 | 65.83% |
| 431120 | Electrical Permits | 45,000 | 9,486 | 98,658 | 219.24% | 37,294 | 164.54% |
| 431130 | Engineering Plan Check Fees | 5,000 | 3,240 | 12,985 | 259.70% | 4,035 | 221.81% |
| 431135 | Public Works Permits | 40,000 | 3,168 | 42,714 | 106.79% | 66,480 | -35.75% |
| 431140 | S M I P - Commercial Fees | 50 | 91 | 151 | 302.00% | 1,221 | -87.63% |
| 431145 | S M I P-Residential Permits | 200 | 673 | 1,794 | 897.00% | 879 | 104.10% |
| 431146 | SB 1473 Fee | 300 | 242 | 469 | 156.33% | 553 | -15.19% |
| 431160 | Solid Waste Impact Fees | 1,150,000 | 169,578 | 756,989 | 65.83% | 675,784 | 12.02% |
| 431185 | Parking Permits | 5,000 | 1,516 | 47,546 | 950.92% | 3,245 | 1365.21% |
| 431190 | Towing Franchise Fee | 20,000 | - | 13,410 | 67.05% | 11,070 | 21.14% |
| 431194 | Public Benefit Fee | - | 10,000 | 247,300 | ** | - | 100.00% |
| 431195 | Other Fees & Permits | 31,000 | 2,440 | 36,218 | 116.83% | 24,069 | 50.48% |
| 433200 | Conditional Use Permit | 5,000 | 1,315 | 11,722 | 234.44% | 9,745 | 20.29% |
| 433205 | Precise Plan Of Design | 12,000 | - | 27,690 | 230.75% | 9,419 | 193.98% |
| 433210 | Variance | 24,000 | - | - | 0.00% | - | 0.00% |
| 433220 | Preliminary Plan Review | 18,000 | 1,875 | 9,375 | 52.08% | 1,875 | 400.00% |
| 433225 | Environmental Services | 500 | - | 750 | 150.00% | 340 | 120.59% |
| 433227 | Foreclosure Registration | 12,000 | - | 9,014 | 75.12% | 9,231 | -2.35% |
| 433230 | Zoning Entitlements | - | - | 4,730 | ** | - | 100.00% |
| 433235 | Land Divisions | 6,000 | - | 10,265 | 171.08% | - | 100.00% |
| 433240 | Special Event Permits | 700 | - | 1,080 | 154.29% | 825 | 30.91% |
| 433245 | Sign/Ban'R/Gar Sa/Temp Use Per | 6,400 | 350 | 5,055 | 78.98% | 4,795 | 5.42% |
| 433250 | Ministerial Services | 7,500 | 730 | 11,170 | 148.93% | 10,575 | 5.63% |
| 433260 | Landscape Plan Check | 1,200 | - | 975 | 81.25% | 650 | 50.00% |
| 433266 | Massage Establishment License | 2,700 | - | 1,525 | 56.48% | 3,050 | -50.00% |
| 433270 | General Plan Maint Surcharge | 5,000 | 2,730 | 14,135 | 282.70% | 4,865 | 190.54% |
| 433285 | Other Developmental Fees | 50,000 | 26,999 | 146,592 | 293.18% | 58,428 | 150.89% |
| 433305 | General Recreation Programs | 39,000 | 2,467 | 21,858 | 56.05% | 23,923 | -8.63% |
| 433315 | Sports Fields | 31,000 | 1,050 | 12,734 | 41.08% | 10,794 | 17.97% |
| 433320 | Special Event Participant Fee | - | - | 100 | ** | - | 100.00% |
| 437115 | Recycling Fees | 95,000 | - | 42,125 | 44.34% | 37,980 | 10.91% |
| 430515 | SB 1186 | - | 266 | 9,915 | ** | 11,531 | -14.01% |
| FEES AND PERMITS - TOTAL | | \$ 2,107,550 | \$ 379,820 | \$ 2,577,093 | 122.28% | \$ 1,547,409 | 66.54% |

* = Actual data is reported for July through March.

FINES AND FORFEITURES
March 2020 General Fund Revenues (75% of year)

| Acct. No. | Description | FY 19-20 Amended Budget | FY 19-20 Actual Activity | | % of Budget | FY 18/19 Actual* | % Change From Prior Year |
|--------------------------------------|--------------------------|-------------------------------|--------------------------|--------------------------|---------------|---------------------|-----------------------------|
| | | | Activity During March | Year To Date Actual * | | | |
| 101 | General Fund | | | | | | |
| 434100 | General Fines | \$ 500 | \$ 151 | \$ 587 | 117.40% | \$ 465 | 26.24% |
| 434105 | Motor Vehicle Fines | 140,000 | 23,846 | 92,311 | 65.94% | 103,009 | -10.39% |
| 434110 | Parking Citations | 245,000 | 22,280 | 174,484 | 71.22% | 154,107 | 13.22% |
| 434115 | DMV Parking Collections | 78,400 | 6,242 | 58,525 | 74.65% | 51,641 | 13.33% |
| 434120 | Administrative Citations | 5,000 | 400 | 7,960 | 159.20% | 4,020 | 98.01% |
| FINES AND FORFEITURES - TOTAL | | \$ 468,900 | \$ 52,919 | \$ 333,867 | 71.20% | \$ 313,242 | 6.58% |

* = Actual data is reported for July through March.

USE OF MONEY AND PROPERTY
March 2020 General Fund Revenues (75% of year)

| Acct. No. | Description | FY 19-20 Amended Budget | FY 19-20 Actual Activity | | % of Budget | FY 18/19 Actual* | % Change From Prior Year |
|--|---------------------------|-------------------------------|--------------------------|--------------------------|---------------|---------------------|-----------------------------|
| | | | Activity During March | Year To Date Actual * | | | |
| 101 | General Fund | | | | | | |
| 435100 | Interest Earned | \$ 200,000 | \$ - | \$ 1,826 | 0.91% | \$ 151,018 | -98.79% |
| 435105 | Interest On Tax Monies | - | - | 781 | ** | 321 | 143.30% |
| 436115 | Property Rental | - | - | - | ** | 4 | -100.00% |
| 436125 | Indoor Facility Rental | 42,500 | 1,660 | 51,967 | 122.28% | 62,452 | -16.79% |
| 436126 | SCP Building Rental | - | - | - | ** | 6,035 | -100.00% |
| 436127 | Outdoor Picnic Shelters | 15,000 | (880) | 11,995 | 79.97% | 14,950 | -19.77% |
| 436128 | SCP Fields Rental | - | - | - | ** | 7,780 | -100.00% |
| 436135 | Pac Bell Mobile Svcs-Rent | 20,268 | 1,679 | 15,011 | 74.06% | 16,271 | -7.74% |
| USE OF MONEY AND PROPERTY - TOTAL | | \$ 277,768 | \$ 2,459 | \$ 81,580 | 29.37% | \$ 258,831 | -68.48% |

* = Actual data is reported for July through March.

MISCELLANEOUS REVENUE
March 2020 General Fund Revenues (75% of year)

| Acct. No. | Description | FY 19-20 Amended Budget | FY 19-20 Actual Activity | | % of Budget | FY 18/19 Actual* | % Change From Prior Year |
|--------------------------------------|-----------------------|-------------------------------|--------------------------|--------------------------|----------------|---------------------|-----------------------------|
| | | | Activity During March | Year To Date Actual * | | | |
| 101 | General Fund | | | | | | |
| 437100 | Sale Of Publications | \$ 100 | \$ 1 | \$ 277 | 277.00% | \$ 64 | 332.81% |
| 437105 | Firework Services | 1,500 | - | - | 0.00% | - | 0.00% |
| 437135 | Expense Reimbursement | 20,000 | - | - | 0.00% | 726 | -100.00% |
| 437195 | Other Revenue (1) | 2,000 | (139,133) | 23,951 | 1197.55% | 70,493 | -66.02% |
| MISCELLANEOUS REVENUE - TOTAL | | \$ 23,600 | \$ (139,132) | \$ 24,228 | 102.66% | \$ 71,283 | -66.01% |

(1) The County provides the City an annual payment in September for our share of waste disposal fees pursuant to the City's waste disposal agreement with the County. In March, staff reclassified the revenue from the "other revenue" account to a new "County WDA Shared Revenue" account for reporting purposes. Refer to the "Intergovernmental Revenue" page for further information.

* = Actual data is reported for July through March.

TRANSFERS IN
March 2020 General Fund Revenues (75% of year)

| Acct. No. | Description | FY 19-20 Amended Budget | FY 19-20 Actual Activity | | % of Budget | FY 18/19 Actual* | % Change From Prior Year |
|------------|--|-------------------------------|--------------------------|--------------------------|----------------|---------------------|-----------------------------|
| | | | Activity During March | Year To Date Actual * | | | |
| 101 | General Fund | | | | | | |
| 439211 | Transfer From Gas Tax Fund | \$ - | \$ - | \$ - | ** | \$ 260,000 | -100.00% |
| 439223 | Transfer From Protective Services Fund | 380,000 | - | 380,000 | 100.00% | 380,000 | 0.00% |
| | MISCELLANEOUS REVENUE - TOTAL | \$ 380,000 | \$ - | \$ 380,000 | 100.00% | \$ 640,000 | -40.63% |

* = Actual data is reported for July through March.

City of Stanton
March 2020 General Fund Expenditures (75% of year)

| Division No. | Description | FY 19/20 Actual Activity | | | | FY 18/19 Actual * | % Change from Prior Year |
|---------------------------|---------------------------------------|--------------------------|-----------------------|-----------------------|-------------------|----------------------|--------------------------|
| | | FY 19/20 Amended Budget | Activity During March | Year to Date Actual * | Percent of Budget | | |
| 1100 | City Council | \$ 115,442 | \$ 23,508 | \$ 82,279 | 71.27% | \$ 91,668 | -10.24% |
| 1200 | City Attorney | 260,000 | 28,253 | 139,848 | 53.79% | 109,831 | 27.33% |
| 1300 | City Manager | 294,435 | 19,465 | 224,590 | 76.28% | 207,886 | 8.04% |
| 1400 | City Clerk | 283,484 | 9,153 | 196,903 | 69.46% | 158,281 | 24.40% |
| 1410 | Personnel/Risk Management | 134,619 | 15,668 | 126,654 | 94.08% | 143,645 | -11.83% |
| 1430 | Liability/Risk Management | 89,000 | - | 68,829 | 77.34% | 64,975 | 5.93% |
| 1510 | Information Technology | 213,555 | 15,480 | 103,015 | 48.24% | 83,630 | 23.18% |
| | Administration | 1,390,535 | 111,527 | 942,118 | 67.75% | 859,916 | 9.56% |
| 1500 | Finance | 847,675 | 57,609 | 485,275 | 57.25% | 577,286 | -15.94% |
| 1600 | Non-Dept (excludes Transfers) | 1,018,746 | 8,210 | 1,027,912 | 100.90% | 40,191 | 2457.57% |
| | Finance | 1,866,421 | 65,819 | 1,513,187 | 81.07% | 617,477 | 145.06% |
| 1520 | Emergency Preparedness ⁽¹⁾ | 4,500 | - | - | 0.00% | - | 0.00% |
| 2100 | Law Enforcement | 11,718,308 | 1,938,204 | 8,710,779 | 74.33% | 7,807,674 | 11.57% |
| 2200 | Fire Protection | 4,731,059 | 1,180,509 | 3,568,785 | 75.43% | 3,641,466 | -2.00% |
| 4300 | Parking Control | 300,869 | 18,745 | 222,239 | 73.87% | 144,136 | 54.19% |
| 6200 | Code Enforcement | 494,297 | 33,602 | 391,084 | 79.12% | 375,995 | 4.01% |
| | Public Safety | 17,249,033 | 3,171,060 | 12,892,887 | 74.75% | 11,969,271 | 7.72% |
| 3100 | Engineering | 137,968 | 11,144 | 103,772 | 75.21% | 92,263 | 12.47% |
| 3200 | Public Facilities | 368,905 | 26,358 | 268,417 | 72.76% | 292,440 | -8.21% |
| 3400 | Parks Maintenance | 411,955 | 29,938 | 269,054 | 65.31% | 265,157 | 1.47% |
| 3500 | Street Maintenance | 309,485 | 18,656 | 212,327 | 68.61% | 206,554 | 2.79% |
| 3600 | Storm Drains | 125,000 | 2,728 | 81,287 | 65.03% | 24,812 | 227.61% |
| 6300 | Graffiti Abatement | - | 1,098 | 6,754 | ** | - | 100.00% |
| | Public Works | 1,353,313 | 89,922 | 941,611 | 69.58% | 881,226 | 6.85% |
| 4100 | Planning | 430,423 | 29,038 | 215,476 | 50.06% | 213,148 | 1.09% |
| 4200 | Building Regulation | 428,442 | 52,831 | 498,832 | 116.43% | 365,867 | 36.34% |
| 4400 | Business Relations | 130,470 | 9,894 | 45,082 | 34.55% | 70,264 | -35.84% |
| | Community Development | 989,335 | 91,763 | 759,390 | 76.76% | 649,279 | 16.96% |
| 5100 | Parks and Recreation | 585,637 | 49,782 | 481,845 | 82.28% | 419,997 | 14.73% |
| 5200 | Community Center | 71,456 | 2,874 | 52,301 | 73.19% | 23,040 | 127.00% |
| 5300 | Stanton Central Park | 208,559 | 12,859 | 148,198 | 71.06% | 122,754 | 20.73% |
| | Community Services | 865,652 | 65,515 | 682,344 | 78.82% | 565,791 | 20.60% |
| | Transfer to Fact Grant | 76,000 | - | 76,000 | 100.00% | 52,500 | 44.76% |
| | Transfers to Other Funds | 76,000 | - | 76,000 | 100.00% | 52,500 | 44.76% |
| TOTAL EXPENDITURES | | \$ 23,790,289 | \$ 3,595,606 | \$ 17,807,537 | 74.85% | \$ 15,595,460 | 14.18% |

⁽¹⁾ - The City created a new division to track all expenditures related to the COVID-19 pandemic (102-1520). Although City Hall began taking action to modify procedures and purchase supplies and equipment in response to this national emergency in late March, the City did not begin making payments to vendors and employees related to this pandemic until April. As a result, there are no COVID-19 related expenditures reported through March 31, 2020. COVID-19 related expenditures will begin to be reported in April's Monthly Financial Report.

* = Actual data is reported for July through March.

Administration - Vasquez
March 2020 General Fund Expenditures (75% of year)

| Acct. No. | Description | FY 19/20 Amended Budget | FY 19/20 Actual Activity | | % of Budget | FY 18/19 Actual* | % Change From Prior |
|-------------|----------------------------|-------------------------------|--------------------------|--------------------------|---------------|---------------------|------------------------|
| | | | During March | Year to Date Actual * | | | |
| 101 | General Fund | | | | | | |
| 1100 | City Council | | | | | | |
| 501105 | Salaries-Elected | \$ 52,199 | \$ 4,023 | \$ 37,163 | 71.19% | \$ 37,163 | 0.00% |
| 502120 | Medicare/Fica | 1,473 | 58 | 539 | 36.59% | 539 | 0.00% |
| 602100 | Special Dept Expense | 9,500 | 807 | 4,992 | 52.55% | 4,911 | 1.65% |
| 602110 | Office Expense | 2,000 | 71 | 355 | 17.75% | 620 | -42.74% |
| 607100 | Membership/Dues | 37,139 | 13,149 | 29,305 | 78.91% | 36,403 | -19.50% |
| 607110 | Travel/Conference/Meetings | 10,500 | 5,400 | 7,294 | 69.47% | 7,024 | 3.84% |
| 612115 | Liability Insurance Charge | 2,631 | - | 2,631 | 100.00% | 1,887 | 39.43% |
| 1100 | City Council Total | 115,442 | 23,508 | 82,279 | 71.27% | 88,547 | -7.08% |
| 1200 | City Attorney | | | | | | |
| 608105 | Professional Services | 260,000 | 28,253 | 139,848 | 53.79% | 109,831 | 27.33% |
| 1200 | City Attorney Total | 260,000 | 28,253 | 139,848 | 53.79% | 109,831 | 27.33% |
| 1300 | City Manager | | | | | | |
| 501110 | Salaries-Regular | 194,613 | 14,998 | 137,543 | 70.68% | 75,755 | 81.56% |
| 501115 | Salaries-Overtime | - | 35 | 35 | ** | - | 100.00% |
| 501120 | Salaries-Part Time | - | - | - | ** | 53,021 | -100.00% |
| 502100 | Retirement | 17,558 | 1,351 | 12,335 | 70.25% | 10,622 | 16.13% |
| 502105 | Workers Comp Insurance | 2,511 | - | 2,857 | 113.78% | 2,996 | -4.64% |
| 502110 | Health/Life Insurance | 21,768 | 1,927 | 16,342 | 75.07% | 11,076 | 47.54% |
| 502115 | Unemployment Insurance | 608 | - | 473 | 77.80% | 97 | 387.63% |
| 502120 | Medicare/Fica | 3,071 | 217 | 1,987 | 64.70% | 3,310 | -39.97% |
| 602110 | Office Expense | 930 | 113 | 1,269 | 136.45% | 424 | 199.29% |
| 607100 | Membership/Dues | 2,100 | - | 400 | 19.05% | 1,800 | -77.78% |
| 607110 | Travel/Conference/Meetings | 3,000 | 824 | 3,073 | 102.43% | 1,456 | 111.06% |
| 612105 | Vehicle Replacement Charge | 748 | - | 748 | 100.00% | 7,646 | -90.22% |
| 612115 | Liability Insurance Charge | 11,621 | - | 11,621 | 100.00% | 8,464 | 37.30% |
| 612125 | Employee Benefits | 35,907 | - | 35,907 | 100.00% | 31,219 | 15.02% |
| 1300 | City Manager Total | 294,435 | 19,465 | 224,590 | 76.28% | 207,886 | 8.04% |
| 1400 | City Clerk | | | | | | |
| 501110 | Salaries-Regular | 83,643 | 6,426 | 61,894 | 74.00% | 58,500 | 5.80% |
| 501115 | Salaries-Overtime | - | 52 | 95 | ** | - | 100.00% |
| 502100 | Retirement | 14,322 | 1,107 | 10,108 | 70.58% | 9,192 | 9.97% |
| 502105 | Workers Comp Insurance | 3,693 | - | 3,693 | 100.00% | 3,702 | -0.24% |
| 502110 | Health/Life Insurance | 14,623 | 1,207 | 10,418 | 71.24% | 10,613 | -1.84% |
| 502115 | Unemployment Insurance | 412 | - | 257 | 62.38% | 267 | -3.75% |
| 502120 | Medicare/Fica | 1,259 | 85 | 830 | 65.93% | 784 | 5.87% |
| 602110 | Office Expense | 2,500 | 211 | 1,015 | 40.60% | 577 | 75.91% |
| 602120 | Books/Periodicals | 100 | - | 58 | 58.00% | 57 | 1.75% |
| 603105 | Equipment Maintenance | 4,044 | - | 4,044 | 100.00% | 4,044 | 0.00% |
| 607100 | Membership/Dues | 350 | 65 | 275 | 78.57% | 330 | -16.67% |
| 607110 | Travel/Conference/Meetings | 530 | - | 165 | 31.13% | 24 | 100.00% |
| 607115 | Training | 650 | - | - | 0.00% | 343 | -100.00% |
| 608105 | Professional Services | 6,000 | - | 6,345 | 105.75% | 2,381 | 166.48% |
| 608140 | Elections | 133,500 | - | 79,848 | 59.81% | 53,471 | 49.33% |

* = Actual data is reported for July through March.

Administration - Vasquez
March 2020 General Fund Expenditures (75% of year)

| Acct. No. | Description | FY 19/20 Amended Budget | FY 19/20 Actual Activity | | % of Budget | FY 18/19 Actual* | % Change From Prior |
|-------------|--|-------------------------------|-----------------------------|--------------------------|---------------|---------------------|------------------------|
| | | | Activity During March | Year to Date Actual * | | | |
| 1400 | City Clerk (Continued) | | | | | | |
| 612105 | Vehicle Replacement Charge | 618 | - | 618 | 100.00% | 626 | -1.28% |
| 612115 | Liability Insurance Charge | 4,215 | - | 4,215 | 100.00% | 2,852 | 47.79% |
| 612125 | Employee Benefits | 13,025 | - | 13,025 | 100.00% | 10,518 | 23.84% |
| 1400 | City Clerk Total | 283,484 | 9,153 | 196,903 | 69.46% | 158,281 | 24.40% |
| 1510 | Information Technology | | | | | | |
| 602113 | Social Media | 2,500 | 61 | 1,523 | 60.92% | 1,874 | -18.73% |
| 602140 | Materials & Supplies | 4,000 | 1,753 | 4,829 | 120.73% | 3,235 | 49.27% |
| 603105 | Equipment Maintenance | 43,055 | 5,500 | 37,584 | 87.29% | 36,184 | 3.87% |
| 608145 | Information Technology | 70,000 | 5,981 | 44,338 | 63.34% | 30,067 | 47.46% |
| 701050 | Computer Software | 60,000 | - | - | 0.00% | - | 0.00% |
| 701105 | Equipment-General | 34,000 | 2,185 | 14,741 | 43.36% | 12,270 | 100.00% |
| 1510 | Information Technology Total | 213,555 | 15,480 | 103,015 | 48.24% | 83,630 | 23.18% |
| 101 | GENERAL FUND TOTAL | \$ 1,166,916 | \$ 95,859 | \$ 746,635 | 63.98% | \$ 648,175 | 15.19% |
| 102 | General Fund (Transactions & Use Tax) | | | | | | |
| 1100 | City Council | | | | | | |
| 607100 | Membership/Dues | - | - | - | ** | 3,121 | -100.00% |
| 102 | TRANSACTIONS AND USE TAX TOTAL | \$ - | \$ - | \$ - | ** | \$ 3,121 | -100.00% |
| | TOTAL ADMINISTRATION-VASQUEZ | \$ 1,166,916 | \$ 95,859 | \$ 746,635 | 63.98% | \$ 651,296 | 14.64% |

* = Actual data is reported for July through March.

Administration - Guzman
March 2020 General Fund Expenditures (75% of year)

| Acct. No. | Description | FY 19/20 Amended Budget | FY 19/20 Actual Activity | | % of Budget | FY 18/19 Actual* | % Change From Prior Year |
|------------------------------------|--|----------------------------|--------------------------|--------------------------|---------------|---------------------|-----------------------------|
| | | | Activity During March | Year to Date Actual * | | | |
| 101 | General Fund | | | | | | |
| 1410 | Personnel/Risk Management | | | | | | |
| 501110 | Salaries-Regular | \$ 74,195 | \$ 9,108 | \$ 56,534 | 76.20% | \$ 49,390 | 14.46% |
| 501115 | Salaries-Overtime | - | - | 56 | ** | - | 100.00% |
| 502100 | Retirement | 5,099 | 426 | 3,739 | 73.33% | 3,379 | 10.65% |
| 502105 | Workers Comp Insurance | 706 | - | 706 | 100.00% | 685 | 3.07% |
| 502110 | Health/Life Insurance | 14,588 | 1,222 | 10,529 | 72.18% | 10,674 | -1.36% |
| 502115 | Unemployment Insurance | 434 | - | 273 | 62.90% | 287 | -4.88% |
| 502120 | Medicare/Fica | 1,380 | 133 | 829 | 60.07% | 699 | 18.60% |
| 602110 | Office Expense | 1,300 | 32 | 1,157 | 89.00% | 1,012 | 14.33% |
| 607100 | Membership/Dues | 725 | - | 725 | 100.00% | 475 | 52.63% |
| 607115 | Training | 350 | - | - | 0.00% | - | 0.00% |
| 608105 | Professional Services | 10,000 | 4,672 | 28,037 | 280.37% | 55,334 | -49.33% |
| 608125 | Advertising/ Business Dev't | 2,400 | 75 | 250 | 10.42% | 2,268 | -88.98% |
| 609125 | Employee/Volunteer Recognition | 7,500 | - | 7,877 | 105.03% | 7,024 | 12.14% |
| 612105 | Vehicle Replacement Charge | 650 | - | 650 | 100.00% | 626 | 3.83% |
| 612115 | Liability Insurance Charge | 3,739 | - | 3,739 | 100.00% | 2,515 | 48.67% |
| 612125 | Employee Benefits | 11,553 | - | 11,553 | 100.00% | 9,277 | 24.53% |
| 1410 | Personnel/Risk Management Total | 134,619 | 15,668 | 126,654 | 94.08% | 143,645 | -11.83% |
| 1430 | Liability/Risk Management | | | | | | |
| 606105 | Insurance Premium | 89,000 | - | 68,829 | 77.34% | 64,975 | 5.93% |
| 1430 | Liability/Risk Management Total | 89,000 | - | 68,829 | 77.34% | 64,975 | 5.93% |
| TOTAL ADMINISTRATION-GUZMAN | | \$ 223,619 | \$ 15,668 | \$ 195,483 | 87.42% | \$ 208,620 | -6.30% |

* = Actual data is reported for July through March.

Finance-Bannigan
March 2020 General Fund Expenditures (75% of year)

| Acct. No. | Description | FY 19/20 Actual Activity | | | | FY 18/19 Actual* | % Change From Prior Year |
|-------------|--|--------------------------|-----------------------|-----------------------|----------------|-------------------|--------------------------|
| | | FY 19/20 Amended Budget | Activity During March | Year to Date Actual * | % of Budget | | |
| 101 | General Fund | | | | | | |
| 1500 | Finance | | | | | | |
| 501110 | Salaries-Regular | \$ 424,719 | \$ 29,090 | \$ 262,540 | 61.81% | \$ 311,911 | -15.83% |
| 501115 | Salaries-Overtime | - | - | 292 | ** | - | 100.00% |
| 501120 | Salaries-Part Time | 55,107 | 3,832 | 37,084 | 67.29% | 32,348 | 14.64% |
| 502100 | Retirement | 54,701 | 3,889 | 35,016 | 64.01% | 37,020 | -5.41% |
| 502105 | Workers Comp Insurance | 4,713 | - | 4,713 | 100.00% | 4,740 | -0.57% |
| 502110 | Health/Life Insurance | 34,695 | 2,201 | 22,700 | 65.43% | 28,144 | -19.34% |
| 502115 | Unemployment Insurance | 3,342 | 154 | 1,845 | 55.21% | 1,968 | -6.25% |
| 502120 | Medicare/Fica | 6,808 | 401 | 4,511 | 66.26% | 4,263 | 5.82% |
| 602100 | Special Dept Expense | 19,000 | 1,087 | 12,104 | 63.71% | 9,145 | 32.36% |
| 602110 | Office Expense | 11,000 | 269 | 4,781 | 43.46% | 5,951 | -19.66% |
| 602120 | Books/Periodicals | - | - | 35 | ** | - | 100.00% |
| 607100 | Membership/Dues | 1,512 | - | 460 | 30.42% | 1,362 | -66.23% |
| 607105 | Mileage Reimbursement | 200 | - | 74 | 37.00% | 9 | 722.22% |
| 607110 | Travel/Conference/Meetings | 1,875 | 1,110 | 2,229 | 118.88% | 1,891 | 17.87% |
| 607115 | Training | 645 | (1,080) | 430 | 66.67% | 470 | -8.51% |
| 608105 | Professional Services | 97,880 | 13,881 | 52,409 | 53.54% | 51,429 | 1.91% |
| 608130 | Temporary Help | 24,800 | 2,775 | 13,097 | 52.81% | - | 100.00% |
| 612105 | Vehicle Replacement Charge | 1,300 | - | 1,300 | 100.00% | 1,252 | 3.83% |
| 612115 | Liability Insurance Charge | 25,032 | - | 25,032 | 100.00% | 17,830 | 40.39% |
| 612125 | Employee Benefits | 77,346 | - | 4,023 | 5.20% | 65,762 | -93.88% |
| 1500 | Finance Total | 844,675 | 57,609 | 484,675 | 57.38% | 575,495 | -15.78% |
| 1600 | Non-Departmental | | | | | | |
| 602100 | Special Dept Expense | 8,746 | - | 79,219 | 905.77% | 7,104 | 1015.13% |
| 602115 | Postage Clearing Account | - | (762) | 131 | ** | (5,482) | -102.39% |
| 603105 | Equipment Maintenance | 16,000 | 1,164 | 16,444 | 102.78% | 9,328 | 76.29% |
| 604100 | Communications | 9,000 | - | 4,233 | 47.03% | 5,246 | -19.31% |
| 607115 | Training | 4,000 | - | (3,363) | -84.08% | 5,995 | -156.10% |
| 608105 | Professional Services | 48,000 | 8,000 | 36,000 | 75.00% | 18,000 | 100.00% |
| 611105 | Revenue Sharing-City of Anaheim | 33,000 | - | - | 0.00% | - | 0.00% |
| 790100 | Land Acquisition | 900,000 | (192) | 895,248 | 99.47% | - | 100.00% |
| 1600 | Non-Departmental Total | 1,018,746 | 8,210 | 1,027,912 | 100.90% | 40,191 | 2457.57% |
| 101 | GENERAL FUND TOTAL | \$ 1,863,421 | \$ 65,819 | \$ 1,512,587 | 81.17% | \$ 615,686 | 145.68% |
| 102 | General Fund (Transactions & Use Tax) | | | | | | |
| 1500 | Finance | | | | | | |
| 608105 | Professional Services | 3,000 | - | 600 | 20.00% | 1,791 | 100.00% |
| 102 | TRANSACTIONS AND USE TAX TOTAL | \$ 3,000 | \$ - | \$ 600 | 20.00% | \$ 1,791 | 100.00% |
| | TOTAL FINANCE | \$ 1,866,421 | \$ 65,819 | \$ 1,513,187 | 81.07% | \$ 617,477 | 145.06% |

* - Actual data is reported for July through March.

Public Works - Rigg
March 2020 General Fund Expenditures (75% of year)

| Acct. No. | Description | FY 19/20 Amended Budget | FY 19/20 Actual Activity | | | | FY 18/19 Actual* | % Change From Prior Year |
|-----------|-----------------------------------|-------------------------------|--------------------------|--------------------------|-------------|-----------|---------------------|--------------------------------|
| | | | Activity During March | Year to Date Actual * | % of Budget | | | |
| 101 | General Fund | | | | | | | |
| 3100 | Engineering | | | | | | | |
| 501110 | Salaries-Regular | \$ 51,918 | \$ 4,333 | \$ 36,373 | 70.06% | \$ 35,615 | 2.13% | |
| 501115 | Salaries-Overtime | - | - | 258 | ** | 199 | 29.65% | |
| 502100 | Retirement | 3,585 | 269 | 2,429 | 67.75% | 2,305 | 5.38% | |
| 502105 | Workers Comp Insurance | 2,220 | - | 2,220 | 100.00% | 2,040 | 8.82% | |
| 502110 | Health/Life Insurance | 9,480 | 793 | 6,854 | 72.30% | 6,942 | -1.27% | |
| 502115 | Unemployment Insurance | 282 | - | 177 | 62.77% | 187 | -5.35% | |
| 502120 | Medicare/Fica | 779 | 61 | 518 | 66.50% | 507 | 2.17% | |
| 602110 | Office Expense | 1,000 | 123 | 534 | 53.40% | 566 | -5.65% | |
| 602140 | Materials & Supplies | 3,000 | - | 1,753 | 58.43% | 1,443 | 21.48% | |
| 607100 | Membership/Dues | 2,000 | 260 | 260 | 13.00% | 368 | -29.35% | |
| 607110 | Travel/Conference/Meetings | 1,200 | 625 | 685 | 57.08% | 395 | 73.42% | |
| 607115 | Training | 500 | - | - | 0.00% | - | 0.00% | |
| 608105 | Professional Services | 6,500 | - | 5,930 | 91.23% | 1,740 | 240.80% | |
| 608110 | Engineering Services | 30,000 | 2,970 | 23,580 | 78.60% | 25,280 | -6.72% | |
| 608115 | Inspection Services | 1,000 | - | - | 0.00% | - | 0.00% | |
| 608120 | Plan Checking Services | 13,000 | 1,710 | 10,697 | 82.28% | 5,980 | 78.88% | |
| 612105 | Vehicle Replacement Charge | 804 | - | 804 | 100.00% | 790 | 1.77% | |
| 612115 | Liability Insurance Charge | 2,616 | - | 2,616 | 100.00% | 1,686 | 55.16% | |
| 612125 | Employee Benefits | 8,084 | - | 8,084 | 100.00% | 6,220 | 29.97% | |
| 3100 | Engineering Total | 137,968 | 11,144 | 103,772 | 75.21% | 92,263 | 12.47% | |
| 3200 | Public Facilities | | | | | | | |
| 501110 | Salaries-Regular | 42,941 | 4,591 | 32,305 | 75.23% | 30,261 | 6.75% | |
| 501115 | Salaries-Overtime | - | - | 88 | ** | 200 | -56.00% | |
| 502100 | Retirement | 3,208 | 300 | 2,345 | 73.10% | 2,111 | 11.08% | |
| 502105 | Workers Comp Insurance | 7,756 | - | 7,756 | 100.00% | 6,969 | 11.29% | |
| 502110 | Health/Life Insurance | 7,645 | 819 | 5,900 | 77.17% | 5,584 | 5.66% | |
| 502115 | Unemployment Insurance | 239 | 30 | 207 | 86.61% | 155 | 33.55% | |
| 502120 | Medicare/Fica | 640 | 65 | 459 | 71.72% | 431 | 6.50% | |
| 602100 | Special Dept Expense | 1,500 | 352 | 1,289 | 85.93% | 66 | 1853.03% | |
| 602110 | Office Expense | 200 | 19 | 95 | 47.50% | 126 | -24.60% | |
| 602125 | Small Tools | - | - | 157 | ** | - | 100.00% | |
| 602130 | Clothing | 3,500 | 370 | 2,208 | 63.09% | 2,304 | -4.17% | |
| 602135 | Safety Equipment | 100 | - | 69 | 69.00% | - | 100.00% | |
| 602140 | Materials & Supplies | 2,500 | - | 1,244 | 49.76% | 1,620 | -23.21% | |
| 603105 | Equipment Maintenance | - | - | 887 | ** | - | 100.00% | |
| 603110 | Building Maintenance | 100,000 | 7,071 | 69,891 | 69.89% | 102,558 | -31.85% | |
| 604100 | Communications | 23,000 | 2,173 | 16,167 | 70.29% | 15,481 | 4.43% | |
| 604105 | Utilities | 92,500 | 5,856 | 64,032 | 69.22% | 60,066 | 6.60% | |
| 608100 | Contractual Services | 52,000 | 4,712 | 34,100 | 65.58% | 42,995 | -20.69% | |
| 611110 | O.C. Sanitation District User Fee | 18,000 | - | 16,042 | 89.12% | 10,248 | 56.54% | |

* = Actual data is reported for July through March.

Public Works - Rigg
March 2020 General Fund Expenditures (75% of year)

| Acct. No. | Description | FY 19/20 Amended Budget | FY 19/20 Actual Activity | | | FY 18/19 Actual* | % Change From Prior Year |
|-------------|--------------------------------------|-------------------------------|--------------------------|--------------------------|---------------|---------------------|--------------------------------|
| | | | Activity During March | Year to Date Actual * | % of Budget | | |
| 3200 | Public Facilities (Continued) | | | | | | |
| 612105 | Vehicle Replacement Charge | 4,325 | - | 4,325 | 100.00% | 4,253 | 1.69% |
| 612115 | Liability Insurance Charge | 2,164 | - | 2,164 | 100.00% | 1,496 | 44.65% |
| 612125 | Employee Benefits | 6,687 | - | 6,687 | 100.00% | 5,516 | 21.23% |
| 3200 | Public Facilities Total | 368,905 | 26,358 | 268,417 | 72.76% | 292,440 | -8.21% |
| 3400 | Parks Maintenance | | | | | | |
| 501110 | Salaries-Regular | 44,784 | 4,539 | 35,482 | 79.23% | 30,907 | 14.80% |
| 501115 | Salaries-Overtime | - | 581 | 2,053 | ** | 626 | 227.96% |
| 501120 | Salaries-Part Time | 7,558 | - | 4,797 | 63.47% | 5,057 | -5.14% |
| 502100 | Retirement | 3,464 | 350 | 2,727 | 78.72% | 2,768 | -1.48% |
| 502105 | Workers Comp Insurance | 9,462 | - | 9,462 | 100.00% | 10,993 | -13.93% |
| 502110 | Health/Life Insurance | 6,401 | 826 | 5,688 | 88.86% | 5,808 | -2.07% |
| 502115 | Unemployment Insurance | 456 | 15 | 282 | 61.84% | 320 | -11.88% |
| 502120 | Medicare/Fica | 829 | 74 | 613 | 73.94% | 350 | 75.14% |
| 602100 | Special Dept Expense | 8,000 | 409 | 5,371 | 67.14% | 3,888 | 38.14% |
| 603105 | Equipment Maintenance | 12,000 | 1,967 | 6,908 | 57.57% | 2,261 | 205.53% |
| 604105 | Utilities | 188,000 | 12,167 | 104,053 | 55.35% | 106,822 | -2.59% |
| 608100 | Contractual Services | 115,000 | 9,010 | 75,617 | 65.75% | 79,733 | -5.16% |
| 612105 | Vehicle Replacement Charge | 5,265 | - | 5,265 | 100.00% | 5,179 | 1.66% |
| 612115 | Liability Insurance Charge | 2,625 | - | 2,625 | 100.00% | 2,228 | 17.82% |
| 612125 | Employee Benefits | 8,111 | - | 8,111 | 100.00% | 8,217 | -1.29% |
| 3400 | Parks Maintenance Total | 411,955 | 29,938 | 269,054 | 65.31% | 265,157 | 1.47% |
| 3500 | Street Maintenance | | | | | | |
| 501110 | Salaries-Regular | 99,435 | 9,886 | 74,461 | 74.88% | 68,906 | 8.06% |
| 501115 | Salaries-Overtime | - | 1,873 | 5,681 | ** | 2,128 | 166.96% |
| 501120 | Salaries-Part Time | 4,723 | - | 2,998 | 63.48% | 3,161 | -5.16% |
| 502100 | Retirement | 8,683 | 791 | 6,442 | 74.19% | 6,417 | 0.39% |
| 502105 | Workers Comp Insurance | 19,809 | - | 19,809 | 100.00% | 19,463 | 1.78% |
| 502110 | Health/Life Insurance | 17,006 | 1,796 | 13,217 | 77.72% | 14,038 | -5.85% |
| 502115 | Unemployment Insurance | 749 | 45 | 528 | 70.49% | 538 | -1.86% |
| 502120 | Medicare/Fica | 1,564 | 167 | 1,180 | 75.45% | 947 | 24.60% |
| 602100 | Special Dept Expense | 2,787 | - | - | 0.00% | - | 0.00% |
| 602125 | Small Tools | 5,000 | - | - | 0.00% | 1,989 | -100.00% |
| 602140 | Materials & Supplies | 67,000 | 2,540 | 23,385 | 34.90% | 26,194 | -10.72% |
| 603105 | Equipment Maintenance | 5,000 | - | - | 0.00% | 794 | -100.00% |
| 608100 | Contractual Services | 45,000 | 1,558 | 31,897 | 70.88% | 32,580 | -2.10% |
| 612105 | Vehicle Replacement Charge | 11,521 | - | 11,521 | 100.00% | 11,331 | 1.68% |
| 612115 | Liability Insurance Charge | 5,186 | - | 5,186 | 100.00% | 3,854 | 34.56% |
| 612125 | Employee Benefits | 16,022 | - | 16,022 | 100.00% | 14,214 | 12.72% |
| 3500 | Street Maintenance Total | 309,485 | 18,656 | 212,327 | 68.61% | 206,554 | 2.79% |

* = Actual data is reported for July through March.

Public Works - Rigg
March 2020 General Fund Expenditures (75% of year)

| Acct. No. | Description | FY 19/20 Amended Budget | FY 19/20 Actual Activity | | | FY 18/19 Actual* | % Change From Prior Year |
|---------------------------|--|-------------------------------|--------------------------|--------------------------|---------------|---------------------|--------------------------------|
| | | | Activity During March | Year to Date Actual * | % of Budget | | |
| 3600 | Storm Drain Maintenance | | | | | | |
| 603100 | Emergency Maintenance Services | 5,000 | - | - | 0.00% | - | 0.00% |
| 608155 | Storm Water Monitor Program | 120,000 | 2,728 | 81,287 | 67.74% | 24,812 | 227.61% |
| 3600 | Storm Drain Maintenance Total | 125,000 | 2,728 | 81,287 | 65.03% | 24,812 | 227.61% |
| 6300 | Graffiti Abatement ⁽¹⁾ | | | | | | |
| 602140 | Materials & Supplies | - | 1,098 | 6,754 | ** | - | 100.00% |
| 6300 | Graffiti Abatement Total | - | 1,098 | 6,754 | ** | - | 100.00% |
| TOTAL PUBLIC WORKS | | \$ 1,353,313 | \$ 89,922 | \$ 941,611 | 69.58% | \$ 881,226 | 6.85% |

⁽¹⁾ - As a result of the City's recent Measure M audit for Fiscal Year 18/19, graffiti-related expenditures were shifted from Division 3500 to Division 6300. This division includes graffiti abatement costs for both streets and parks.

* = Actual data is reported for July through March.

Public Safety - Wren
March 2020 General Fund Expenditures (75% of year)

| Acct. No. | Description | FY 19/20 Amended Budget | FY 19/20 Actual Activity | | | FY 18/19 Actual* | % Change From Prior Year |
|-------------|------------------------------|-------------------------------|--------------------------|--------------------------|---------------|---------------------|--------------------------------|
| | | | Activity During March | Year to Date Actual * | % of Budget | | |
| 101 | General Fund | | | | | | |
| 1520 | Emergency Services | | | | | | |
| 602140 | Materials & Supplies | \$ 2,500 | \$ - | \$ - | 0.00% | \$ - | 0.00% |
| 608100 | Contractual Services | 2,000 | - | - | 0.00% | - | 0.00% |
| 1520 | Emergency Services | 4,500 | - | - | 0.00% | - | 0.00% |
| 2100 | Law Enforcement | | | | | | |
| 501110 | Salaries-Regular | 88,155 | 5,792 | 58,440 | 66.29% | 62,143 | -5.96% |
| 501120 | Salaries-Part Time | 19,881 | 1,709 | 14,909 | 74.99% | 13,358 | 11.61% |
| 502100 | Retirement | 6,100 | 699 | 5,709 | 93.59% | 92,481 | -93.83% |
| 502105 | Workers Comp Insurance | 1,037 | - | 1,037 | 100.00% | 1,048 | -1.05% |
| 502110 | Health/Life Insurance | 18,240 | 1,219 | 12,027 | 65.94% | 13,355 | -9.94% |
| 502115 | Unemployment Insurance | 868 | 69 | 423 | 48.73% | 462 | -8.44% |
| 502120 | Medicare/Fica | 1,758 | 108 | 1,094 | 62.23% | 1,069 | 2.34% |
| 602100 | Special Dept Expense | 4,500 | 237 | 1,427 | 31.71% | 1,954 | -26.97% |
| 602110 | Office Expense | 1,300 | - | 285 | 21.92% | 336 | -15.18% |
| 603110 | Building Maintenance | 18,500 | 1,025 | 10,689 | 57.78% | 12,562 | -14.91% |
| 604100 | Communications | 59,841 | - | 40,184 | 67.15% | 35,670 | 12.65% |
| 604105 | Utilities | 28,000 | 1,665 | 18,246 | 65.16% | 17,618 | 3.56% |
| 607100 | Membership/Dues | 4,772 | - | 4,678 | 98.03% | 4,678 | 0.00% |
| 607105 | Mileage Reimbursement | 2,400 | - | - | 0.00% | 426 | -100.00% |
| 607110 | Travel/Conference/Meetings | 3,400 | - | - | 0.00% | 2,240 | -100.00% |
| 607115 | Training | 700 | - | - | 0.00% | - | 0.00% |
| 608160 | O.C.S.D. Contract | 8,057,576 | 1,340,483 | 6,040,771 | 74.97% | 5,370,231 | 12.49% |
| 608170 | Animal Control Services | 177,296 | - | 130,922 | 73.84% | 126,131 | 3.80% |
| 612115 | Liability Insurance Charge | 5,445 | - | 5,445 | 100.00% | 3,844 | 41.65% |
| 612125 | Employee Benefits | 16,823 | - | 16,823 | 100.00% | 14,177 | 18.66% |
| 2100 | Law Enforcement Total | 8,516,592 | 1,353,006 | 6,363,109 | 74.71% | 5,773,783 | 10.21% |
| 2200 | Fire Protection | | | | | | |
| 502100 | Retirement | - | - | - | ** | 69,322 | -100.00% |
| 608185 | O.C.F.A. Contract | 3,763,098 | 931,197 | 2,811,874 | 74.72% | 2,810,253 | 0.06% |
| 608190 | Contractual Ambulance Svcs | 5,000 | - | 3,715 | 74.30% | 2,093 | 77.50% |
| 2200 | Fire Protection Total | 3,768,098 | 931,197 | 2,815,589 | 74.72% | 2,881,668 | 2.29% |
| 4300 | Parking Control | | | | | | |
| 501110 | Salaries-Regular | 113,928 | 8,637 | 80,865 | 70.98% | 46,752 | 72.97% |
| 501120 | Salaries-Part Time | 45,625 | 3,649 | 32,966 | 72.25% | 15,019 | 119.50% |
| 502100 | Retirement | 14,228 | 1,246 | 11,525 | 81.00% | 15,733 | -26.75% |
| 502105 | Workers Comp Insurance | 8,381 | - | 8,381 | 100.00% | 4,884 | 71.60% |
| 502110 | Health/Life Insurance | 13,111 | 1,093 | 8,972 | 68.43% | 3,141 | 185.64% |
| 502115 | Unemployment Insurance | 1,714 | 144 | 1,110 | 64.76% | 553 | 100.72% |
| 502120 | Medicare/Fica | 2,635 | 181 | 1,678 | 63.68% | 918 | 82.79% |
| 602110 | Office Expense | 13,500 | 215 | 5,772 | 42.76% | 2,572 | 124.42% |
| 602130 | Clothing | 1,000 | 65 | 207 | 20.70% | 552 | -62.50% |
| 604100 | Communications | 700 | - | 545 | 77.86% | 436 | 25.00% |
| 608105 | Professional Services | 20,000 | 1,651 | 11,771 | 58.86% | 12,704 | -7.34% |

* = Actual data is reported for July through March.

Public Safety - Wren
March 2020 General Fund Expenditures (75% of year)

| Acct. No. | Description | FY 19/20 Amended Budget | FY 19/20 Actual Activity | | FY 18/19 Actual* | % Change From Prior Year |
|-------------|---|-------------------------------|--------------------------|--------------------------|---------------------|--------------------------------|
| | | | Activity During March | Year to Date Actual * | | |
| 4300 | Parking Control (Continued) | | | | | |
| 612105 | Vehicle Replacement Charge | 4,189 | - | 4,189 | 4,119 | 1.70% |
| 612115 | Liability Insurance Charge | 8,041 | - | 8,041 | 3,490 | 130.40% |
| 612125 | Employee Benefits | 24,845 | - | 24,845 | 12,871 | 93.03% |
| 4300 | Parking Control Total | 271,897 | 16,881 | 200,867 | 123,744 | 62.32% |
| 6200 | Code Enforcement | | | | | |
| 501110 | Salaries-Regular | 146,427 | 10,981 | 104,676 | 109,851 | -4.71% |
| 502100 | Retirement | 25,161 | 1,923 | 17,857 | 21,406 | -16.58% |
| 502105 | Workers Comp Insurance | 7,622 | - | 7,677 | 8,122 | -5.48% |
| 502110 | Health/Life Insurance | 18,263 | 1,518 | 13,128 | 13,636 | -3.73% |
| 502115 | Unemployment Insurance | 831 | - | 519 | 560 | -7.32% |
| 502120 | Medicare/Fica | 2,163 | 158 | 1,517 | 1,599 | -5.13% |
| 602110 | Office Expense | 2,500 | 222 | 2,604 | 2,048 | 27.15% |
| 602160 | Code Enforcement Equipment | 1,000 | - | 822 | 401 | 104.99% |
| 603105 | Equipment Maintenance | 100 | - | - | - | 0.00% |
| 604100 | Communications | 800 | - | 570 | 438 | 30.14% |
| 607100 | Membership/Dues | 425 | - | 475 | 371 | 28.03% |
| 607105 | Mileage Reimbursement | 100 | - | - | - | 0.00% |
| 607110 | Travel/Conference/Meetings | 1,000 | - | 467 | 42 | 1011.90% |
| 607115 | Training | 1,000 | - | 564 | 407 | 38.57% |
| 608100 | Contractual Services | - | 315 | 2,520 | - | 100.00% |
| 608180 | Prosecution/Code Enforcement | 50,000 | 5,084 | 48,665 | 45,425 | 7.13% |
| 612105 | Vehicle Replacement Charge | 6,509 | - | 6,509 | 6,402 | 1.67% |
| 612115 | Liability Insurance Charge | 7,679 | - | 7,679 | 5,724 | 34.15% |
| 612125 | Employee Benefits | 23,726 | - | 23,726 | 21,112 | 12.38% |
| 6200 | Code Enforcement Total | 295,306 | 20,201 | 239,975 | 237,544 | 1.02% |
| 101 | GENERAL FUND TOTAL | \$ 12,856,393 | \$ 2,321,285 | \$ 9,619,540 | \$ 9,016,739 | 6.69% |
| 102 | General Fund (Transactions & Use Tax) | | | | | |
| 1520 | Emergency Preparedness (COVID-19) ⁽¹⁾ | | | | | |
| | Personnel Costs | - | - | - | - | ** |
| | Materials and Supplies | - | - | - | - | ** |
| | Information Technology | - | - | - | - | ** |
| | Contractual Services | - | - | - | - | ** |
| 1520 | Emergency Preparedness (COVID-19) | - | - | - | - | ** |
| 2100 | Law Enforcement | | | | | |
| 501110 | Salaries-Regular | 36,639 | 2,818 | 25,106 | 23,960 | 4.78% |
| 502100 | Retirement | 2,779 | 220 | 1,958 | 203,541 | -99.04% |
| 502105 | Workers Comp Insurance | 338 | - | 338 | 328 | 3.05% |
| 502110 | Health/Life Insurance | 295 | 24 | 212 | 1,229 | -82.75% |
| 502115 | Unemployment Insurance | 109 | - | 68 | 72 | -5.56% |
| 502120 | Medicare/Fica | 574 | 43 | 386 | 354 | 9.04% |
| 603125 | Vehicle Maintenance | 5,000 | 1,254 | 6,528 | 7,920 | -17.58% |
| 608160 | Sheriff Contract Services | 3,097,617 | 577,286 | 2,270,445 | 1,758,526 | 29.11% |
| 608175 | Crossing Guard Services | 40,530 | 3,553 | 24,794 | 22,094 | 100.00% |

* = Actual data is reported for July through March.

Public Safety - Wren
March 2020 General Fund Expenditures (75% of year)

| Acct. No. | Description | FY 19/20 Amended Budget | FY 19/20 Actual Activity | | | FY 18/19 Actual* | % Change From Prior Year |
|-------------|---------------------------------------|-------------------------------|--------------------------|--------------------------|---------------|----------------------|--------------------------------|
| | | | Activity During March | Year to Date Actual * | % of Budget | | |
| 2100 | Law Enforcement (Continued) | | | | | | |
| 612105 | Vehicle Replacement Charge | 10,284 | - | 10,284 | 100.00% | 10,114 | 1.68% |
| 612115 | Liability Insurance Charge | 1,846 | - | 1,846 | 100.00% | 1,227 | 50.45% |
| 612125 | Employee Benefits | 5,705 | - | 5,705 | 100.00% | 4,526 | 26.05% |
| 2100 | Law Enforcement Total | 3,201,716 | 585,198 | 2,347,670 | 73.33% | 2,033,891 | 15.43% |
| 2200 | Fire Protection | | | | | | |
| 501110 | Salaries-Regular | 7,328 | 564 | 5,021 | 68.52% | 4,920 | 2.05% |
| 502100 | Retirement | 556 | 44 | 392 | 70.50% | 200,893 | -99.80% |
| 502105 | Workers Comp Insurance | 68 | - | 68 | 100.00% | 66 | 3.03% |
| 502110 | Health/Life Insurance | 59 | 5 | 42 | 71.19% | 266 | -84.21% |
| 502115 | Unemployment Insurance | 22 | - | 14 | 63.64% | 14 | 0.00% |
| 502120 | Medicare/Fica | 115 | 9 | 77 | 66.96% | 72 | 6.94% |
| 608185 | Oc Fire Dept Contract | 953,303 | 248,690 | 746,072 | 78.26% | 552,417 | 35.06% |
| 612115 | Liability Insurance Charge | 369 | - | 369 | 100.00% | 245 | 50.61% |
| 612125 | Employee Benefits | 1,141 | - | 1,141 | 100.00% | 905 | 26.08% |
| 2200 | Fire Protection Total | 962,961 | 249,312 | 753,196 | 78.22% | 759,798 | -0.87% |
| 4300 | Parking Control | | | | | | |
| 501110 | Salaries-Regular | 21,984 | 1,691 | 15,064 | 68.52% | 14,632 | 2.95% |
| 502100 | Retirement | 1,667 | 132 | 1,175 | 70.49% | 1,076 | 9.20% |
| 502105 | Workers Comp Insurance | 203 | - | 203 | 100.00% | 197 | 3.05% |
| 502110 | Health/Life Insurance | 177 | 15 | 127 | 71.75% | 777 | -83.66% |
| 502115 | Unemployment Insurance | 65 | - | 41 | 63.08% | 43 | -4.65% |
| 502120 | Medicare/Fica | 345 | 26 | 231 | 66.96% | 216 | 6.94% |
| 612115 | Liability Insurance Charge | 1,108 | - | 1,108 | 100.00% | 736 | 50.54% |
| 612125 | Employee Benefits | 3,423 | - | 3,423 | 100.00% | 2,715 | 26.08% |
| 4300 | Parking Control Total | 28,972 | 1,864 | 21,372 | 73.77% | 20,392 | 4.81% |
| 6200 | Code Enforcement | | | | | | |
| 501110 | Salaries-Regular | 142,419 | 11,036 | 99,175 | 69.64% | 93,964 | 5.55% |
| 502100 | Retirement | 10,387 | 816 | 7,336 | 70.63% | 6,672 | 9.95% |
| 502105 | Workers Comp Insurance | 4,325 | - | 4,325 | 100.00% | 4,312 | 0.30% |
| 502110 | Health/Life Insurance | 9,704 | 1,393 | 9,049 | 93.25% | 9,015 | 0.38% |
| 502115 | Unemployment Insurance | 651 | - | 409 | 62.83% | 430 | -4.88% |
| 502120 | Medicare/Fica | 2,151 | 156 | 1,461 | 67.92% | 1,376 | 6.18% |
| 612115 | Liability Insurance Charge | 7,177 | - | 7,177 | 100.00% | 4,838 | 48.35% |
| 612125 | Employee Benefits | 22,177 | - | 22,177 | 100.00% | 17,844 | 24.28% |
| 6200 | Code Enforcement Total | 198,991 | 13,401 | 151,109 | 75.94% | 138,451 | 9.14% |
| 102 | TRANSACTIONS AND USE TAX TOTAL | \$ 4,392,640 | \$ 849,775 | \$ 3,273,347 | 74.52% | \$ 2,952,532 | 10.87% |
| | TOTAL PUBLIC SAFETY | \$ 17,249,033 | \$ 3,171,060 | \$ 12,892,887 | 74.75% | \$ 11,969,271 | 7.72% |

⁽¹⁾ - The City created a new division to track all expenditures related to the COVID-19 pandemic (102-1520). Although City Hall began taking action to modify procedures and purchase supplies and equipment in response to this national emergency in late March, the City did not begin making payments to vendors and employees related to this pandemic until April. As a result, there are no COVID-19 related expenditures reported through March 31, 2020. COVID-19 related expenditures will begin to be reported in April's Monthly Financial Report.

* = Actual data is reported for July through March.

Community Service - Bobadilla
March 2020 General Fund Expenditures (75% of year)

| Acct. No. | Description | FY 19/20 Amended Budget | FY 19/20 Actual Activity | | % of Budget | FY 18/19 Actual * | % Change from Prior Year |
|-------------|--|-------------------------------|-----------------------------|--------------------------|---------------|----------------------|--------------------------------|
| | | | Activity During March | Year to Date Actual * | | | |
| 101 | General Fund | | | | | | |
| 5100 | Parks and Recreation | | | | | | |
| 501110 | Salaries-Regular | \$ 318,560 | \$ 28,498 | \$ 238,924 | 75.00% | \$ 173,410 | 37.78% |
| 501115 | Salaries-Overtime | - | - | 120 | ** | - | 100.00% |
| 501120 | Salaries-Part Time | 22,209 | 3,480 | 39,141 | 176.24% | 29,400 | 33.13% |
| 502100 | Retirement | 28,770 | 2,640 | 21,936 | 76.25% | 16,596 | 32.18% |
| 502105 | Workers Comp Insurance | 4,248 | - | 6,360 | 149.72% | 5,268 | 20.73% |
| 502110 | Health/Life Insurance | 43,531 | 3,845 | 30,353 | 69.73% | 26,914 | 12.78% |
| 502115 | Unemployment Insurance | 2,713 | 139 | 2,004 | 73.87% | 2,162 | -7.31% |
| 502120 | Medicare/Fica | 5,503 | 456 | 3,997 | 72.63% | 2,920 | 36.88% |
| 602100 | Special Dept Expense | 7,727 | 933 | 2,396 | 31.01% | 4,059 | -40.97% |
| 602110 | Office Expense | 3,184 | 333 | 2,440 | 76.63% | 2,129 | 14.61% |
| 602150 | Recreation Brochure Mailing | 32,000 | 3,340 | 23,905 | 74.70% | 22,323 | 7.09% |
| 603105 | Equipment Maintenance | 200 | - | - | 0.00% | 157 | -100.00% |
| 603110 | Building Maintenance | 10,400 | 225 | 3,375 | 32.45% | 3,825 | -11.76% |
| 605100 | Land Lease | 3,520 | - | - | 0.00% | 5,786 | -100.00% |
| 606100 | Special Event Insurance | - | - | (194) | ** | 5,043 | -103.85% |
| 607100 | Membership/Dues | 850 | 990 | 1,155 | 135.88% | 360 | 220.83% |
| 607115 | Training | 1,500 | 598 | 3,403 | 226.87% | 945 | 260.11% |
| 608100 | Contractual Services | - | - | - | ** | 13,270 | -100.00% |
| 608105 | Professional Services | - | - | - | ** | 5,038 | -100.00% |
| 608150 | Contractual Recreation Program | 20,000 | 4,081 | 14,590 | 72.95% | 11,802 | 23.62% |
| 609100 | Special Events | 6,645 | 203 | 5,855 | 88.11% | 2,634 | 122.29% |
| 609115 | Excursions | 900 | - | 543 | 60.33% | 200 | 171.50% |
| 609200 | Senior Citizen Program | 2,500 | 21 | 539 | 21.56% | 16 | 3268.75% |
| 612105 | Vehicle Replacement Charge | 7,857 | - | 7,857 | 100.00% | 7,721 | 1.76% |
| 612115 | Liability Insurance Charge | 15,360 | - | 17,763 | 115.64% | 12,536 | 41.70% |
| 612125 | Employee Benefits | 47,460 | - | 54,884 | 115.64% | 46,238 | 18.70% |
| 5100 | Parks and Recreation Total | 585,637 | 49,782 | 481,346 | 82.19% | 400,752 | 20.11% |
| 5200 | Community Services Center (Beach) | | | | | | |
| 501120 | Salaries-Part Time | 10,405 | 782 | 6,737 | 64.75% | 6,410 | 5.10% |
| 502105 | Workers Comp Insurance | 538 | - | 538 | 100.00% | 536 | 0.37% |
| 502115 | Unemployment Insurance | 282 | 32 | 94 | 33.33% | 94 | 0.00% |
| 502120 | Medicare/Fica | 244 | 12 | 102 | 41.80% | 97 | 5.15% |
| 602100 | Special Dept Expense | 2,820 | 312 | 1,917 | 67.98% | 1,911 | 0.31% |
| 602110 | Office Expense | 2,000 | 455 | 1,226 | 61.30% | 1,150 | 6.61% |
| 603105 | Equipment Maintenance | 200 | - | 58 | 29.00% | 162 | -64.20% |
| 603110 | Building Maintenance | 42,200 | 490 | 33,512 | 79.41% | 4,684 | 615.46% |
| 604105 | Utilities | 10,200 | 791 | 5,550 | 54.41% | 5,915 | -6.17% |
| 612105 | Vehicle Replacement Charge | 423 | - | 423 | 100.00% | 407 | 3.93% |
| 612115 | Liability Insurance Charge | 524 | - | 524 | 100.00% | 357 | 46.78% |
| 612125 | Employee Benefits | 1,620 | - | 1,620 | 100.00% | 1,317 | 23.01% |
| 5200 | Community Services Ctr (Beach) | 71,456 | 2,874 | 52,301 | 73.19% | 23,040 | 127.00% |

* = Actual data is reported for July through March.

Community Service - Bobadilla
March 2020 General Fund Expenditures (75% of year)

| Acct. No. | Description | FY 19/20 Amended Budget | FY 19/20 Actual Activity | | % of Budget | FY 18/19 Actual * | % Change from Prior Year |
|-------------|--|-------------------------------|-----------------------------|--------------------------|---------------|----------------------|--------------------------------|
| | | | Activity During March | Year to Date Actual * | | | |
| 5300 | Stanton Central Park | | | | | | |
| 501110 | Salaries-Regular | 41,500 | 4,929 | 29,408 | 70.86% | - | 100.00% |
| 501120 | Salaries-Part Time | 113,654 | 6,197 | 72,676 | 63.94% | 84,900 | -14.40% |
| 502100 | Retirement | - | 344 | 2,054 | ** | - | 100.00% |
| 502105 | Workers Comp Insurance | 7,107 | - | 7,107 | 100.00% | 7,724 | -7.99% |
| 502110 | Health/Life Insurance | - | 757 | 4,079 | ** | - | 100.00% |
| 502115 | Unemployment Insurance | 3,038 | 248 | 1,316 | 43.32% | 1,258 | 4.61% |
| 502120 | Medicare/Fica | 2,991 | 163 | 1,548 | 51.76% | 1,273 | 21.60% |
| 602100 | Special Dept Expense | 4,000 | 147 | 1,148 | 28.70% | 479 | 139.67% |
| 602110 | Office Expense | 2,000 | 26 | 112 | 5.60% | 196 | 100.00% |
| 604105 | Utilities | 6,000 | 48 | 481 | 8.02% | 3,127 | 100.00% |
| 612115 | Liability Insurance Charge | 6,912 | - | 6,912 | 100.00% | 5,076 | 36.17% |
| 612125 | Employee Benefits | 21,357 | - | 21,357 | 100.00% | 18,721 | 14.08% |
| 5300 | Stanton Central Park | 208,559 | 12,859 | 148,198 | 71.06% | 122,754 | 20.73% |
| 101 | GENERAL FUND TOTAL | \$ 865,652 | \$ 65,515 | \$ 681,845 | 78.77% | \$ 546,546 | 24.76% |
| 102 | General Fund (Transactions & Use Tax) | | | | | | |
| 5100 | Parks and Recreation | | | | | | |
| 501120 | Salaries-Part Time | - | - | 492 | ** | 12,639 | -96.11% |
| 502105 | Workers Comp Insurance | - | - | - | ** | 1,460 | -100.00% |
| 502115 | Unemployment Insurance | - | - | - | ** | 580 | -100.00% |
| 502120 | Medicare/Fica | - | - | 7 | ** | 183 | -96.17% |
| 612115 | Liability Insurance Charge | - | - | - | ** | 935 | -100.00% |
| 612125 | Employee Benefits | - | - | - | ** | 3,448 | -100.00% |
| 5100 | Parks and Recreation | - | - | 499 | ** | 19,245 | -97.41% |
| 102 | TRANSACTIONS AND USE TAX TOTAL | \$ - | \$ - | \$ 499 | ** | \$ 19,245 | -97.41% |
| | TOTAL COMMUNITY SERVICES | \$ 865,652 | \$ 65,515 | \$ 682,344 | 78.82% | \$ 565,791 | 20.60% |

* = Actual data is reported for July through March.

Community Development-Stonich
March 2020 General Fund Expenditures (75% of year)

| Acct. No. | Description | FY 19/20 Amended Budget | FY 19/20 Actual Activity | | | FY 18/19 Actual* | % Change From Prior Year |
|-------------|----------------------------------|-------------------------------|-----------------------------|--------------------------|----------------|---------------------|--------------------------------|
| | | | Activity During March | Year to Date Actual * | % of Budget | | |
| 101 | General Fund | | | | | | |
| 4100 | Planning | | | | | | |
| 501110 | Salaries-Regular | \$ 160,367 | \$ 9,674 | \$ 90,961 | 56.72% | \$ 115,575 | -21.30% |
| 501115 | Salaries-Overtime | - | 87 | 179 | ** | - | 100.00% |
| 501120 | Salaries-Part Time | 13,632 | 1,092 | 8,219 | 60.29% | - | 100.00% |
| 501125 | Salaries-Appointed | 9,000 | 692 | 6,438 | 71.53% | 5,850 | 10.05% |
| 502100 | Retirement | 22,835 | 898 | 8,567 | 37.52% | 12,624 | -32.14% |
| 502105 | Workers Comp Insurance | 2,167 | - | 2,057 | 94.92% | 1,732 | 18.76% |
| 502110 | Health/Life Insurance | 21,018 | 1,716 | 14,766 | 70.25% | 18,011 | -18.02% |
| 502115 | Unemployment Insurance | 1,419 | 43 | 987 | 69.56% | 958 | 3.03% |
| 502120 | Medicare/Fica | 3,655 | 163 | 1,562 | 42.74% | 1,817 | -14.03% |
| 602110 | Office Expense | 1,500 | 460 | 978 | 65.20% | 1,565 | -37.51% |
| 602120 | Books/Periodicals | 800 | - | - | 0.00% | 352 | -100.00% |
| 607100 | Membership/Dues | 1,600 | - | 603 | 37.69% | 1,413 | -57.32% |
| 607110 | Travel/Conference/Meetings | 2,000 | 90 | 256 | 12.80% | 174 | 47.13% |
| 607115 | Training | 1,000 | - | 1,250 | 125.00% | - | 100.00% |
| 608100 | Contractual Services | 4,000 | - | 525 | 13.13% | 1,925 | -72.73% |
| 608105 | Professional Services | 70,000 | - | - | 0.00% | 20,520 | -100.00% |
| 608130 | Temporary Help | 45,405 | 14,123 | 33,103 | 72.91% | - | 100.00% |
| 612105 | Vehicle Replacement Charge | 650 | - | 650 | 100.00% | 626 | 3.83% |
| 612115 | Liability Insurance Charge | 10,850 | - | 10,850 | 100.00% | 6,400 | 69.53% |
| 612125 | Employee Benefits | 33,525 | - | 33,525 | 100.00% | 23,606 | 42.02% |
| 4100 | Planning Total | 405,423 | 29,038 | 215,476 | 53.15% | 213,148 | 1.09% |
| 4200 | Building Regulation | | | | | | |
| 501110 | Salaries-Regular | 50,142 | 3,856 | 36,108 | 72.01% | 25,090 | 43.91% |
| 502100 | Retirement | 3,710 | 269 | 2,565 | 69.14% | 2,797 | -8.29% |
| 502105 | Workers Comp Insurance | 492 | - | 547 | 111.18% | 538 | 1.67% |
| 502110 | Health/Life Insurance | 8,437 | 746 | 6,458 | 76.54% | 3,778 | 70.94% |
| 502115 | Unemployment Insurance | 441 | - | 273 | 61.90% | 427 | -36.07% |
| 502120 | Medicare/Fica | 728 | 54 | 522 | 71.70% | 475 | 9.89% |
| 602110 | Office Expense | 1,500 | 419 | 1,198 | 79.87% | 1,521 | -21.24% |
| 602120 | Books/Periodicals | 400 | - | 76 | 19.00% | 80 | -5.00% |
| 607100 | Membership/Dues | - | 135 | 135 | ** | - | 100.00% |
| 607115 | Training | 1,000 | - | 299 | 29.90% | - | 100.00% |
| 608115 | Inspection Services | 350,000 | 47,352 | 439,059 | 125.45% | 321,289 | 36.66% |
| 612105 | Vehicle Replacement Charge | 33 | - | 33 | 100.00% | 31 | 6.45% |
| 612115 | Liability Insurance Charge | 2,826 | - | 2,826 | 100.00% | 2,099 | 34.64% |
| 612125 | Employee Benefits | 8,733 | - | 8,733 | 100.00% | 7,742 | 12.80% |
| 4200 | Building Regulation Total | 428,442 | 52,831 | 498,832 | 116.43% | 365,867 | 36.34% |
| 101 | GENERAL FUND TOTAL | \$ 833,865 | \$ 81,869 | \$ 714,308 | 85.66% | \$ 579,015 | 23.37% |

* = Actual data is reported for July through March.

Community Development-Stonich
March 2020 General Fund Expenditures (75% of year)

| Acct. No. | Description | FY 19/20 Amended Budget | FY 19/20 Actual Activity | | | FY 18/19 Actual* | % Change From Prior Year |
|-------------|--|-------------------------------|-----------------------------|--------------------------|---------------|---------------------|--------------------------------|
| | | | Activity During March | Year to Date Actual * | % of Budget | | |
| 102 | General Fund (Transactions & Use Tax) | | | | | | |
| 4100 | Planning | | | | | | |
| 608105 | Professional Services | 25,000 | - | - | 0.00% | - | 0.00% |
| 4100 | Planning | 25,000 | - | - | 0.00% | - | 0.00% |
| 4400 | Business Relations | | | | | | |
| 501110 | Salaries-Regular | 13,545 | - | 2,215 | 16.35% | 26,864 | -91.75% |
| 502100 | Retirement | 6,590 | - | 369 | 5.60% | 4,252 | -91.32% |
| 502105 | Workers Comp Insurance | 379 | - | 379 | 100.00% | 811 | -53.27% |
| 502110 | Health/Life Insurance | 165 | - | 30 | 18.18% | 389 | -92.29% |
| 502115 | Unemployment Insurance | 109 | - | - | 0.00% | 72 | -100.00% |
| 502120 | Medicare/Fica | 210 | - | 86 | 40.95% | 405 | -78.77% |
| 602110 | Office Expense | 1,500 | 7 | 979 | 65.27% | 963 | 1.66% |
| 602120 | Books/Periodicals | 400 | - | - | 0.00% | - | 0.00% |
| 607100 | Membership/Dues | 4,000 | - | 275 | 6.88% | 570 | -51.75% |
| 607110 | Travel/Conference/Meetings | 4,000 | 307 | 1,311 | 32.78% | 130 | 908.46% |
| 607115 | Training | 2,000 | - | - | 0.00% | - | 0.00% |
| 608105 | Professional Services | 45,000 | - | - | 0.00% | 10,225 | -100.00% |
| 608125 | Advertising/ Business Dev't | 15,000 | 753 | 9,552 | 63.68% | 10,811 | -11.65% |
| 608130 | Temporary Help | 28,375 | 8,827 | 20,689 | 72.91% | - | 100.00% |
| 612105 | Vehicle Replacement Charge | 715 | - | 715 | 100.00% | 689 | 3.77% |
| 612115 | Liability Insurance Charge | 2,074 | - | 2,074 | 100.00% | 3,004 | -30.96% |
| 612125 | Employee Benefits | 6,408 | - | 6,408 | 100.00% | 11,079 | -42.16% |
| 4400 | Business Relations | 130,470 | 9,894 | 45,082 | 34.55% | 70,264 | -35.84% |
| 102 | TRANSACTIONS AND USE TAX TOTAL | \$ 155,470 | \$ 9,894 | \$ 45,082 | 29.00% | \$ 70,264 | -35.84% |
| | TOTAL COMMUNITY DEVELOPMENT | \$ 989,335 | \$ 91,763 | \$ 759,390 | 76.76% | \$ 649,279 | 16.96% |

* = Actual data is reported for July through March.

Transfers to Other Funds-Bannigan
March 2020 General Fund Expenditures (75% of year)

| Acct. No. | Description | FY 19/20 Amended Budget | FY 19/20 Actual Activity | | | FY 18/19 Actual* | % Change From Prior Year |
|----------------------------|----------------------------------|-------------------------------|--------------------------|--------------------------|----------------|---------------------|--------------------------------|
| | | | Activity During March | Year to Date Actual * | % of Budget | | |
| 101 | General Fund | | | | | | |
| 1600 | Non-Departmental | | | | | | |
| 800250 | Transfer to Fact Grant | \$ 76,000 | \$ - | \$ 76,000 | 100.00% | 25,000 | 100.00% |
| 800280 | Transfer to SCP Maintenance Fund | - | - | - | ** | 27,500 | 100.00% |
| TOTAL TRANSFERS OUT | | \$ 76,000 | \$ - | \$ 76,000 | 100.00% | \$ 52,500 | 44.76% |

* = Actual data is reported for July through March.

General Fund - Fund Balance Status

| | General Fund (101) | Measure GG Transaction & Use Tax Fund (102) | Total |
|---|-----------------------|--|----------------------|
| <u>Reserves as of June 30, 2019:</u> | | | |
| Economic Uncertainty | \$ 4,600,000 | | \$ 4,600,000 |
| Emergency Equipment Maintenance | 250,000 | | 250,000 |
| Emergency Disaster Continuity | 2,500,000 | | 2,500,000 |
| Capital Improvement | 5,911,735 | | 5,911,735 |
| Pension Stabilization ⁽¹⁾ | 3,244,895 | | 3,244,895 |
| Subtotal | 16,506,630 | - | 16,506,630 |
| Less: Reserve Not Available for Operations ⁽¹⁾ | (3,244,895) | - | (3,244,895) |
| Available Fund Balance (unreserved) | 862,699 | 4,940,956 | 5,803,655 |
| Total Fund Balance (Reserves & Available Fund Balance) as of June 30, 2019 | 14,124,434 | 4,940,956 | 19,065,390 |
| Estimated increase (decrease) of fund balance during Fiscal Year 2019-20 | (936,351) | (940,227) | (1,876,578) |
| Total Projected Fund Balance (Reserves & Available Fund Balance) as of June 30, 2020 | \$ 13,188,083 | \$ 4,000,729 | \$ 17,188,812 |

(1) - These funds are held in an irrevocable trust account with Public Agency Retirement Services (PARS). Per the terms of the irrevocable trust agreement, these funds can only be used for retirement payments and cannot be used for any other purpose. Therefore, they are "not available" to fund operations.

Item: 9H

CITY OF STANTON

REPORT TO THE CITY COUNCIL

TO: Honorable Mayor and Members of the City Council

DATE: April 28, 2020

SUBJECT: APPLICATION FOR, AND RECEIPT OF, LOCAL GOVERNMENT PLANNING (LEAP) SUPPORT GRANT PROGRAM FUNDS

REPORT IN BRIEF:

The Department of Housing and Community Development (HCD) issued a Notice of Funding Availability (NOFA) as part of the Local Government Planning Support Grants Program (referred to as the Local Early Action Planning Grants program or LEAP). The City of Stanton qualifies for up to \$150,000 in grant funding for projects that assist in the preparation and adoption of planning documents and process improvements that accelerate housing production and facilitate compliance to implement the sixth cycle of the regional housing need assessment (RHNA). An executed resolution authorizing application for grant funds is required to initiate the application process.

RECOMMENDED ACTION:

1. Declare that the project is exempt from the California Environmental Quality Act ("CEQA") under Section 15061(b)(3) as the activity is covered by the general rule that CEQA applies only to projects which have the potential for causing significant effect on the environment. Where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment, the activity is not subject to CEQA.; and
2. Adopt a resolution titled:

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF STANTON, CALIFORNIA, AUTHORIZING APPLICATION FOR, AND RECEIPT OF, LOCAL GOVERNMENT PLANNING (LEAP) SUPPORT GRANT PROGRAM FUNDS

BACKGROUND:

HCD has issued a NOFA and Application on January 27, 2020, in the amount of \$119,040,000 for assistance to all California Jurisdictions. LEAP provides funding to jurisdictions for the preparation and adoption of planning documents, process improvements that accelerate housing production and facilitate compliance in implementing the sixth cycle of the RHNA.

In order to initiate the application process for Local Early Action Planning Grants (LEAP), HCD requires submittal of an executed resolution authorizing application for, and receipt of planning grant program funds. If approved for funding, this grant application will be part of a Standard Agreement with HCD.

ANALYSIS/JUSTIFICATION:

Staff has identified a need to accommodate new residential development along Beach Boulevard. Currently, all residential housing constructed on Beach Boulevard must be part of a mixed-use development that includes a commercial component. This has proven to be a hindrance to developers. The state mandates the inclusion of housing production as part of each RHNA cycle. In the next cycle (sixth cycle), the City of Stanton will be required to produce 1,228 housing units. In order to meet this mandate, staff is recommending the preparation and adoption of a specific plan that sets for site development standards and assesses the environmental review necessary for residential development. This proposed change will amend the General Plan and zoning to also allow purely residential development along Beach Boulevard.

The Beach Boulevard Specific Plan would allow certain types of high-density housing on Beach Boulevard. The Beach Boulevard Specific Plan vision concept is provided to show potential development opportunities and relationships associated with future growth. The Specific Plan would set forth a plan to serve the needs of the community and provide a framework for quality planning by establishing development standards and design criteria. The purpose of the Beach Boulevard Specific Plan is to: 1) develop a cohesive, long-range plan for logical growth, 2) encourage residential development, and 3) encourage quality development that is compatible with the surrounding area and the community.

In summary, the City intends to identify the project area, prepare a project description, initiate environmental assessments, coordinate with other agencies, conduct public outreach, and prepare a specific plan document. This plan is intended to help the City adapt to the housing crisis and address sixth cycle of RHNA.

Should the application be approved, Staff will prepare a Request for Proposals (RFP) to qualified consultants. Proposals will include tasks, timeline, and costs to prepare the Beach Boulevard Specific Plan. Following the selection process to identify the most qualified firm, a contract will be presented to City Council for selection.

FISCAL IMPACT:

It is anticipated that the preparation of the Specific Plan may entail additional funding and these costs will be identified through the RFP with qualified consultants. Staff will return to City Council to request an appropriation for the spending of this grant (including any City matching funds that may be required) after the grant is awarded.

ENVIRONMENTAL IMPACT:

In accordance with the requirements of the CEQA, this project has been determined to be exempt under Section 15061(b)(3).

LEGAL REVIEW:

None.

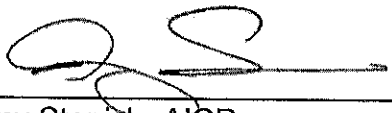
STRATEGIC PLAN OBJECTIVE ADDRESSED:

Objective 5: Provide a High Quality of Life.

PUBLIC NOTIFICATION:

Through the normal agenda process.

Prepared by:



Amy Stonich, AICP
City Planner

Approved by:

Jarad L. Hildenbrand
City Manager

Attachment:

Resolution No. 2020-12

Attachment A

RESOLUTION NO. 2020-12

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF STANTON, CALIFORNIA, AUTHORIZING APPLICATION FOR, AND RECEIPT OF, LOCAL GOVERNMENT PLANNING (LEAP) SUPPORT GRANT PROGRAM FUNDS

WHEREAS, pursuant to Health and Safety Code 50515 et. Seq, the Department of Housing and Community Development (Department) is authorized to issue a Notice of Funding Availability (NOFA) as part of the Local Government Planning Support Grants Program (hereinafter referred to by the Department as the Local Early Action Planning Grants program or LEAP); and

WHEREAS, the City Council of the City of Stanton desires to submit a LEAP grant application package ("Application"), on the forms provided by the Department, for approval of grant funding for projects that assist in the preparation and adoption of planning documents and process improvements that accelerate housing production and facilitate compliance to implement the sixth cycle of the regional housing need assessment; and

WHEREAS, the Department has issued a NOFA and Application on January 27, 2020 in the amount of \$119,040,000 for assistance to all California Jurisdictions.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF STANTON, CALIFORNIA, AS FOLLOWS:

SECTION 1. The City Manager is hereby authorized and directed to apply for and submit to the Department the Application package;

SECTION 2. In connection with the LEAP grant, if the Application is approved by the Department, the Director of Community and Economic Development of the City of Stanton is authorized to submit the Application, enter into, execute, and deliver on behalf of the Applicant, a State of California Agreement (Standard Agreement) for the amount of \$150,000, and any and all other documents required or deemed necessary or appropriate to evidence and secure the LEAP grant, the Applicant's obligations related thereto, and all amendments thereto; and

SECTION 3. The Applicant shall be subject to the terms and conditions as specified in the NOFA, and the Standard Agreement provided by the Department after approval. The Application and any and all accompanying documents are incorporated in full as part of the Standard Agreement. Any and all activities funded, information provided, and timelines represented in the Application will be enforceable through the fully executed Standard Agreement. Pursuant to the NOFA and in conjunction with the terms of the Standard Agreement, the Applicant hereby agrees to use the funds for eligible uses and allowable expenditures in the manner presented and specifically identified in the approved Application.

SECTION 4. The City Clerk shall certify as to the adoption of this Resolution.

ADOPTED, SIGNED AND APPROVED this 28th day of April, 2020.

DAVID J. SHAWVER, MAYOR

APPROVED AS TO FORM:

MATTHEW E. RICHARDSON, CITY ATTORNEY

ATTEST:

I, Patricia A. Vazquez, City Clerk of the City of Stanton, California DO HEREBY CERTIFY that the foregoing Resolution, being Resolution No. 2020-12 has been duly signed by the Mayor and attested by the City Clerk, all at a regular meeting of the Stanton City Council, held on April 28, 2020, and that the same was adopted, signed and approved by the following vote to wit:

AYES: _____

NOES: _____

ABSENT: _____

ABSTAIN: _____

PATRICIA A. VAZQUEZ, CITY CLERK

CITY OF STANTON

REPORT TO THE CITY COUNCIL

TO: Honorable Mayor and Members of the City Council

DATE: April 28, 2020

SUBJECT: PUBLIC HEARING TO CONSIDER SITE PLAN AND DESIGN REVIEW PPD-803, TENTATIVE TRACT MAP TM19-04, PLANNED DEVELOPMENT PERMIT PDP19-03 AND DEVELOPMENT AGREEMENT DA19-02 TO SUBDIVIDE A 2.35 ACRE SITE FOR THE CONSTRUCTION OF 40 DETACHED CONDOMINIUM UNITS AND ASSOCIATED IMPROVEMENTS FOR THE PROPERTY LOCATED AT 10871 WESTERN AVENUE, IN THE HIGH DENSITY RESIDENTIAL (RH) ZONE

REPORT IN BRIEF:

A public hearing to consider subdivision of a 2.35 acre site for planned development purposes and to construct 40 detached condominium units; community and private open space; and private street and associated improvements at 10871 Western Avenue. Applications include Site Plan and Design Review PPD-803, Tentative Tract Map TM19-04, Planned Development Permit PDP19-02 and Development Agreement DA19-02.

RECOMMENDED ACTION:

1. City Council conduct a public hearing; and
2. Declare that the project is categorically exempt per the California Environmental Quality Act (CEQA), under Section 15332, Class 32 (In-Fill Development Projects); and
3. Adopt Resolution No. 2020-11 approving Site Plan and Design Review PPD-803, Tentative Tract Map TM19-04, and Planned Development Permit PDP19-02, entitled:

“A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF STANTON, CALIFORNIA FINDING THAT THE DEVELOPMENT AT 10871 WESTERN AVENUE IS CATEGORICALLY EXEMPT FROM THE CALIFORNIA ENVIRONMENTAL QUALITY (CEQA) ACT AND APPROVING APPROVE SITE PLAN AND DESIGN REVIEW (PPD)-803, TENTATIVE TRACT MAP (TM) 19-04, AND PLANNED DEVELOPMENT PERMIT (PDP) 19-03 TO ALLOW THE CONSTRUCTION OF A 40-UNIT

DETACHED CONDOMINIUM SUBDIVISION LOCATED AT 10871 WESTERN AVENUE IN THE HIGH RESIDENTIAL (RH) ZONE”; and

4. Introduce Ordinance No. 1099, entitled:

“AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF STANTON, CALIFORNIA, APPROVING A DEVELOPMENT AGREEMENT BETWEEN THE CITY OF STANTON AND KB HOME COASTAL INC., A CALIFORNIA CORPORATION FOR CERTAIN REAL PROPERTY LOCATED AT 10871 WESTERN AVENUE, WITHIN THE CITY OF STANTON PURSUANT TO CALIFORNIA GOVERNMENT CODE SECTION 65864 ET SEQ. AND MAKING CEQA FINDINGS IN CONNECTION THEREWITH”; and

5. Set Ordinance No. 1099 for second reading at the regular City Council meeting on May 12, 2020.

BACKGROUND:

The applicant, Kurt Bausback representing KB Homes Coastal Inc, is proposing to demolish an existing church and associated structures in order to develop 40 detached condominium units. The Applicant has requested the following entitlements:

- Site Plan and Design Review PPD-803 - 20.530.030 of the Stanton Municipal Code (SMC) requires a site permit for the construction of two or more new dwelling units on a lot or in conjunction with the submittal of a subdivision;
- Tentative Tract Map (TM19-04) - The California Subdivision Map Act requires a Tentative Tract Map for condominium purposes to subdivide 40 detached condominium units for individual ownership;
- Planned Development Permit (PDP19-03) – 20.520.020 of the SMC requires a Planned Development Permit to allow modifications to applicable development standards; and
- Development Agreement (DA 19-02) – Section 20.510.050 of the Stanton Municipal Code (SMC) requires that a public hearing be held to consider the Development Agreement. In exchange for vesting rights, the developer is agreeing to provide a public benefit to the City.

March 4, 2020, the Planning Commission held a public hearing and received comments from the public, some of whom expressed concerns including parking deficiencies, insufficient private open space, reduced drive aisle width, and setback reductions. The Planning Commission continued the public hearing to allow the applicant additional time to revise the proposal and address the comments received by members of the public.

April 15, 2020, the Planning Commission held a public hearing where the applicant presented revisions to the project. This included adding off-street parking, providing adequate open space, increasing the width of the drive aisle, and other minor modifications for conformance with code requirements. At the conclusion of the public hearing, the Planning Commission recommended denial of the proposed project and development agreement to the City Council based on compatibility with surrounding properties.

ANALYSIS/JUSTIFICATION:

PROJECT LOCATION - The project site is located on the east side of Western Avenue, between Syracuse and Katella Avenues. The subject site is a 2.35 acre parcel that currently houses the Lighthouse Community Church. The property is in the High Density Residential (RH) zone and carries a General Plan designation of High Density Residential. Surrounding zoning and uses include single family to the north, condominiums to the south, apartments to the east and a mobile home community to the west.

PROJECT DESCRIPTION - The Applicant is proposing to demolish an existing church and construct a new residential subdivision on an existing 2.35 acre site (Assessor's Parcel Number: 079-371-17). The project consists of 40 detached condominium units, a private common drive aisle, and common and private open space. The Applicant proposes two different home plans which would consist of three-story homes ranging in size from 1,771 – 1,931 square feet.

In terms of density, the proposed project would be constructed at a ratio of 18 dwelling units per acre. This density is consistent with the General Plan and RH zone, which allow up to 18 dwelling units per acre (du/ac). In terms of setbacks, the setbacks along the south property line and the rear property line do not meet the minimum required.

- South (side) property line setback requires 15 feet and 10 feet is proposed.
- Rear property line setback requires 25 feet and 16.67 – 17.3 feet is proposed.

PLANNED DEVELOPMENT PERMIT – A Planned Development Permit (PDP) may be requested in order to modify development standards, provided that the development meets high quality standards and incorporates enhanced amenities.

The proposed project conforms to the municipal code requirements in terms of density, height, structure coverage and certain setbacks. Where the site does not meet code requirements, the PDP is used to ensure that high standards of design are met and that the project is consistent with the intent of the Code. Therefore, the applicant is requesting approval of a PDP to allow modifications to certain development standards which include south side yard and rear setbacks, required distance between habitable structures, and parking.

The project site access is proposed at Western Avenue from a 25-foot wide drive aisle. This also provides access to open parking spaces and connects to four single driveways which serve as access points to the garages for each unit.

The project includes a total of 130 parking off-street parking spaces which equates to 3.25 parking spaces provided per unit. There is a deficiency of 31 parking spaces as required by code. A parking analysis was required and provided to demonstrate that the proposed parking configuration is sufficient for the type of units provided. The parking analysis was included in the Planning Commission agenda packets (March 4, 2020 and April 15, 2020) and can be referenced on the City's website. The analysis concluded that the proposal would provide sufficient parking to accommodate the units.

The applicant has incorporated enhanced amenities to justify the side and rear setbacks:

1. Enhanced landscaping elements have been incorporated throughout the project to create separation between the project and the surrounding uses. For example, along the southern property line, 24-inch box trees will be planted to screen the proposed dwelling units from the adjacent development.
2. Upper story windows in the proposed dwelling units that face the adjacent development to the south incorporate frosted/textured glass to obscure the views of the neighboring properties.
3. Trees are proposed along the boundary between the project and the existing condominium subdivision to the south to ensure privacy. These landscaping elements have been incorporated throughout the project to create separation between the project and the surrounding uses.
4. Additionally, to further enhance the quality of the development, the Applicant proposes an entry monument wall at the entrance to the development to create an enhanced entry to the new community.
5. Finally, accent paving and extensive landscaping treatments are proposed along Western Avenue to soften the entrance view from the street.

With the inclusion of these measures, the project efficiently incorporates modern site planning techniques, thereby resulting in a more efficient use of land that would otherwise not be possible through strict application of the development standards.

In conclusion, staff is recommending approval of the project as proposed. The project meets the purpose of the Planned Development Permit in that it:

- meets high quality standards of normal developments that are created using strict application of the development standards;
- utilizes modern site planning provides additional housing opportunities on a large underutilized residential lot;
- utilizes high quality architectural designs and materials, and incorporates varying architectural treatments including wall offsets, significant vertical and horizontal articulation on the elevations of the homes; and
- the project site as a whole incorporates extensive landscaping enhanced paving, and landscaped edges that provide a sense of place within the development.

TENTATIVE TRACT MAP - The California Subdivision Map Act requires a Tentative Tract Map for a condominium subdivision. Tentative Parcel Map 19062 proposes to subdivide the existing parcel in order to allow for the construction of the 40 detached condominium units for individual ownership. The design of Tentative Parcel Map 19062, as conditioned, conforms to the design guidelines and standards of the Stanton General Plan and Municipal Code. Staff has conditioned the proposal to submit Conditions, Covenants and Restrictions (CC&R's) to the City for review of the proposed maintenance provisions for the homeowner's association.

DEVELOPMENT AGREEMENT - As part of the entitlement process, the City Council authorized staff to enter into negotiations for a Development Agreement for this project. The Development Agreement would vest the Applicant with the authority to develop the residential subdivision in accordance with the existing land use laws, regulations, and ordinances. In other words, if the land use laws, regulations, and ordinances change during the life of the Development Agreement, the applicant would still be able to develop the project according to the Agreement. In exchange, the developer has agreed to provide substantial improvements to the infill site by offering a high quality development consisting of detached condominium units. In exchange, financial contributions, including public benefit and neighborhood preservation fees, will be made by the applicant for the improvement of public facilities throughout the City.

FISCAL IMPACT:

The applicant will reimburse City staff and the City's consultants' plan check review of this project through permit fees and deposits. Therefore, no fiscal impact is anticipated for project review.

The development agreement includes \$460,000 to the City consisting of \$10,000 per unit for public benefit fee (City Facilities Fee) and \$1,500 per unit for the Neighborhood Preservation Fee.

ENVIRONMENTAL IMPACT:

Staff recommends that the City Council find that the effects of the proposed project are Categorically Exempt from the requirements to prepare additional environmental documentation per California Environmental Quality Act (CEQA) Guidelines, Section 15332, Class 32 (In-fill Development). Class 32 consists of projects characterized as infill development meeting the conditions described in Section 15332. These conditions include that the proposed project is (a) consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations, (b) occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses, (c) the project site has no value as habitat for endangered, rare or threatened species, (d) approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality, and (e) the site can be adequately served by all required utilities and public services.

The Initial Study and CEQA Class 32 Analysis prepared by LSA (Attachment G), provides evidence that the proposed project meets these conditions. Pursuant to Section 15332 of Title 14 of the California Code of Regulations, there are no unusual circumstances in respect to the proposed project for which staff would anticipate a significant effect on the environment and, therefore, the proposed project can be determined categorically exempt from the provisions of CEQA.

PUBLIC NOTIFICATION:

Notice of Public Hearing was mailed to all property owners within a five hundred-foot radius of the subject property and made public through the agenda-posting process.

STRATEGIC PLAN OBJECTIVE ADDRESSED:

5 – Provide a High Quality of Life

Prepared by:



Rose Rivera
Senior Planner

Reviewed by:



Amy Stonich, AICP
City Planner

Approved by:


Jarad L. Hildenbrand
City Manager

ATTACHMENTS

- A. CC Resolution No. 2020-11 (Site Plan and Design Review PPD-803, Tentative Tract Map TM19-04, Planned Development Permit PDP19-02)
- B. CC Ordinance No. 1099
- C. Vicinity Map
- D. Project Narrative
- E. Site Plan/Landscape Plan/Floor Plans/Elevations
- F. Tentative Tract Map 19062
- G. Class 32 Environmental Assessment

Attachment A

RESOLUTION NO. 2020-11

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF STANTON, CALIFORNIA FINDING THAT THE DEVELOPMENT AT 10871 WESTERN AVENUE IS CATEGORICALLY EXEMPT FROM THE CALIFORNIA ENVIRONMENTAL QUALITY (CEQA) ACT AND APPROVING APPROVE SITE PLAN AND DESIGN REVIEW (PPD)-803, TENTATIVE TRACT MAP (TM) 19-04, AND PLANNED DEVELOPMENT PERMIT (PDP) 19-03 TO ALLOW THE CONSTRUCTION OF A 40-UNIT DETACHED CONDOMINIUM SUBDIVISION LOCATED AT 10871 WESTERN AVENUE IN THE HIGH RESIDENTIAL (RH) ZONE

WHEREAS, on November 11, 2019, Kurt Bausback representing KB Home Coastal Inc., ("Applicant") filed applications for approval of a Site Plan and Design Review (also called a Precise Plan of Development) (PPD)-803, Tentative Map (TM) 19-04, Planned Development Permit (PDP) 19-03, and Development Agreement (DA) 19-02 for the development of a 2.35 acre site, located at 10871 Western Avenue ("Project Site") which will include the demolition of an church, and construction of 40 detached condominiums and associated site improvements; and

WHEREAS, Section 20.520.030 of the Stanton Municipal Code (SMC) requires a Site Plan and Design Review ("Precise Plan of Development") for the construction of two (2) or more new dwelling units on a lot and for the subdivision of land; and

WHEREAS, the Subdivision Map Act (Government Codes Section 66410 et. seq.) requires a tentative tract map for the creation of five (5) or more condominiums as defined in Civil Code Section 783; and

WHEREAS, Applicant has filed for a Planned Development Permit (PDP), SMC Section 20.520.020, to allow modifications to applicable development standards regarding parking (reducing the required parking spaces to 130 spaces), setbacks between buildings (reducing the required setback between buildings from 15 feet to six feet), rear setback (reducing the required 25 foot setback to 16.6 to 17.7 feet); and side setback (reducing the required 15 foot setback to 10 feet); and

WHEREAS, the subject property is zoned High Density Residential (RH) and the General Plan Land Use designation is High Density Residential. The Project is considered a multi-family residential use and is an allowable use under the RH zone and High Density Residential land use designation; and

WHEREAS, on March 4, 2020 the Planning Commission conducted a duly noticed public hearing concerning the request to recommend to the City Council approval of Site Plan and Design Review (PPD)-803, Tentative Map (TM) 19-04, Planned Development Permit (PDP) 19-03, and Development Agreement (DA) 19-02 for the development of a 2.35 acre site, located at 10871 Western Avenue in the High Density Residential (RH) zone; and

WHEREAS, at the conclusion of the public hearing, the Planning Commission continued the item to a future Planning Commission hearing date to give the Applicant additional time to revise the plans in order to address concerns raised by members of the public; and

RESOLUTION NO. 2020-11

WHEREAS, on April 15, 2020, the Planning Commission of the City of Stanton, after giving notice thereof as required by law, conducted a duly-noticed public hearing to consider recommendation of approval to the City Council of Site Plan and Design Review (PPD)-803, Tentative Map (TM) 19-04, Planned Development Permit (PDP) 19-03, and Development Agreement (DA) 19-02 for the development of a 2.35 acre site, located at 10871 Western Avenue in the High Density Residential (RH) zone; and

WHEREAS, at the conclusion of the public hearing, the Planning Commission with a 4-0 vote (Commissioner Moua absent) recommended the City Council deny Site Plan and Design Review (PPD)-803, Tentative Map (TM) 19-04, Planned Development Permit (PDP) 19-03, and Development Agreement (DA) 19-02; and

WHEREAS, on April 28, 2020, the City Council of the City of Stanton conducted a duly noticed public hearing concerning the request to approve Site Plan and Design Review (PPD)-803, Tentative Map (TM) 19-04, Planned Development Permit (PDP) 19-03, and Development Agreement (DA) 19-02 for the development of a 2.35 acre site, located at 10871 Western Avenue; and

WHEREAS, the City Council has carefully considered all pertinent testimony and information contained in the Staff report prepared for this application as presented at the public hearing; and

WHEREAS, pursuant to the California Environmental Quality Act (Public Resources Code, § 21000 et seq.) ("CEQA") and the State CEQA Guidelines (California Code of Regulations, title 14, § 15000 et seq.), the City is the lead agency for the proposed Project; and

WHEREAS, based on the Initial Study and Analysis prepared by LSA the City Council exercises its independent judgment and finds that the Project, as conditioned, is categorically exempt from environmental review under CEQA, Section 15332, Class 32 (In-fill Development Projects); and

WHEREAS, the State CEQA Guidelines state that there exist categories of projects that are exempt from CEQA; and

WHEREAS, all legal prerequisites have occurred prior to the adoption of this Resolution.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF STANTON, CALIFORNIA, AS FOLLOWS:

SECTION 1: The City Council hereby finds that all of the facts, findings and conclusions set forth above in this Resolution are true and correct.

SECTION 2: CEQA. Based upon its review of the entire record before it, including the Initial Study and Traffic Analysis, the City Council exercises its independent judgment and hereby finds that the project as conditioned herein, is categorically exempt from environmental review under the CEQA pursuant to State CEQA Guidelines Section 15332, Class 32 (In-fill Development Projects). The Class 32 exemption specifically exempts from further CEQA

review projects characterized as in-fill development meeting each of the following conditions. First, the project must be consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations. The Project is consistent with the General Plan including Strategy LU 3.1.2, and Community Development Goal CD 1.2, and with approval of the Planned Development Permit, the Project is consistent with the Zoning Code. Second, the proposed development must occur within city limits, on a project site of no more than five acres, and be substantially surrounded by urban uses. The Project Site is 2.34 acres in size and located in an urbanized area, surrounded by fully developed parcels, including single family homes, a mobile home park, apartments and condominiums. Third, the project site must have no value as habitat for endangered, rare, or threatened species. There are no known endangered, rare or threatened species in the City, and the site in its current condition has not been identified as a designated site for any endangered, threatened or rare species. Fourth, approval of the project must not result in any significant effects relating to traffic, noise, air quality, or water quality. The traffic analysis provided by the Applicant and reviewed and confirmed by the City Engineer, identifies that the number of trips added as a result of this project are significantly less than what was planned for as part of the general plan, and can be accommodated on the street without creating any significant impact on the traffic or level of service of Western Avenue. The noise and air quality will have no significant impact as a result of this Project beyond the temporary standard construction operations, and with the completion of a Water Quality Management Plan, the Project will not create any significant impact to the water quality on the site and in the vicinity. Finally, the project site must be adequately served by all required utilities and public services. The Site is able to be adequately served by all required utilities and public services. AS the Site is located within an urbanized area, water, electrical, cable and phone, and sewer services are all established within the area, and the site will be able to connect to all services. All emergency public services are also available and able to service the Project. All required documentation has been completed for the Project in compliance with CEQA and the Project qualifies for the Class 32 exemption.

Furthermore, none of the exceptions to the use of the Class 32 Categorical Exemption identified in State CEQA Guidelines section 15300.2 apply. The Project will not result in a cumulative impact from successive projects of the same type in the same place, over time. There are no unusual circumstances surrounding the Project that result in a reasonably possibility of a significant effect on the environment. The Project will not damage scenic resources, including trees, historic buildings, rock outcroppings, or similar resources. The Project does not include any hazardous waste sites, and the Project will not cause a substantial adverse change in the significance of a historical resource. Thus, the Class 32 Categorical Exemption applies, and no further environmental review is required.

SECTION 3: That in accordance with the requirements as set forth in Section 20.530.050 of the Stanton Municipal Code for Site Plan and Design Review application

A. The project is allowed within the subject zone.

The Project is for 40 detached condominium units within the High Density Residential (RH) zone. Section 20.210.020 of the Stanton Municipal Code states that multi-family dwellings in the RH zone are permitted, subject to approval of a site plan and design review. The applicant is also requesting approval of a PDP to modify development

standards which include parking, setbacks between buildings, and rear and side setback. With approval of the associated applications, the Project would be in full conformance with the zoning code.

B. The project is designed so that:

1. The project will not be detrimental to the public health, safety, or general welfare, and not detrimental to adjacent property;

The Project will not be detrimental to the public health, safety, or general welfare, and not detrimental to adjacent property. The Project includes the demolition of an existing church and associated structures in order to develop 40 detached condominium units. Conditions of approval have been included to ensure that during the construction phase, appropriate measures are taken to minimize the impacts of the construction activities in the residential neighborhood. Therefore, potential impacts would be less than significant and will not constitute adverse effects.

2. Architectural design and functional plan of the structures and related improvements are of high aesthetic quality and compatible with adjacent developments;

The Project will use high quality architectural designs and materials, and incorporate varying architectural treatments including wall offsets, significant vertical and horizontal articulation and special architectural elements and materials on the elevations of the units. The Project provides private outdoor living areas for each unit, and common open space areas. The Project Site as a whole incorporates extensive landscaping enhanced paving, and landscaped edges that provide a sense of place within the Project. The adjacent developments are single family homes, condominiums, apartments and a mobile home community, therefore, the Project is consistent and compatible with adjacent developments.

3. Structures and related improvements are suitable for the proposed use of the property and provide adequate consideration of the existing and contemplated uses of land and orderly development in the general area of the subject site; and

The structures are multi-family detached dwelling units and the uses of the structures are residential uses. The exterior of the structures are designed to be compatible with the existing neighborhood, and the residential use of the property is consistent with the existing and future use of the neighborhood. Therefore, the Project is designed with adequate consideration of the existing and contemplated land and development.

4. The project's site plan and design is consistent with the City's Design Standards and Guidelines, if any.

The City does not currently have any adopted design guidelines. However, the Project is designed to be compatible with the existing and recent residential developments within the neighborhood and the city.

C. Designed to address the following criteria, as applicable:

1. Compliant with the Zoning Code, Municipal Code Title 16 (Buildings and Construction), and all other applicable City regulations and policies;

A planned development permit allows for modifications of some of the development standards. With approval of the Precise Plan of Development, Planned Development Permit, Tentative Map, and Development Agreement, the Project would be in full compliance with the Municipal Code and all other City regulations and policies. Therefore, the Project meets applicable land use and development standards.

2. Efficient site layout and design;

The Project will feature 3 and 4 bedroom condominium units, providing a mix of housing sizes on the property. All structures will be three (3) stories in height to provide a uniform design. The property is rectangular in shape and therefore the individual structures face east-west to most efficiently utilize the existing infill site. Therefore, the Project is designed efficiently and adequately.

3. Adequate yards, spaces, walls, and fences, parking, loading, and landscaping that fit within neighboring properties and developments;

The Project consists of 40 detached condominium units. The Project provides landscaping and open space areas throughout the Project area with trees lining the perimeter of the Property. The Project would utilize existing perimeter walls which are provided along the Project. In regards to parking, the Project contains 130 parking spaces which is a deficiency of 31 spaces as required by code. A parking analysis was prepared and the analysis utilized the industry parking standard, the Institute of Transportation Engineers (ITE) parking rate, and the parking rate for neighboring cities to justify the parking shortage on site. The ITE rate, when applied resulted in low average peak period demands per dwelling unit and, when multi-family housing parking rate was applied, 52 parking spaces were required. This is far less than the City's requirement. The analysis also indicated that the neighboring cities' rates would result in parking requirements of 100 to 122, which is less than or the same as the Project. In summary, the analysis concluded that the Project would provide sufficient parking to accommodate the units.

4. Relationship to streets and highways that are adequate in width and pavement type to carry the quantity and kind of traffic generated by the proposed development;

A traffic analysis identified that the number of trips added as a result of this Project can be accommodated on the street without creating any significant impact on the traffic or level of service of Western Avenue.

5. Compatible and appropriate scale to neighboring properties and developments;

The Project would be compatible with existing single and multi-family developments in the area. The height of the Project will not exceed three-stories which is allowable in the High Density Residential (RH) Zone. The Project's design provides a transition between the different densities and development types in the area. The Project will also include landscaping features throughout, which creates aesthetically pleasing

spaces for residents and pedestrians and acts as a functional buffer for neighboring properties.

6. Efficient and safe public access (both pedestrian and vehicular) and parking;

The Project Site would have access to Western Avenue from the 25-foot wide common drive aisle which provides access to open parking spaces along the drive aisle. It also provides a connection to four single driveways which serve as access points to the garages for each unit. Common spaces and paths for residents are incorporated into the design to ensure effective pedestrian circulation and safety.

7. Appropriate and harmonious arrangement and relationship of proposed structures and signs to one another and to other development in the vicinity, based on good standards of design;

The Project will feature both 3 bedroom and 4 bedroom condominium units, providing a mix of housing sizes on the Property. All structures will be three (3) stories in height to provide a uniform design. The Property is rectangular in shape and therefore the individual structures face east-west to most efficiently utilize the space.

8. Appropriate relationship to land use and development of adjacent properties, including topographic and other physical characteristics of the land;

The construction and improvements at the Project Site are consistent with the existing residential uses. Further, the front setback is improved with an entry monument wall at the entrance to the Project, accent paving and extensive landscaping treatments along Western Avenue to soften the entrance view from the street. Therefore, the Project would not have a substantial adverse effect on the visual character of the area.

9. Proper site utilization and the establishment of a physical and architectural relationship to existing and proposed structures on the site;

The Project meets utilizes and establishes physical and architectural features through the utilization of modern site planning. This Project provides additional housing opportunities on a large underutilized residential lot. The Project utilizes high quality architectural designs and materials, and incorporates varying architectural treatments including wall offsets, significant vertical and horizontal articulation on the elevations of the homes.

10. Compatible architectural style with the character of the surrounding area, both to avoid repetition of identical design where not desired, and to ensure compatibility in design where desired;

The design features of the Project are architecturally compatible with the newer developments within the neighborhood and City. The Project would utilize stucco as the main façade material and include architectural accents such as exposed wood paneling and large windows.

11. Harmonious relationship with existing and proposed developments and the avoidance of both excessive variety and monotonous repetition;

The Project provides architectural features to avoid design repetition, including the use of façade pop-outs to create articulation along the longer elevation and differing elevation heights to provide an expressive rooflines.

12. Compatible in color, material, and composition of the exterior elevations to neighboring visible structures;

The units feature a modern architecture with an earth tone palette. Elevations are enhanced with wall offsets, horizontal articulation and special architectural elements and materials. Therefore, the Project is compatible in color, material and composition of the exterior elevations to neighboring visible structures.

13. Appropriate exterior lighting that provides for public safety and is not of a nature that will constitute a hazard or nuisance to adjacent properties;

The Project will incorporate exterior lighting that will be appropriate in scale and will provide for public safety. All exterior lighting will be kept at a reasonable level of intensity and directed away from adjacent properties and public streets to minimize glare.

14. Compatible in scale and aesthetic treatment of proposed structures with public areas;

The Project Site as a whole incorporates extensive landscaping enhanced paving, and landscaped edges that provide a sense of place within the Project. With the incorporation of these features, the Project provides an aesthetically pleasing housing development that is compatible with the overall neighborhood. The Project is conditioned and required to comply with all outside agency permitting requirements to ensure the use does not adversely affect the surrounding air quality or water quality. Therefore, the Project is compatible with existing and future land uses.

15. Appropriate open space and use of water-efficient landscaping; and

Each unit will be provided with a private outdoor fenced yard in addition to common open space areas throughout the Project. The Project provides for extensive landscaping which would meet the adopted Water Efficient Ordinance Guidelines as required by Stanton Municipal Code.

16. Consistent with the General Plan and any applicable Specific Plan;

The Project is consistent with the City's General Plan, specifically:

- Goal LU-3.1: A range and balance of residential densities which are supported by adequate city services. Strategy LU-3.1.2: Encourage infill and mixed-use development within feasible development sites. The residentially zoned lot has

been underutilized for numerous years. The Project would provide for 40 residential condominium units with open space areas. The Map would allow for the units to be sold separately, providing a more stable resident population. The Project is an infill development in an already established area and therefore will have access to existing public services and utilities.

- Goal CD-1.2: Promote an attractive streetscape and public right-of-way, especially along major primary and secondary corridors, that is consistent with the desired vision and image of Stanton. The Project would provide extensive landscaping for an enhanced pedestrian atmosphere along Western Avenue. In addition, the elevations of the units along Western Avenue is designed to provide an enhanced streetscape inclusive of high quality elevations, with architectural features on the second and third floors of the buildings to ensure the improvements are visible from Western Avenue.

SECTION 4: That in accordance with the requirements as set forth in Section 19.10.100 and 19.10.110 of the Stanton Municipal Code for subdivisions:

- A. The proposed map is consistent with the city's general plan;

The Tentative Map is consistent with the City's General Plan designation of High Density Residential (RH), which allows for a density range of 11.1 to 18 units per acre.

- B. The design and improvement of the proposed subdivision is consistent with the City's general plan;

The Tentative Map is consistent with the City's General Plan, specifically:

- Goal LU-3.1: A range and balance of residential densities which are supported by adequate city services. Strategy LU-3.1.2: Encourage infill and mixed-use development within feasible development sites. The residentially zoned lot has been underutilized for numerous years. The Project would provide for 40 detached condominium units with open space areas. The Tentative Map would allow for the units to be sold separately, providing a more stable resident population. The Project is an infill development in an already established area and therefore will have access to existing public services and utilities.
- Goal CD-1.2: Promote an attractive streetscape and public right-of-way, especially along major primary and secondary corridors, that is consistent with the desired vision and image of Stanton. The Project would provide extensive landscaping for an enhanced pedestrian atmosphere along Western Avenue. In addition, the elevations of the units along Western Avenue is designed to provide an enhanced streetscape inclusive of high quality elevations, with architectural features on the second and third floors of the buildings to ensure the improvements are visible from Western Avenue.

- C. The site is physically suitable for the proposed type of development;

The Project Site is physically suitable to accommodate the condominium subdivision - residential units, street access, turnaround radius, private and common open space areas, and emergency vehicle access.

- D. The requirements of the California Environmental Quality Act have been satisfied;

As discussed above in Section 2 of this Resolution entitled CEQA, the Class 32 Categorical Exemption is applicable to this Project and none of the exceptions to the Categorical Exemption are applicable. As such, the requirements of CEQA have been satisfied.

- E. The site is physically suitable for the proposed density of development;

The Project provides for multi-family detached condominiums which are permitted by right in the RH zone, along with street access, turnaround radius, emergency vehicle access and open space areas. The modifications allowed through the Planned Development Permit would help to create a high quality residential development that would otherwise not be possible through strict application of the development standards.

- F. The design of the subdivision and the proposed improvements are not likely to cause substantial environmental damage or substantial and avoidable injury to fish or wildlife or their habitat;

Design and improvement of the subdivision will not cause substantial environmental damage or substantial and avoidable injury to fish and game. Based on the environmental review completed for this Project, the Project would not cause substantial damage or substantial unavoidable injury to fish and wildlife. There is no recorded habitat or endangered species in the City, there are no waterways, canals, or streams in or within the surrounding area of the Project that would affect fish and wildlife, there are no known hazardous materials located within the Project Site, and the site is not registered as a Superfund Site with the EPA.

- G. The design of the subdivision and the proposed improvements are not likely to cause serious public health problems;

Based on an environmental analysis conducted by LSA, an environmental consulting firm, the Project was found to not have a significant impact to air and water quality. Specifically, the Property is located within an "urbanized area", as that term is defined in Section 15387 of the CEQA Guidelines, and meets the aforementioned conditions and will not cause a significant effect on the environment and is, therefore, categorically exempt from the provisions of CEQA. Therefore, the design and improvement of the proposed subdivision will not cause serious health problems.

- H. The design of the subdivision and the proposed improvements will not conflict with easements of record or established by court judgment, acquired by the public at large, for access through or use of, property within the proposed subdivision; or, if such easements exist, that alternate easements for access or for use will be provided, and that these will be substantially equivalent to ones previously acquired by the public;

The design of the subdivision will not conflict with easements of record or established by court judgment, acquired by the public at-large, for access through or use of the property. Upon review of the Project by the Engineering Department, there is no known conflict with any easements, or rights-of-way as there are no known easements on the property.

- I. The design and improvement of the proposed subdivision are suitable for the uses proposed and the subdivision can be developed in compliance with the applicable zoning regulations pursuant to Section 19.10.090;

The Project will utilize the Planned Development Permit (PDP) to allow for flexibility in development standards and create a high quality product that aligns with the Goals, Strategies and Actions of the City of Stanton's General Plan. These include, but are not limited to, adding to the range of housing types in the area, supporting infill development and enhancing the image of the area and the City of Stanton.

SECTION 5: That in accordance with the requirements as set forth in Section 20.520.060 of the Stanton Municipal Code for a Planned Development Permit:

- A. The Planned Development Permit will:

1. Be allowed within the subject base zone;

The subject property is zoned High Density Residential (RH). The Project is for 40 detached condominiums, which is considered a multi-family residential use and is an allowable use under the RH zone.

2. Be consistent with the purpose, intent, goals, policies, actions, and land use designations of the General Plan and any applicable specific plan;

The Project is consistent with the City's General Plan, specifically:

- Goal LU-3.1: A range and balance of residential densities which are supported by adequate city services. Strategy LU-3.1.2: Encourage infill and mixed-use development within feasible development sites. The residentially zoned lot has been underutilized for numerous years. The Project would provide for 40 detached condominium units with open space areas. The Map would allow for the units to be sold separately, providing a more stable resident population. The Project is an infill development in an already established area and therefore will have access to existing public services and utilities.

- Goal CD-1.2: Promote an attractive streetscape and public right-of-way, especially along major primary and secondary corridors, that is consistent with the desired vision and image of Stanton. The Project would provide extensive landscaping for an enhanced pedestrian atmosphere along Western Avenue. In addition, the elevations of the units along Western Avenue is designed to provide an enhanced streetscape inclusive of high quality elevations, with architectural features on the second and third floors of the buildings to ensure the improvements are visible from Western Avenue.
3. Be generally in compliance with all of the applicable provisions of this Zoning Code relating to both on-site and off-site improvements that are necessary to accommodate flexibility in site planning and property development and to carry out the purpose, intent, and requirements of this Chapter and the subject base zone, including prescribed development standards and applicable design guidelines, except for those provisions modified in compliance with this Chapter;

The Project conforms to the current Municipal Code requirements in terms of use, density, height, structure coverage and certain setbacks. Where the Project Site does not meet Municipal Code requirements, the Planned Development Permit (PDP) is used to ensure that high standards of design are met and that the Project is consistent with the intent of the Municipal Code. The Planned Development Permit would allow additional flexibility in the design to provide a development that exceeds site and design standards of normal developments that are created using strict application of the development standards found in the SMC.

4. Ensure compatibility of property uses within the zone and general neighborhood of the proposed development;

The Project is allowed by right in the High Density Residential (RH) Zone. There are a variety of uses in the immediate vicinity of the property, including single family residential, condominiums, apartments and mobile home developments. The Project incorporates design features that respond to and are sensitive of these existing adjacent land uses.

- B. The Project will produce a comprehensive development of superior quality and excellence of design (e.g., appropriate variety of structure placement and orientation opportunities, appropriate mix of structure sizes, high quality architectural design, significantly increased amounts of landscaping and improved open space, improved solutions to the design and placement of parking and loading facilities, incorporation of a program of highly enhanced amenities (e.g., additional public art), LEED or other "green" related standards, etc.) than might otherwise occur from more typical development applications;

The Project will feature both 3 bedroom and 4 bedroom condominium units, providing a mix of housing sizes on the Property. All structures will be three (3) stories in height to provide a uniform design. The Property is rectangular in shape and therefore the individual structures face east-west to most efficiently utilize the space. Landscaping is provided throughout the Project, enhancing the experience for residents, and providing buffers to the adjacent properties. The internal condominium units are linked by a

common walkway, creating a place for interaction between residents. These walkways are lined with accent trees and landscaping elements to create an aesthetically pleasing space. Landscaping and trees are also scattered throughout the parking spaces on the northern portion of the site. This helps to break up the impervious surface and provides a buffer between the Project and the single-family residences to the north. Large street trees line Western Avenue, which mitigate for potential noise from traffic and add to the pedestrian environment. All parking for the Project is located on site for the use of residents and their guests. A parking analysis was conducted for this Project which supports the adequacy of the parking provided.

- C. Proper standards and conditions have been imposed to ensure the protection of the public health, safety, and welfare;

The Project has been designed in conformance with the California Building Code, the City of Stanton Municipal Code, the Planned Development Permit, and the intent of the General Plan. The Project is sensitive to the existing surrounding uses and is designed to a high standard that will contribute to the character of the surrounding community. The Project will not cause any adverse effects in terms of noise or pollutants to the surrounding communities or the general public. The Project is subject to all conditions of approval to ensure that any potential impacts are mitigated.

- D. Proper on-site traffic circulation (e.g.; pedestrian and vehicular) and control is designed into the development to ensure protection for fire suppression and police surveillance equal to or better than what would normally be created by compliance with the minimum setback and parcel width standards identified in Article 2 (Zone-Specific Standards);

The Project site would have access to Western Avenue from the 25-foot wide common drive aisle. This drive aisle provides access to four single driveways which serve as access points to each unit. The drive aisle meets the minimum drive width as specified by Orange County Fire Authority (OCFA) and would be improved with decorative stamped concrete in order to enhance the entry point to the Project. The traffic analysis provided by the Applicant, identifies that the traffic generated by the Project would not create any significant impact on the traffic or level of service of Western Avenue.

- E. The subject parcel is adequate in terms of size, shape, topography, and circumstances to accommodate the proposed development;

The Project is an infill development and has access to existing utilities, roads and infrastructure. The Property is rectangular in shape and is accessed from Western Avenue. The Project complements the size and shape of the parcel and effectively makes use of the space available. The units are detached and designed in a way that creates separation but also provides common spaces between units which will promote interaction between residents of the development. The property is very flat and will remain relatively flat upon completion of the Project. There are no major grade changes which will lessen the impact on the surrounding properties.

- F. Adequate public services and facilities exist, or will be provided, in compliance with the conditions of approval, to serve the proposed development and the approval of the

proposed development will not result in a reduction of public services to properties in the vicinity to be a detriment to public health, safety, and general welfare;

The Project is an infill development in an already established area and, therefore, will have access to existing public services and utilities. The Project intends to connect to the existing utilities located along Western Avenue.

- G. The proposed development, as conditioned, will not have a substantial adverse effect on surrounding properties or their allowed use;

The Project is an allowable use under the current zoning and General Plan Land Use designation. The site will conform to the maximum height standards under the High Density Residential Zone and will have adequate on-site circulation, parking, and drainage. There will not be any adverse effects on the surrounding properties and their allowed uses.

- H. If the development proposes to mix residential and commercial uses whether done in a vertical or horizontal manner, the residential use is designed in a manner that it is appropriately buffered from the commercial use and is provided sufficiently enhanced amenities to create a comfortable and healthy residential environment and to provide a positive quality of life for the residents. The enhanced amenities may include additional landscaping, additional private open space, private or separated entrances, etc;

The Project will not provide for a mix of residential and commercial as it is exclusively residential uses.

- I. The design, location, operating characteristics, and size of the proposed development will be compatible with the existing and future land uses in the vicinity, in terms of aesthetic values, character, scale, and view protection;

The Project will be compatible in terms of size with existing multi-family developments in the area. The height of the Project will not exceed 3-stories which is allowable in the High Density Residential Zone. The Project's design provides a transition between the different densities and development types in the area while also creating a unique alternative housing option to traditional multi-family development. Common spaces and paths for residents are incorporated into the design to ensure effective pedestrian circulation and safety. The Project will also include landscaping features throughout, which creates aesthetically pleasing spaces for residents and pedestrians and acts as a functional buffer for neighboring properties.

- J. The applicant agrees in writing to comply with any and all conditions imposed by the review authority in the approval of the Planned Development Permit;

Upon approval of the Project, the Applicant has advised staff that the Applicant would agree, in writing, to comply with any and all conditions imposed by the review authority in the approval of the Planned Development Permit.

SECTION 6: That based upon the above findings, the City Council approves Site Plan and Design Review (PPD)-803, Tentative Map (TM) 19-04, and Planned Development Permit (PDP) 19-03 for the development of a 2.35 acre site, located at 10871 Western Avenue which will include the demolition of an church, and construction of 40 detached condominiums and associated site improvements, subject to the following Conditions:

A. That all conditions of the Planning Division be met, including, but not limited to, the following:

1. The applicant shall indemnify, protect, defend, and hold the City, and/or any of its officials, officers, employees, agents, departments, agencies, authorized volunteers, and instrumentalities thereof, harmless from any and all claims, demands, lawsuits, writs of mandamus, and other actions and proceedings (whether legal, equitable, declaratory, administrative or adjudicatory in nature), and alternative dispute resolution procedures (including, but not limited to arbitrations, mediations, and other such procedures), judgments, orders, and decisions (collectively "Actions"), brought against the City, and/or any of its officials, officers, employees, agents, departments, agencies, authorized volunteers, and instrumentalities thereof, that challenge, attack, or seek to modify, set aside, void, or annul, any action of, or any permit or approval issued by the City and/or any of its officials, officers, employees, agents, departments, agencies, and instrumentalities thereof (including actions approved by the voters of the City) for or concerning the Project, whether such Actions are brought under the Ralph M. Brown Act, California Environmental Quality Act, the Planning and Zoning Law, the Subdivision Map Act, Community Redevelopment Law, Code of Civil Procedure Sections 1085 or 1094.5, or any other federal, state, or local constitution, statute, law, ordinance, charter, rule, regulation, or any decision of a court of competent jurisdiction. It is expressly agreed that the City shall have the right to approve, which approval will not be unreasonably withheld, the legal counsel providing the City's defense, and that applicant shall reimburse City for any costs and expenses directly and necessarily incurred by the City in the course of the defense. City shall promptly notify the applicant of any Action brought and City shall cooperate with applicant in the defense of the Action.
2. Precise Plan of Development (PPD)-803 shall terminate if Planned Development Permit (PDP) 19-03 and Tentative Tract Map 19062 (TM) 19-04 is allowed to expire or the Final Tract Map is not filed within 24 months.
3. The Project/use will be constructed, developed, used, operated and permanently maintained in accordance with the terms of the application, plan drawings submitted, and conditions imposed in this Resolution of Approval, the Resolution of Approval for Tentative Tract Map 19062 (TM19-04), and the Resolution of Approval for Planned Development Permit (PDP) 19-03.
4. The Project and/or use shall be in conformity with all applicable provisions of the Stanton Municipal Code and Planned Development Permit (PDP) 19-03 and shall conform to the requirements of the Subdivision Map Act, as applicable.
5. All common area and HOA maintained landscaping areas as depicted in the approved Landscape Plan for each phase shall be installed and planted prior to the issuance of a certificate of occupancy for that particular phase. A final landscape, irrigation and

lighting plan indicating the common area improvements, and to include the furniture and light standards in the private streets and in the common open space area. The landscape plan shall include all calculations and certifications as required by the Section 20.315.050 of the Stanton Municipal Code and the adopted Water Efficient Ordinance Guidelines.

6. A total of 26 open parking spaces shall be continually maintained on site. This shall be regulated by the homeowner's association and incorporated into the CC&Rs.
7. Garages shall remain clear and available for the parking of vehicles. This shall be regulated by the homeowner's association and incorporated into the CC&Rs.
8. All exterior lighting shall be kept at a reasonable level of intensity and directed away from adjacent properties and public streets to minimize glare. A certified lighting and photometric plan shall be approved by the Community Development Director or his/her designee prior to installation. The lighting shall be maintained by the homeowner's association and incorporated into the CC&Rs.
9. The south facing upper story windows of each residence shall be frosted or textured to obscure views of adjacent residential development while permitting natural light to enter the interior of the units.
10. Solid fencing within the front setback area shall be a maximum of 42 inches in height, unless within a traffic visibility area, at which point the maximum height shall be 30 inches.
11. Walls or fences shall comply with Chapter 20.310 of the SMC and material shall be approved by the Planning Division.
12. If any perimeter wall that is proposed to remain that is damaged by the Applicant(s)/Owners(s) during any portion of the demolition and construction process, the damaged property shall be repaired at the cost of the Applicant(s)/Owner(s).
13. All utilities located on the site that are unable to be placed underground shall be screened with decorative paneling, fencing, and landscaping to the satisfaction of the Community Development Director.
14. A will-serve letter from CR&R shall be submitted to the Planning Division prior to issuance of building permits.
15. CC&R's, Articles of Incorporation and By-Laws for the homeowner's association shall be reviewed and approved by City Staff, the City Attorney and the Department of Real Estate (DRE) prior to recordation and issuance of Certificate of Occupancy and shall include the following requirements:
 - a. CC&R's shall include a restriction which prohibits garage conversions and also requires that all garages be maintained for the parking of vehicles.
 - b. The Applicant shall provide the Planning Division proof of review and approval of the CC&R's by the DRE prior to recordation. A copy of the recorded CC&R's shall be submitted to the Planning Division prior to the release of utilities.

- c. The CC&R's shall specifically dictate responsibilities between the homeowners association and private property owners for the maintenance, both interior and exterior, of all buildings, plumbing and electrical facilities.
 - d. The CC&R's shall specifically dictate responsibilities between the homeowners association and private property owners for the maintenance of the common and private open space areas.
 - e. The CC&R's shall prohibit the removal of the common open space areas, as approved on the Site Plan.
 - f. The CC&R's shall specifically identify any and all exclusive use easement areas and dictate the responsibilities between private property owners and the homeowners association.
 - g. CC&R's shall include a provision as to the use and maintenance of guest parking spaces, driveways, common open space and restrictive open space. Guest parking spaces are to be used by guests only and are not for use by residents. Long term parking of more than 72 hours is also prohibited in guest parking spaces. Movement of a vehicle directly from one guest parking space to another shall not constitute a break in the 72 hour regulation.
 - h. The CC&R's shall contain provisions prohibiting over night vehicular parking and/or storage of recreational vehicles on the site.
 - i. CC&R's shall prohibit parking and any type of obstruction of the required fire access lanes.
 - j. CC&R's shall prohibit the construction of additional entries/exits into individuals residences.
 - k. CC&R's cannot be amended in the future without City written approval.
16. No person on vehicle machinery related to the construction of the Project shall be on the property prior to 7:30 a.m. No construction shall occur until 8:00 a.m. The Public Works Director or the Community Development Director or his/her designee may further restrict the hours and days of construction based on substantiated complaints received from surrounding neighbors and/or require an onsite inspector to be paid for by the Applicant/Developer (1-4 hour minimum charge per day).
 17. The Applicant/Owner shall acknowledge and agree to the conditions of approval as adopted by the City Council. Such acknowledgment and agreement shall be in writing and received by the City within 30 days of approval by the City Council. In addition, the Applicant shall record the Conditions of Approval in the Office of the County Recorder. Proof of recordation shall be provided to the Planning Division within 60 days of City Council Approval.
 18. All utilities within the Project including electrical and/or cable TV service, shall be placed in an underground facility to the satisfaction of the City Engineer.
 19. All required school impact fees shall be paid prior to issuance of building permits.

20. All required park In-lieu fees shall be paid prior to the issuance of building permits. The required fees for single family dwelling units (attached and detached) are \$11,173.00 per unit.
21. All required residential impact fees shall be paid prior to issuance of building permits. The required fee for high density dwelling units is \$1,049.00.
22. All required sewer connection fees shall be paid prior to the issuance of building permits.
23. There shall be no release of utilities in connection with this permit until all standard and/or special conditions have been completed to the satisfaction of the City of Stanton Community Development, Engineering, Building & Safety Departments and Orange County Fire Authority (OCFA).
24. Any changes to the approved plans which occur through the Building plan check must also be approved by authorized Planning Division Staff.
25. Any deviations to the approved Tract Map, Planned Development Permit, Site Plan, Floor Plans, Elevations and Landscape Plan must also be approved by the Planning Division. Any approval by the Building Division does not constitute approval by the Planning Division.
26. A Sign Application for entry monument signage must be submitted to and approved by the Community Development Department prior to issuance of building permits.

B. That all requirements of the Building Division be met, including the following:

1. Applicant shall furnish, three (3) complete sets of plans (Structural, Mechanical, Electrical, and Plumbing) designed and signed in ink by the required licensed professionals. Said plans submitted shall contain structural calculations. Mechanical plans shall include duct and equipment data. Plumbing plans shall include isometric drawing of drain vents and water system.
2. All plans shall meet the 2019 Title 24 Energy Code.
3. All plans shall be designed in conformance with the 2019 California Building Code, 2019 California Plumbing Code, 2019 California Mechanical Code, the 2019 California Electrical, the 2019 Green Building Standards, 2019 Title 24 Energy Code and Code as amended by City Ordinance.
4. Electrical plans shall include service, panel schedules and feeder size. Panel schedules and motors shall comply with requirements of the 2019 edition of the California Electrical Codes.
5. Provide approval by the Orange County Fire Authority.
6. The conditions of approval will be required to be copied on the approved set of plans prior to issuance of building permits. All the conditions must be completed prior to final approval and issuance of the last Certificate of Occupancy.
7. Applicant will be required to have all the contractors and sub-contractors recycle construction materials to the maximum extent possible. All recyclable construction materials are to be taken to an approved Transfer Station.

8. Applicant will be required to submit a Waste Management plan (WMP) for the demolition and new construction phases of the Project. All recyclable construction materials are to be taken to an approved Transfer Station.
9. A stamped soils investigation report shall be submitted with the plans for plans check. Report shall include soil bearing capacity, seismic study, in compliance with the Seismic Hazard Mapping Act of the State of California, grading, paving, sulfate test and other pertinent information under good engineering practice.
10. Compliance with mandatory California Green code requirements including but not limited to, recycling by occupants, solar ready for building, electric vehicle (EV) charging for new construction, and commissioning reports.
11. Prior to demolition, an asbestos report shall be submitted with a clearance letter from the South Coast Air Quality Management District (SCAQMD) prior to the issuance of a demolition permit.

C. That all requirements of the Engineering Division be met, including the following:

General

1. Applicant shall submit Improvement Plans prepared by a Registered Civil Engineering for public works (off-site) improvements. Plan check fees shall be paid in advance.
2. City public works encroachment permit shall be taken out for all work in the public right-of-way prior to start of work. All work shall be done in accordance with Orange County RDMD or APWA and City standards and to the satisfaction of the City Inspector and completed before issuance of Certificate of Occupancy.
3. All existing off-site improvements (sidewalk, curb & gutter, driveways, and street paving) at the Project Site which are in a damaged condition or demolished due to the proposed work shall be reconstructed to the satisfaction of the City Engineer. When reconstructing full width sidewalk, curb & gutter, and driveways shall be fully improved. Structural sections of the street pavement shall be reconstructed per the requirements of an approved pavement rehabilitation report prepared by a Registered Civil Engineer.
4. No construction materials or construction equipment shall be stored on public streets.
5. All trucks hauling materials in and out of the Project Site shall be subject to restricted time and days of operation and truck route as determined by the City Engineer.
6. Applicant shall pay sewer connection fees to the City for connection to the City/County sewer system, if applicable.

Specific

7. An on-site grading and drainage plan shall be prepared and submitted to the City Engineer for approval. Plan shall be 24" X 36", ink on Mylar, with elevations to nearest 0.01 foot, scale 1"=10'. Plan shall be prepared by Registered Civil Engineer. Public works improvements may be shown on this plan. Grading plan check fees must be paid in advance.

8. Pad certification by the Design Civil Engineer and Soil Engineer is required prior to the issuance of building permit.
9. Applicant shall properly maintain all BMPs installed on the site, as listed in the approved Water Quality Management Plan (WQMP), including requirements for vector control. The BMPs shall be maintained by the homeowner's association and incorporated into the CC&Rs.
10. Applicants shall identify parties responsible for the long-term maintenance and operation of the structural treatment control BMPs for the life of the Project and a funding mechanism for operation and maintenance. This shall be identified prior to approval of the WQMP.
11. Applicant shall submit a Water Quality Management Plan incorporating Best Management Practices (BMP) in conformance with the requirements of NPDES. Requirements of the WQMP will include construction of onsite water treatment, and maximization of infiltration.

Tract Subdivision Improvements

12. All survey monuments destroyed shall be replaced and tied out in conformance with the County of Orange Surveyor's requirements.
13. The private drive entrance, private drives, and end of private drive turn-around areas of the Property shall be approved by the Orange County Fire Authority.
14. All grading, drainage, storm drain construction, private street or drive improvements, utility installation, landscaping, irrigation, and all other Subdivision improvements shall meet the City of Stanton standards.
15. The Final Map, when submitted to the City for approval, shall be prepared by, or under the direction of, a California registered civil engineer licensed to survey or a licensed land surveyor.
16. At the time of filing of the Final Map with the City for approval the Subdivider shall provide a Preliminary Title Report dated not more than 30 days prior to the filing date. In addition to other items the Preliminary Title Report shall show in what name the ownership of the property is held, show all trust deeds including the name of the trustees, show all easements and names of easement holders, show all fee interest holders, and show all interest holders whose interest could result in a fee ownership. The title company account for this title report shall remain open until the Final Map is recorder.
17. All right-of-way, easements, abandonments, and vacations shall be shown on the Final Map. Public right-of-way shall be dedicated to the City in fee simple absolute. The purpose, use, and holder of the easement rights for all easements shall clearly be stated on the final map.
18. At the time of filing the Final Map to the City for approval the Subdivider shall also submit for approval of the City a Subdivision Agreement between the Subdivider and the City properly executed by the Subdivider, including appropriate bonds and insurance, which sets forth the requirements and responsibilities of both the City and the Subdivider relative the subdivision being created.

19. Pursuant to the regulations of the Subdivision Map Act all required off-site and public improvements shall be completed prior to the recordation of the final map, or in lieu thereof, be financially secured by surety bonds, to be held by the City, issued to ensure that all the improvements will be completed in a timely manner. Bond amounts shall be determined by the City. Subdivider shall provide a 100% Performance Bond, a 50% Labor and Materials Bond, a 50% Warranty Bond, and insurance coverage per City requirements.
20. At the time of filing of the Final Map with the City for approval the Subdivider shall submit to the City plans and specifications and cost estimates for all improvements including, but not limited to, public and private street rights-of-way, drainage easements, culverts, drainage structures and drainage channels, water lines, sewer lines, utility lines, and other required and necessary improvements. All improvement plans, specifications, and cost estimates shall be approved by the City Engineer prior to submitting the Final Map to the City for approval.
21. Improvement plans shall include plans for all improvements related to the Subdivision including landscape plans, irrigation plans, and street lighting plans for all public right-of-way areas and all private areas.
22. Subdivider shall provide easements for public and private utilities as needed and as approved by the City.
23. Prior to the filing of the Final Map with the City for approval the Subdivider shall also provide to the City the proposed Covenants, Conditions, and Restrictions (CC&Rs) for the subdivision.
24. Prior to final acceptance of the Subdivision improvements all subdivision survey monuments shall be set, and Corner Records and center line ties shall be filed with the Orange County Surveyor, and if required by law, the filing and recording of Record of Survey with the Orange County Recorder.
25. Prior to final acceptance of the Subdivision improvements the Subdivider shall provide the City with As-Built Mylar and electronic copies of the all subdivision plans and improvements, in a format acceptable to the City.
26. Subdivider shall place a County Surveyor Statement certificate on the final map for the signature of the Orange County Surveyor stating that " I have examined this map and have found that all mapping provisions of the Subdivision Map Act have been complied with and I am satisfied said map is technically correct."
27. At the time of filing of the Final Map with the City for approval the Subdivider shall also provide to the Orange County Surveyor for boundary and technical plan check all Final Map documents required by the Orange County Surveyor. Subdivider shall notify the City in writing that the required Final Map documents have been submitted to the Orange County Surveyor for boundary and technical plan check.
28. All streets or drives shown on the Final Map shall show proposed street names which will be subject to approval of the City.
29. At the time of filing of the Final Map with the City for approval the Subdivider shall provide to the City evidence that all utility providers with recorded title interest in the

property have been informed of the of the pending filing of the Final Map with the City for approval, and also provide all utility provider's responses received.

30. At the time of filing of the Final Map with the City for approval the Subdivider shall provide to the City with a preliminary soils report covering the Subdivision related area.
31. All improvements shall meet the City Flood Management requirements.
32. At the time of filing of the Final Map with the City for approval the Subdivider shall provide to the City with a Hydrology Report, and a Hydraulics Report, including all necessary and required calculation, maps, exhibits, and reference material.
33. The subdivider and subdivision construction shall meet all of the City's Stormwater/NPDES Requirements, City Local Implementation Plan (LIP), California's General Permit for Stormwater Discharges Associated with Construction Activity, Notice of Intent (NOI) requirements of the State Water Resources Control Board and notification of the issuance of a Waste Discharge Identification (WDID) Number for Projects subject to this requirement, and shall provide a Water Quality Management Plan (WQMP), and a Stormwater Pollution Prevention Plan (SWPPP), and shall use Best Management Practices (BMP).
34. The applicant must provide the City with access rights to the property at least once per year to perform State mandated environmental inspections.

D. That all requirements of the Orange County Fire Authority be met, including but not limited to the following:

1. The applicant or responsible party shall submit the plans listed below to the Orange County Fire Authority for review. Approval shall be obtained on each plan prior to the event specified.
 - Prior to OCFA clearance of a final map or issuance of a precise grading permit or a building permit, if a grading permit is not required:
 - fire master plan (service code PR145)
 - Prior to issuance of a building permit:
 - underground piping for private hydrants and fire sprinkler systems (service code PR470-PR475)
 - fire sprinkler system (service codes PR400-PR465)
 - Lumber-drop Inspection: After installation of required fire access roadways and hydrants, the applicant shall receive clearance from the OCFA prior to bringing combustible building materials on-site. Call OCFA Inspection Scheduling at 714-573-6150 with the Service Request number of the approved fire master plan at least five days in advance to schedule the lumber drop inspection.

ADOPTED, SIGNED AND APPROVED by the City Council of the City of Stanton at a regular meeting held on April 28, 2020 by the following vote, to wit:

DAVID J. SHAWVER, MAYOR

APPROVED AS TO FORM:

MATTHEW E. RICHARDSON, CITY ATTORNEY

STATE OF CALIFORNIA)
COUNTY OF ORANGE) ss.
CITY OF STANTON)

I, Patricia A. Vazquez, City Clerk of the City of Stanton, California DO HEREBY CERTIFY that the foregoing Resolution, being Resolution No. 2020-11 has been duly signed by the Mayor and attested by the City Clerk, all at a regular meeting of the Stanton City Council, held on April 28, 2020 and that the same was adopted, signed and approved by the following vote to wit:

AYES: _____

NOES: _____

ABSENT: _____

ABSTAIN: _____

PATRICIA A. VAZQUEZ, CITY CLERK

Attachment B

ORDINANCE NO. 1099

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF STANTON, CALIFORNIA, APPROVING A DEVELOPMENT AGREEMENT BETWEEN THE CITY OF STANTON AND KB HOME COASTAL INC., A CALIFORNIA CORPORATION FOR CERTAIN REAL PROPERTY LOCATED AT 10871 WESTERN AVENUE, WITHIN THE CITY OF STANTON PURSUANT TO CALIFORNIA GOVERNMENT CODE SECTION 65864 ET SEQ. AND MAKING CEQA FINDINGS IN CONNECTION THEREWITH

WHEREAS, on November 11, 2019, KB Home Coastal Inc., A California Corporation ("Applicant") filed applications for approval of a Precise Plan of Development PPD-803, Tentative Map TM19-04, Planned Development Permit PDP19-03, and Development Agreement (DA)-19-02 for the development of a 2.35 acre site ("Project Site"), located at 10871 Western Avenue which will include the demolition of an church, and construction of 40 single family detached homes and associated site improvements ("Project"); and

WHEREAS, the City of Stanton ("City") has found that the development agreement strengthens the public planning process, encourages private participation in comprehensive planning by providing a greater degree of certainty in that process, reduces the economic costs of development, allows for the orderly planning of public improvements and services, allocates costs to achieve maximum utilization of public and private resources in the development process, and ensures that appropriate measures to enhance and protect the environment are achieved; and

WHEREAS, pursuant to California Government Code section 65864 *et seq.*, the City is authorized to enter into development agreements providing for the development of land under terms and conditions set forth therein; and

WHEREAS, the Applicant, LLC proposes to develop the Project Site located in the City of Stanton, more particularly described in Exhibit "A", attached hereto and incorporated herein by this reference ("Property") for the Project; and

WHEREAS, because of the logistics, magnitude of the expenditure and considerable lead time prerequisite to planning and developing the Project, the Applicant has proposed to enter into a development agreement concerning the Project ("Development Agreement") to provide assurances that the Project can proceed without disruption caused by a change in the City's planning policies and requirements except as provided in the Development Agreement, which assurance will thereby reduce the actual or perceived risk of planning for and proceeding with development of the Project; and

WHEREAS, the City desires the timely, efficient, orderly and proper development of the Project in furtherance of the goals of the General Plan; and

WHEREAS, the City Council has found that this Development Agreement is consistent with the City's General Plan; and

WHEREAS, the City Council has determined that by entering into the Development Agreement: (i) the City will promote orderly growth and quality development on the Property in accordance with the goals and policies set forth in the General Plan; (ii) significant benefits will be created for City residents and the public generally from increased housing opportunities created by the Project; and

WHEREAS, it is the intent of the City and Developer to establish certain conditions and requirements related to review and development of the Project which are or will be the subject of subsequent development applications and land use entitlements for the Project as well as the Development Agreement; and

WHEREAS, the City and Developer have reached mutual agreement and desire to voluntarily enter into the Development Agreement to facilitate development of the Project subject to the conditions and requirements set forth therein; and

WHEREAS, pursuant to the California Environmental Quality Act (Public Resources Code, § 21000 et seq.) ("CEQA") and the State CEQA Guidelines (California Code of Regulations, title 14, § 15000 et seq.), the City is the lead agency for the proposed Project; and

WHEREAS, the State CEQA Guidelines state that there exist categories of projects that are exempt from CEQA; and

WHEREAS, in accordance with CEQA and the State CEQA Guidelines, the City has determined approval of the Project is exempt from the requirements of CEQA and the State CEQA Guidelines pursuant to State CEQA Guidelines section 15332, Class 32 (In-fill Development Projects); and

WHEREAS, on March 4, 2020 the Planning Commission conducted a duly noticed public hearing concerning the request to recommend to the City Council approval of Site Plan and Design Review (PPD)-803, Tentative Map (TM) 19-04, Planned Development Permit (PDP) 19-03, and Development Agreement (DA) 19-02 for the development of a 2.35 acre site, located at 10871 Western Avenue in the High Density Residential (RH) zone; and

WHEREAS, at the conclusion of the public hearing, the Planning Commission continued the item to a future Planning Commission hearing date to give the Applicant additional time to revise the plans in order to address concerns raised by members of the public; and

WHEREAS, on April 15, 2020, the Planning Commission of the City of Stanton, after giving notice thereof as required by law, conducted a duly-noticed public hearing to consider recommendation of approval to the City Council of Site Plan and Design Review (PPD)-803, Tentative Map (TM) 19-04, Planned Development Permit (PDP) 19-03, and Development Agreement (DA) 19-02 for the development of a 2.35 acre site, located at 10871 Western Avenue in the High Density Residential (RH) zone; and

WHEREAS, at the conclusion of the public hearing, the Planning Commission with a 4-0 vote (Commissioner Moua absent) recommended the City Council deny Site Plan and Design Review (PPD)-803, Tentative Map (TM) 19-04, Planned Development Permit (PDP) 19-03, and Development Agreement (DA) 19-02; and

WHEREAS, as contained herein, the City has endeavored in good faith to set forth the basis for its decision on the proposed Project; and

WHEREAS, the City has endeavored to take all steps and impose all conditions necessary to ensure that impacts to the environment would not be significant; and

WHEREAS, all of the findings and conclusions made by the City Council pursuant to this Resolution are based upon the oral and written evidence before it as a whole; and

WHEREAS, the City Council has reviewed the application materials, Initial Study, and all other relevant information contained in the record regarding the Project; and

WHEREAS, on April 28, 2020, the City Council conducted a duly noticed public hearing and considered evidence concerning the Development Agreement; and

WHEREAS, the terms and conditions of the Development Agreement have undergone review by the City Council at a publicly noticed hearing and have been found to be fair, just, and reasonable, and consistent with the General Plan; and

WHEREAS, all other legal prerequisites to the adoption of this Ordinance have occurred.

NOW THEREFORE, THE CITY COUNCIL OF THE CITY OF STANTON DOES ORDAIN AS FOLLOWS:

SECTION 1. CEQA. Based upon its review of the entire record before it, including the Initial Study and Traffic Analysis, the City Council exercises its independent judgment and hereby finds that that the Project, as conditioned herein, is categorically exempt from environmental review under the CEQA pursuant to State CEQA Guidelines Section 15332, Class 32 (In-fill Development Projects). The Class 32 exemption specifically exempts from further CEQA review projects characterized as in-fill development meeting each of the following conditions. First, the Project must be consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations. The project is consistent with the general plan including Strategy LU 3.1.2, and Community Development Goal CD 1.2, and with approval of the Planned Development Permit, the project is consistent with the Zoning Code. Second, the proposed development must occur within city limits, on a project site of no more than five acres, and be substantially surrounded by urban uses. The site is 2.34 acres in size and located in an urbanized area, surrounded by fully developed parcels, including single family homes, a mobile home park, apartments and condominiums. Third, the Project site must have no value as habitat for endangered, rare, or threatened species. There are no known endangered, rare or threatened

species in the City, and the site in its current condition has not been identified as a designated site for any endangered, threatened or rare species. Fourth, approval of the Project must not result in any significant effects relating to traffic, noise, air quality, or water quality. The traffic analysis provided by the Applicant, and reviewed and confirmed by the City Engineer, identifies that the number of trips added as a result of this project are significantly less than what was planned for as part of the general plan, and can be accommodated on the street without creating any significant impact on the traffic or level of service of Western Ave. The noise and air quality will have no significant impact as a result of this project beyond the temporary standard construction operations, and with the completion of a Water Quality Management Plan, the project will not create any significant impact to the water quality on the site and in the vicinity. Finally, the Project site must be adequately served by all required utilities and public services. The site is also able to be adequately served by all required utilities and public services. As the site is located within an urbanized area, water, electrical, cable and phone, and sewer services are all established within the area, and the site will be able to connect to all services. All emergency public services are also available and able to service the site. All required documentation has been completed for the project in compliance with CEQA and the Project qualifies for the Class 32 Categorical exemption.

Furthermore, none of the exceptions to the use of the Class 32 categorical exemption identified in State CEQA Guidelines section 15300.2 apply. The Project will not result in a cumulative impact from successive projects of the same type in the same place, over time. There are no unusual circumstances surrounding the Project that result in a reasonably possibility of a significant effect on the environment. The Project will not damage scenic resources, including trees, historic buildings, rock outcroppings, or similar resources. The Project does not include any hazardous waste sites, and the project will not cause a substantial adverse change in the significance of a historical resource. Thus, the Class 32 exemption applies, and no further environmental review is required.

SECTION 2. Pursuant to Government Code Section 65867.5(b) and Stanton Municipal Code Section 20.510.050(D), and based on the entire record before the City Council, the City Council hereby makes the following findings:

1. Public Benefit: The Development Agreement provides benefit to the City because the Project contemplated in the Development Agreement includes improvement of an underutilized residential lot to provide housing opportunities for City residents. Moreover, the Development Agreement requires the Applicant to provide substantial improvements to the site and provide a financial benefit for the improvement of public facilities throughout the city.

2. General Plan, Specific Plan, and Zoning Code Consistency: The Development Agreement is consistent with the purpose, intent, goals, policies, programs, and land use designations of the General Plan and any applicable Specific Plan, and this Zoning Code because the Project Site is in the High Density Residential (RH) Zoning District which allows for condominium units. The Project meets those

General Plan and Zoning Code standards, with exception of the side and rear setback and parking requirements. However, with approval of a Planned Development Permit in conjunction with the development proposal, and the making of the required findings, the project would be permitted within the High Density Residential (RH) zone. There is no Specific Plan applicable to the Project Site. The proposed Project meets the following General Plan Goals and Strategies:

Strategy LU-3.1.2: To encourage infill and mixed use development within feasible development sites. The project would be developed on an underutilized property that houses a church. As such, the project would remove the blighted conditions with an infill development, and is therefore consistent with the stated strategy.

Goal CD-1.2: Promote an attractive streetscape and public right-of-way, especially along major primary and secondary corridors, that is consistent with the desired vision and image of Stanton. The architectural details, complementary building materials and colors of the homes are appropriate for the project's location on Western Avenue which is identified in the General Plan as a secondary corridor. In addition, the project provides street trees, extensive landscape treatment and decorative fencing in the front yard setback area to enhance the visual corridor along Western Avenue.

3. Compliance with Development Agreement Statute. The Development Agreement complies with the requirements of Government Code Sections 65864 through 65869.5 because the Agreement provides assurance to the applicant for the development of the Project, which consists of 40-unit detached homes. The Development Agreement specifies the duration of the agreement, permitted uses of the property, density and intensity of use, and provision of public benefits to the City. Specifically, the Development Agreement provides a three-year term in which the Applicant has a vested right to develop the residential subdivision on the Project Site in accordance to existing City regulations and Planned Development Permit PDP19-03. In exchange, the Project will provide housing opportunities for Stanton residents, and opportunities for improvements to public facilities throughout the city. Moreover, the Applicant will provide a high quality, aesthetically appealing homes with substantial improvements to the site including a park area with amenities including a BBQ, a picnic table and enhanced landscaping.

SECTION 4. As provided in the Development Agreement and pursuant to Stanton Municipal Code Section 20.500.030, the City Council shall be the approving body for the precise plan of development, tentative tract map, and planned development permit for the project addressed by the Development Agreement.

SECTION 5. The City Council hereby approves and adopts the Development Agreement attached hereto as Exhibit "B", entitled, "Development Agreement between the City of Stanton, a California municipal corporation and KB Home Coastal Inc., A California Corporation". The Development Agreement shall not take effect unless and until Site Plan and Design Review (PPD)-803, Tentative Tract Map (TM) 19-04, and Planned Development Permit (PDP) 19-03 are each approved by the City Council.

SECTION 6. The documents related to this Ordinance are on file and available for public review at Stanton City Hall, 7800 Katella Ave., Stanton, California 90680. The City Clerk is the custodian of these documents.

SECTION 7. If any section, subsection, subdivision, sentence, clause, phrase, or portion of this Ordinance for any reason is held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Ordinance. The City Council hereby declares that it would have adopted this Ordinance, and each section, subsection, subdivision, sentence, clause, phrase, or portion thereof, irrespective of the fact that any one or more sections, subsections, subdivisions, sentences, clauses, phrases, or portions thereof be declared invalid or unconstitutional.

SECTION 8. This Ordinance shall be effective thirty days after its adoption. The City Clerk shall certify the adoption of this Ordinance and shall cause the same to be posted as required by law. Pursuant to Government Code Section 65868.5, within 10 days following the entering into of the Development Agreement, as evidenced by full execution thereof, the City Clerk shall record with the Orange County Recorder a copy of the Development Agreement.

SECTION 9. The City Council hereby directs staff to prepare and file a Notice of Exemption with the Orange County Clerk within five (5) working days of the approval of the proposed Project.

PASSED, APPROVED, AND ADOPTED this 12th day of May, 2020.

DAVID J. SHAWVER, MAYOR

ATTEST:

PATRICIA A. VAZQUEZ, CITY CLERK

APPROVED AS TO FORM:

MATTHEW E. RICHARDSON, CITY ATTORNEY

STATE OF CALIFORNIA)
COUNTY OF ORANGE) SS .
CITY OF STANTON)

I, Patricia A. Vazquez, City Clerk of the City of Stanton, California, do hereby certify that the foregoing Ordinance No. 1099 was introduced at a regular meeting of the City Council of the City of Stanton, California, held on the 28th day of April, 2020 and was duly adopted at a regular meeting of the City Council held on the 12th day of May, 2020, by the following roll-call vote, to wit:

AYES: COUNCILMEMBERS: _____

NOES: COUNCILMEMBERS: _____

ABSENT: COUNCILMEMBERS: _____

ABSTAIN: COUNCILMEMBERS: _____

CITY CLERK, CITY OF STANTON

EXHIBIT "A"

LEGAL DESCRIPTION

Real property in the City of Stanton, County of Orange, State of California, described as follows:

THAT PORTION OF THE NORTH 5 ACRES OF THE EAST 10 ACRES OF THE SOUTH HALF OF THE SOUTHEAST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 23, TOWNSHIP 4 SOUTH, RANGE 11 WEST, IN THE RANCHO LOS COYOTES, AS SHOWN ON A MAP RECORDED IN BOOK 51, PAGE 11, MISCELLANEOUS MAPS, RECORDS OF SAID ORANGE COUNTY, LYING EASTERLY OF THE NORTHERLY PROLONGATION OF THE WESTERLY LINE OF THE LAND DESCRIBED IN DEED TO JOSEPH SHUMWAY AND WIFE, RECORDED APRIL 6, 1953, IN BOOK 2482, PAGE 99, OFFICIAL RECORDS.

EXCEPT THE SOUTH 145.00 FEET THEREOF.

APN: 079-371-17

EXHIBIT "B"

**CITY OF STANTON AND KB HOME COASTAL INC.,
A CALIFORNIA CORPORATION**

DEVELOPMENT AGREEMENT

Recorded at request of:)
City Clerk)
City of Stanton)
)
When recorded return to:)
City of Stanton)
7800 Katella Ave.)
Stanton, CA 90680)
Attention: City Clerk)
)

Exempt from filing fees pursuant to Government Code §6103

DEVELOPMENT AGREEMENT NO. []

A DEVELOPMENT AGREEMENT BETWEEN

CITY OF STANTON

and

**KB HOME COASTAL INC.,
A CALIFORNIA CORPORATION**

DEVELOPMENT AGREEMENT NO. [_____]

This Development Agreement (hereinafter "Agreement") is entered into as of this ____ day of December, 2019 by and between the City of Stanton, California (hereinafter "CITY"), and KB Home Coastal Inc., a California corporation (hereinafter "OWNER"):

RECITALS

WHEREAS, CITY is authorized to enter into binding development agreements with persons having legal or equitable interests in real property for the development of such property, pursuant to Section 65864, et seq. of the Government Code; and

WHEREAS, This Agreement constitutes a current exercise of CITY's police powers to provide predictability to Owner in the development approval process by vesting the permitted uses, density, intensity of use, and timing and phasing of development consistent with the Development Plan in exchange for Owner's commitment to provide significant public benefits to CITY as set forth in Section 4 below.

WHEREAS, OWNER has requested CITY to enter into a development agreement and proceedings have been taken in accordance with the rules and regulations of CITY; and

WHEREAS, the best interests of the citizens of the CITY of Stanton and the public health, safety and welfare will be served by entering into this Agreement; and

WHEREAS, the City Council hereby finds and determines that this development agreement is of major significance because it will enable the CITY to fund much needed capital improvements and provide much needed public services and will therefore also have a major, beneficial economic impact on the CITY; and

WHEREAS, the provision by Owner of the public benefits allows the CITY to realize significant economic, recreational, park, open space, educational, social and public facilities benefits. The public benefits will advance the interests and meet the needs of Stanton residents and visitors to a significantly greater extent than would development of the Property without this Agreement.

WHEREAS, the physical effects, if any, of the Project and this Agreement have been analyzed pursuant to CEQA and the project has been determined to be categorically exempt from CEQA pursuant to Section 15332, Class 32 (Infill Development Projects); and

WHEREAS, this Agreement and the Project are consistent with the Stanton General Plan and any specific plan applicable thereto; and

WHEREAS, all actions taken and approvals given by CITY have been duly taken or approved in accordance with all applicable legal requirements for notice, public hearings, findings, votes, and other procedural matters; and

WHEREAS, development of the Property in accordance with this Agreement will provide substantial benefits to CITY and will further important policies and goals of CITY; and

WHEREAS, this Agreement will eliminate uncertainty in planning and provide for the orderly development of the Property, ensure progressive installation of necessary improvements, provide for public services appropriate to the development of the Project, and generally serve the purposes for which development agreements under Section 65864, et seq. of the Government Code are intended;

COVENANTS

NOW, THEREFORE, in consideration of the above recitals and of the mutual covenants hereinafter contained and for other good and valuable consideration, the receipt and adequacy of which are hereby acknowledged, the parties agree as follows:

1. DEFINITIONS AND EXHIBITS.

1.1 Definitions. The following terms when used in this Agreement shall be defined as follows:

1.1.1 "Agreement" means this Development Agreement.

1.1.2 "CITY" means the City of Stanton, a California municipal corporation.

1.1.3 "City Council" means the duly elected city council of the City of Stanton.

1.1.4 "Commencement Date" means the date the Term of this Agreement commences.

1.1.5 "Development" means the improvement of the Property for the purposes of completing the structures, improvements and facilities comprising the Project as specified in the Development Approvals (defined below), including, but not limited to: grading; the construction of infrastructure and public facilities related to the Project whether located within or outside the Property; the construction of buildings and structures; and the installation of landscaping. "Development" does not include the maintenance, repair, reconstruction or redevelopment of any building, structure, improvement or facility after the construction and completion thereof.

1.1.6 "Development Approvals" means all permits and other entitlements for use subject to approval or issuance by CITY in connection with development of the Property including, but not limited to:

- (a) specific plans and specific plan amendments;
- (b) tentative and final subdivision and parcel maps;

- (c) conditional use permits, public use permits and plot plans;
- (d) zoning;
- (e) grading and building permits; and
- (f) variances.

1.1.7 "Development Exaction" means any requirement of CITY in connection with or pursuant to any Land Use Regulation or Development Approval for the dedication of land, the construction of improvements or public facilities, or the payment of fees in order to lessen, offset, mitigate or compensate for the impacts of development on the environment or other public interests.

1.1.8 "Development Impact Fee" a monetary exaction other than a tax or special assessment, whether established for a broad class of projects by legislation of general applicability or imposed on a specific project on an ad hoc basis, that is charged by a local agency to the applicant in connection with approval of a development project for the purpose of defraying all or a portion of the cost of public facilities related to the development project, including but not limited to park "in lieu" fees specified in Government Code Section 66477, fees for processing applications for governmental regulatory actions or approvals, or fees collected under development agreements adopted pursuant to Article 2.5 of the Government Code (commencing with Section 65864) of Chapter 4.

1.1.9 "Development Plan" means the plan for development of the Property as set forth in Exhibit "C".

1.1.10 "Effective Date" means the date the ordinance approving and authorizing this Agreement becomes effective.

1.1.11 "Land Use Regulations" means all ordinances, resolutions, codes, rules, regulations and official policies of CITY governing the development and use of land, including, without limitation, the permitted use of land, the density or intensity of use, subdivision requirements, the maximum height and size of proposed buildings, the provisions for reservation or dedication of land for public purposes, and the design, improvement and construction standards and specifications applicable to the development of the Property which are in effect as of the Effective Date. "Land Use Regulations" does not include any CITY ordinance, resolution, code, rule, regulation or official policy, governing:

- (a) the conduct of businesses, professions, and occupations;
- (b) taxes (special or general) and assessments;
- (c) the control and abatement of nuisances;

(d) the granting of encroachment permits and the conveyance of rights and interests that provide for the use of or the entry upon public property; or

(e) the exercise of the power of eminent domain.

1.1.12 "OWNER" means the persons and entities listed as OWNER on page 1 of this Agreement and their successors in interest to all or any part of the Property.

1.1.13 "Mortgagee" means a mortgagee of a mortgage, a beneficiary under a deed of trust or any other security-device lender, and their successors and assigns.

1.1.14 "Project" means the development of the Property contemplated by the Development Plan as such Plan may be further defined, enhanced or modified pursuant to the provisions of this Agreement.

1.1.15 "Property" means the real property described on Exhibit "A" and shown on Exhibit "B" to this Agreement.

1.1.16 "Public Benefit" refers to those benefits provided to the CITY and the community by Owner pursuant to Section 4 below.

1.1.17 "Reservation of Rights" means the rights and authority excepted from the assurances and rights provided to OWNER under this Agreement and reserved to CITY under Section 3.3 of this Agreement.

1.2 Exhibits. The following documents are attached to, and by this reference made a part of, this Agreement:

Exhibit "A" – Legal Description of the Property.

Exhibit "B" – Map showing Property and its location.

Exhibit "C" – Development Plan.

Exhibit "D" – Development Impact Fees.

2. GENERAL PROVISIONS.

2.1 Binding Effect of Agreement. The Property is hereby made subject to this Agreement. Development of the Property is hereby authorized and shall be carried out in accordance with the terms of the Development Plan and this Agreement.

2.2 Ownership of Property. OWNER represents and covenants that it is the owner of the fee simple title to, or has an equitable interest in, the Property or a portion thereof.

2.3 City Council Findings. The City Council finds that:

2.3.1 This Agreement is consistent with the CITY's General Plan.

2.3.2 This Agreement ensures a desirable and functional community environment, provides effective and efficient development of public facilities, infrastructure, and services appropriate for the development of the Project, and enhances effective utilization of resources within the CITY.

2.3.3 This Agreement provides public benefits beyond those which are necessary to mitigate the development of the Project.

2.3.4 This Agreement strengthens the public planning process, encourages private participation in comprehensive planning and reduces costs of development and government.

2.3.5 The best interests of the citizens of the CITY and the public health, safety, and welfare will be served by entering into this Agreement.

2.4 Term. The term of this Agreement shall commence on the date (the "Commencement Date") that is the Effective Date, and shall continue for a period which shall expire on the first to occur of (i) five (5) years thereafter or (ii) three (3) years after the issuance a grading permit for the Project, unless this term is modified or extended pursuant to the provisions of this Agreement. Thereafter, the OWNER shall have no vested right under this Agreement, regardless of whether or not OWNER has paid any Development Impact Fee.

2.5 Assignment.

2.5.1 Right to Assign. OWNER shall have the right to sell, transfer or assign the Property in whole or in part (provided that no such partial transfer shall violate the Subdivision Map Act, Government Code Section 66410, et seq.) to any person, partnership, joint venture, firm or corporation at any time during the term of this Agreement; provided, however, that any such sale, transfer or assignment shall include the assignment and assumption of the rights, duties and obligations arising under or from this Agreement and be made in strict compliance with the following conditions precedent:

(a) No sale, transfer or assignment of any right or interest under this Agreement shall be made unless made together with the sale, transfer or assignment of all or a part of the Property.

(b) Concurrent with any such sale, transfer or assignment, OWNER shall notify CITY, in writing, of such sale, transfer or assignment and shall provide CITY with an executed agreement ("Assignment and Assumption Agreement"), in a form reasonably acceptable to CITY, by the purchaser, transferee or assignee and providing therein that the purchaser, transferee or assignee expressly and unconditionally assumes all the duties, obligations, agreements, covenants, waivers of OWNER under this Agreement, including,

without limitation, the covenants not to sue and waivers contained in Sections 7.2 and 8.4 hereof.

Any sale, transfer or assignment not made in strict compliance with the foregoing conditions shall constitute a default by Owner under this Agreement. Notwithstanding the failure of any purchaser, transferee or assignee to execute the agreement required by Paragraph (b) of this Subsection 2.5.1, the burdens of this Agreement shall be binding upon such purchaser, transferee or assignee, but the benefits of this Agreement shall not inure to such purchaser, transferee or assignee until and unless such agreement is executed.

2.5.2 Release of Transferring Owner. Notwithstanding any sale, transfer or assignment, a transferring OWNER shall continue to be obligated under this Agreement with respect to the transferred Property or any transferred portion thereof, unless such transferring OWNER is given a release in writing by CITY, which release shall be provided by CITY upon the full satisfaction by such transferring OWNER of the following conditions:

(a) OWNER no longer has a legal or equitable interest in all or any part of the Property subject to the transfer.

(b) OWNER is not then in default under this Agreement.

(c) OWNER has provided CITY with the notice and executed agreement required under Paragraph (b) of Subsection 2.5.1 above.

(d) The purchaser, transferee or assignee provides CITY with security equivalent to any security previously provided by OWNER to secure performance of its obligations hereunder.

2.5.3 Subsequent Assignment. Any subsequent sale, transfer or assignment after an initial sale, transfer or assignment shall be made only in accordance with and subject to the terms and conditions of this Section 2.5.

2.5.4 Utilities. The Project shall be connected to all utilities necessary to provide adequate water, sewer, gas, electric, and other utility service to the Project, prior to the issuance of a certificate of occupancy for any portion of the Project.

2.5.5 Sale to Public and Completion of Construction. The provisions of Subsection 2.5.1 shall not apply to the sale or lease (for a period longer than one year) of any lot that has been finally subdivided and is individually (and not in "bulk") sold or leased to a member of the public or other ultimate user. This Agreement shall terminate with respect to any lot and such lot shall be released and no longer be subject to this Agreement without the execution or recordation of any further document upon satisfaction of both of the following conditions:

(a) The lot has been finally subdivided and individually (and not in "bulk") sold or leased (for a period longer than one year) to a member of the public or other ultimate user; and

(b) A certificate of occupancy has been issued for a building on the lot.

Notwithstanding the foregoing, in the event that any title insurance company requests that CITY execute for recordation in the official records of the County a release with respect to any such lot, CITY shall promptly execute for recordation and deliver to such title company such release provided that such release is in a form and contains such terms as is reasonably satisfactory to the City.

2.6 Amendment or Cancellation of Agreement. This Agreement may be amended or canceled in whole or in part only by written consent of all parties in the manner provided for in Government Code Section 65868. This provision shall not limit any remedy of CITY or OWNER as provided by this Agreement.

2.6.1 Minor Changes.

(i) The provisions of this Agreement require a close degree of cooperation between the Parties and "Minor Changes" to the Project may be required from time to time to accommodate design changes, engineering changes, and other refinements related to the details of the Parties' performance. "Minor Changes" shall mean changes to the Project that are otherwise consistent with the Development Plan, and which do not result in a change in the type of use, an increase in density or intensity of use, significant new or increased environmental impacts that cannot be mitigated, or violations of any applicable health and safety regulations in effect on the Effective Date.

(ii) Accordingly, the Parties may mutually consent to adopting "Minor Changes" through their signing of an "Operating Memorandum" reflecting the Minor Changes. Neither the Minor Changes nor any Operating Memorandum shall require public notice or hearing. The City Attorney and City Manager shall be authorized to determine whether proposed modifications and refinements are "Minor Changes" subject to this Section 2.6.1 or more significant changes requiring amendment of this Agreement. The City Manager may execute any Operating Memorandum without City Council action.

2.7 Termination. This Agreement shall be deemed terminated and of no further effect upon the occurrence of any of the following events:

- (a) Expiration of the stated term of this Agreement as set forth in Section 2.4.
- (b) Entry of a final judgment setting aside, voiding or annulling the adoption of the ordinance approving this Agreement.
- (c) The adoption of a timely initiated referendum measure overriding or repealing the ordinance approving this Agreement.
- (d) Completion of the Project in accordance with the terms of this Agreement

including issuance of all required occupancy permits and acceptance by CITY or applicable public agency of all required dedications.

Termination of this Agreement shall not constitute termination of any other land use entitlements approved for the Property. Upon the termination of this Agreement, no party shall have any further right or obligation hereunder except with respect to any obligation to have been performed prior to such termination or with respect to any default in the performance of the provisions of this Agreement that has occurred prior to such termination or with respect to any obligations that are specifically set forth as surviving this Agreement. Upon such termination, any Development Impact Fees paid by OWNER to CITY for residential units on which construction has not yet begun shall be refunded to OWNER by CITY.

2.8 Notices.

(a) As used in this Agreement, "notice" includes, but is not limited to, the communication of notice, request, demand, approval, statement, report, acceptance, consent, waiver, appointment or other communication required or permitted hereunder.

(b) All notices shall be in writing and shall be considered given either: (i) when delivered in person to the recipient named below; or (ii) on the date of delivery shown on the return receipt, after deposit in the United States mail in a sealed envelope as either registered or certified mail with return receipt requested, and postage and postal charges prepaid, and addressed to the recipient named below; or (iii) on the date of delivery shown in the records of the transmitting party after transmission by email to the recipient named below. All notices shall be addressed as follows:

If to CITY: City of Stanton Housing Authority
7800 Katella Ave.
Stanton, CA 90680
Attn: Jarad Hildenbrand
Email: jhildenbrand@ci.stanton.ca.us

Copy to: Best Best & Krieger LLP
18101 Van Karman Ave., Suite 1000
Irvine, CA 92614
Attn: Elizabeth W. Hull, Esq.
Email: Elizabeth.hull@bbklaw.com

If to OWNER: KB Home Coastal Inc.
36310 Inland Valley Drive
Wildomar, California 92595
Attn: Steve Ruffner and Lori Schmid
Email: sruffner@kbhome.com; lschmid@kbhome.com

Copy to: KB Home
10990 Wilshire Blvd., 7th Floor
Los Angeles, California 90024
Attn: Phil Darrow and Helene Pappas
Email: pdarrow@kbhome.com; hpappas@kbhome.com

and

Green Steel & Albrecht, LLP
19800 MacArthur Blvd., Suite 1000
Irvine, CA 92612-2433
Attn: Joseph M. Manisco, Esq.
Email: jmanisco@gsaaattorneys.com

(c) Either party may, by notice given at any time, require subsequent notices to be given to another person or entity, whether a party or an officer or representative of a party, or to a different address, or both. Notices given before actual receipt of notice of change shall not be invalidated by the change.

3. DEVELOPMENT OF THE PROPERTY.

3.1 Rights to Develop. Subject to the terms of this Agreement, including the Reservation of Rights, OWNER shall have a vested right to develop the Property in accordance with, and to the extent of, this Agreement. Except as expressly provided otherwise herein, the Project shall remain subject to all Land Use Regulations and Development Approvals, which are in effect on the Effective Date including, without limitation, the permitted uses of the Property, the density and intensity of use, the maximum height and size of proposed buildings, and provisions for reservation and dedication of land for public purposes shall be those set forth in the Land Use Regulations and Development Approvals. Except as expressly provided herein and the Land Use Regulations and Development Approval as of the Effective Date, City shall not impose any additional conditions, fees, or exactions on the Project or increase any fees or exactions. Notwithstanding the foregoing, the City may charge processing fees and increase processing fees in accordance with applicable law.

3.2 Effect of Agreement on Land Use Regulations. Except as otherwise provided under the terms of this Agreement including the Reservation of Rights, the rules, regulations and official policies governing permitted uses of the Property, the density and intensity of use of the Property, the maximum height and size of proposed buildings, and the design, improvement and construction standards and specifications applicable to development of the Property shall be the Land Use Regulations and Development Approvals in effect on the Effective Date.

3.3 Reservation of Rights.

3.3.1 Limitations, Reservations and Exceptions. Notwithstanding any other provision of this Agreement, the following regulations shall apply to the development of the Property:

(a) Processing fees and charges of every kind and nature imposed by CITY to cover the estimated actual costs to CITY of processing applications for Development Approvals or for monitoring compliance with any Development Approvals granted or issued, which shall be those in effect as of the Effective Date.

(b) Procedural regulations relating to hearing bodies, petitions, applications, notices, findings, records, hearings, reports, recommendations, appeals and any other matter of procedure, so long as the same are not inconsistent with those in effect as of the Effective Date.

(c) Regulations, policies and rules governing engineering and construction standards and specifications applicable to public and private improvements, including, without limitation, all uniform codes adopted by the CITY and any local amendments to those codes adopted by the CITY, including, without limitation, the CITY's Building Code, Plumbing Code, Mechanical Code, Electrical Code, and Grading Ordinance.

(d) Regulations that may be in conflict with this Agreement but that are reasonably necessary to protect the residents of the project or the immediate community from a condition perilous to their health or safety. To the extent possible, any such regulations shall be applied and construed so as to provide OWNER with the rights and assurances provided under this Agreement.

(f) Regulations that are not in conflict with this Agreement or the Development Plan. Any regulation, whether adopted by initiative or otherwise, limiting the rate or timing of development of the Property shall be deemed to conflict with the Development Plan and shall therefore not be applicable to the development of the Property.

(g) Regulations that are in conflict with the Development Plan; provided OWNER has, in its sole and absolute discretion, given written consent to the application of such regulations to development of that Property in which the OWNER has a legal or equitable interest.

(h) Regulations that impose, levy, alter or amend fees, charges, or Land Use Regulations relating to consumers or end users, including, without limitation, trash can placement, service charges and limitations on vehicle parking.

(i) Regulations of other public agencies, including Development Impact Fees adopted or imposed by such other public agencies, although collected by CITY.

3.3.2 Subsequent Development Approvals. This Agreement shall not prevent CITY, in acting on subsequent development approvals and to the same extent it would otherwise be authorized to do so absent this Agreement, from applying subsequently adopted or amended Land Use Regulations that do not conflict with this Agreement. CITY shall grant all subsequent permits so long as they are consistent with the Land Use Regulations and Development Approvals.

3.3.3 Modification or Suspension by State or Federal Law. In the event that State, County or Federal laws or regulations, enacted after the Effective Date of this Agreement, prevent or preclude compliance with one or more of the provisions of this Agreement, such provisions of this Agreement shall be modified or suspended as may be necessary to comply with such State, County or Federal laws or regulations; provided, however, that this Agreement shall remain in full force and effect to the extent it is not inconsistent with such laws or regulations and to the extent such laws or regulations do not render such remaining provisions impractical to enforce. If, in the Owner's reasonable determination, the effect of such changes renders the Project financially infeasible, OWNER may terminate is Agreement.

3.3.4 Intent. The parties acknowledge and agree that CITY is restricted in its authority to limit certain aspects of its police power by contract and that the foregoing limitations, reservations and exceptions are intended to reserve to CITY all of its police power that cannot be or are not expressly so limited. This Agreement shall be construed, contrary to its stated terms if necessary, to reserve to CITY all such power and authority that cannot be or is not by this Agreement's express terms so restricted.

3.4 Regulation by Other Public Agencies. It is acknowledged by the parties that other public agencies not within the control of CITY may possess authority to regulate aspects of the development of the Property separately from or jointly with CITY and this Agreement does not limit the authority of such other public agencies.

3.5 Water Supply Planning. To the extent the Development Plan includes one or more tentative maps totaling more than 500 dwelling units, and to the extent the Project, or any part thereof, is not exempt under Government Code Section 66473.7(i), each such tentative map shall comply with the provisions of Government Code Section 66473.7.

3.6 Timing of Development. Because the California Supreme Court held in *Pardee Construction Co. v. City of Camarillo*, 37 Cal. 3d 465 (1984), that the failure of the parties in that case to provide for the timing of development resulted in a later-adopted initiative restricting the timing of development to prevail over the parties' agreement, it is the specific intent of the Parties to provide for the timing of the Project in this Agreement. To do so, the Parties acknowledge and provide that Owner shall have the right, but not the obligation, to complete the Project in such order, at such rate, at such times, and in as many development phases and sub-phases as Owner deems appropriate in its sole subjective business judgment

3.7 Conditions, Covenants and Restrictions. Owner shall have the ability to reserve and record such covenants, conditions, and restrictions (CC&Rs) against the Property as Owner deems appropriate, in its sole and absolute discretion. Such CC&Rs may not conflict with this Agreement or the General Plan. Before recording any CC&Rs, Owner shall provide a copy of the CC&Rs to the CITY for review and approval by the City Attorney. The City Attorney's review shall be limited to determining if the CC&Rs substantially comply with this Agreement. Within thirty (30) days after receiving a copy of the proposed CC&Rs from Owner, the City Attorney shall provide Owner with either (i) a statement that the CC&Rs comply with this Agreement ("CC&R Approval") or (ii) written comments identifying each aspect of the CC&Rs which the City Attorney believes not to be in compliance with this Agreement (a "Statement of

Non-Compliance"). If the City Attorney fails to provide Owner with either CC&R Approval or a Statement of Non-Compliance within thirty (30) days following a written request by Owner, CITY shall be deemed to have approved the CC&Rs and Owner may record the CC&Rs against the Property. If the City Attorney provides a Statement of Non-Compliance, Owner shall have thirty (30) days in which to respond to the Statement of Non-Compliance. Upon submittal of Owner's response, the procedure described above for the initial submittal and City Attorney review of proposed CC&Rs shall again be followed. This procedure shall be followed until Owner either (1) receives CC&R Approval, (2) submits the compliance issues to binding arbitration pursuant to the rules of the American Arbitration Association, (3) files an action for declaratory relief in Orange County Superior Court seeking a judicial determination of the compliance of the proposed CC&Rs, or (4) agreement is otherwise reached between the Parties allowing for the recording of the CC&Rs. The CC&Rs may run with the land and bind Owner's successors and assigns. Except as provided above, any dispute between the Parties regarding the CITY's approval or rejection of the CC&Rs shall be subject to immediate and binding arbitration pursuant to the rules of the American Arbitration Association.

3.8 Approvals and Permits. CITY shall diligently and in good faith comply with the Permit Streamlining Act and shall use its diligent and good faith efforts to cooperate in and expedite the review, comment and approval of plans and the securing of permits.

3.9 Eminent Domain. In the event that, notwithstanding its diligent and good faith efforts, OWNER cannot acquire land necessary for the completion of public improvements or completion of mitigation measures (e.g., street widening, utilities or other off-site improvements) or cannot eliminate any interests of others in the property which is the subject of the Project (e.g., internal rights of way, easements, or diverse property ownerships) which interfere with the completion of such public improvements or mitigation measures, OWNER may request CITY consider utilizing its eminent domain powers to effectuate any needed acquisition. If CITY chooses to proceed, all costs associated with the eminent domain proceedings, including attorney fees and the cost of the acquisition shall be borne by OWNER.

3.9.1 Notwithstanding a request by OWNER for City to utilize its power of eminent domain, CITY hereby retains its sole and unfettered discretion as the use of its eminent domain powers. Nothing in this Agreement shall require CITY to adopt a resolution of necessity regarding the acquisition of property or to acquire any properties by exercise of CITY's power of eminent domain. If CITY considers adoption of a resolution of necessity regarding the acquisition of property and does not adopt such a resolution, OWNER may terminate this Agreement upon seven (7) days' Notice to the CITY, and neither Party shall have liability to the other or any other Person.

3.9.2 Reservation of City Discretion. It is expressly acknowledged, understood and agreed by the Parties that CITY undertakes no obligation to adopt any resolution of necessity, and does not prejudice or commit to any Person regarding the findings and determinations to be made by CITY with respect to any resolution of necessity. In the event of termination, neither OWNER nor CITY shall be in Default under this Agreement and OWNER

may terminate this Agreement upon seven (7) days' Notice to CITY, and neither Party shall have liability to the other or any other Person.

3.9.3 No provision of this Agreement shall be construed to limit or restrict the exercise by CITY of its power of eminent domain.

3.10 Tentative Maps. Pursuant to Government Code Section 66452.6, the duration of all tentative tract maps within the Project approved by the CITY shall be extended to the earlier of ten (10) years after approval by the CITY or the expiration of the term of this Agreement.

4. PUBLIC BENEFITS.

4.1 Intent. The parties acknowledge and agree that development of the Property will result in substantial public needs that will not be fully met by the Development Plan and further acknowledge and agree that this Agreement confers substantial private benefits on OWNER that should be balanced by commensurate public benefits. Accordingly, the parties intend to provide consideration to the public to balance the private benefits conferred on OWNER by providing more fully for the satisfaction of the public needs resulting from the Project.

4.2 Public Benefits. In addition to complying with the Project conditions of approval which are designed to mitigate the significant environmental impacts of the Project, OWNER has committed by this Agreement to contribute to the acquisition, construction and maintenance of certain "Public Benefits." The Public Benefits consist of contributions toward the "Public Facilities" which may include but are not limited to park maintenance, rehabilitation and improvements, public facility upgrades and improvements, street maintenance and improvements, or any other improvement to the public facilities as the CITY deems necessary to provide appropriate facilities and services to the residents of this community and the CITY at large. CITY shall have no obligation to construct the Public Facilities in any particular order or sequence.

4.2.1 CITY Facilities. OWNER shall make contributions towards the acquisition, construction and maintenance of the CITY Facilities, as follows:

(i) Public Benefit Fee. OWNER shall pay a fee in the amount of ten thousand dollars (\$10,000.00) (the "City Facilities Fee") for each residential unit ("Unit") constructed as part of the Project. The City Facilities Fee shall be due at the time a building permit is requested for each Unit, unless a different schedule is mutually agreed upon by the CITY and OWNER.

(ii) Neighborhood Preservation Fee. OWNER shall pay a fee in the amount of one thousand five hundred dollars (\$1,500) (the "Neighborhood Preservation Fee") for each residential unit ("Unit") constructed as part of the Project. The Neighborhood Preservation Fee shall be due at the time a building permit is requested for each Unit, unless a different schedule is mutually agreed upon by the CITY and OWNER.

4.3 Development Impact Fees.

4.3.1 Amount of Fee. The Development Impact Fees set forth in Exhibit "D" shall be charged to the Project.

4.3.2 Time of Payment. The fees required pursuant to Subsection 4.3.1 shall be paid to CITY prior to the issuance of building permits for each residential Unit. No fees shall be payable for building permits issued prior to the Effective Date of this Agreement, but the fees required pursuant to Subsection 4.3.1 shall be paid prior to the re-issuance or extension of any building permit for a residential Unit for which such fees have not previously been paid.

4.3.3 Development Impact Fees; No Increases. The Parties hereby agree that, except as expressly set forth in Exhibit "D", during the term of this Agreement, the Project shall not be subject to the imposition of any City imposed Development Impact Fee that becomes effective after the Effective Date. Notwithstanding anything to the contrary in the Agreement, the OWNER acknowledges that OWNER shall be responsible for the payment of development impact fees imposed or required by other public agencies, including County or regional agencies.

4.3.4 Prepayment. In no event shall the prepayment of any Development Impact Fees required hereunder establish a vested right on the part of OWNER or any other owner of the Property or any person or entity with an interest therein to develop the Project or the Property following the expiration, cancellation or termination of the Term of this Agreement, provided, however the prepayment of any Development Impact Fees required hereunder for any particular Unit shall satisfy in full OWNER's obligation to pay such Development Impact Fees for such Unit and any subsequent increase in the amount of such Development Impact Fees as to such Unit shall not be applicable to it. Following the expiration, cancellation or termination of this Agreement, unless Development Impact Fees have been previously paid by OWNER as to any particular Unit, in which event OWNER's obligation to pay such Development Impact Fees as to such Unit shall be satisfied in full, all Development Impact Fees then in effect shall be applicable to the Project and Property notwithstanding any provision of this Agreement and notwithstanding any increase or amendment of any Development Impact Fee, or any combination thereof. Nothing contained in this Subsection 4.3.4 shall be construed as limiting the right of OWNER to a credit against any Development Impact Fees as set forth in Section **Error! Reference source not found.** hereof.

4.4 Dedication of On-Site Easements and Rights of Way. OWNER shall dedicate to CITY all on-site rights of way and easements deemed necessary for public improvements, in CITY's reasonable discretion, within 15 days of receipt of written demand from CITY.

4.5 Timing of Construction of Off-Site Infrastructure. Approval of any building permits on the Property shall be conditioned upon CITY's determination, in its reasonable discretion, that sufficient progress is being made on construction of off-site infrastructure serving development of OWNER's Property.

4.6 OWNER acknowledges and agrees that the amount of the fees set forth in Sections 4.2 and 4.3 are negotiated fees and not adopted as part of a greater fee program within the City. OWNER waives any right to challenge the mode of imposition of these fees, the amount of these fees or application of these fees to this Project. OWNER hereby acknowledges that it has read and is familiar with the provisions of California Civil Code Section 1542, which

is set forth below:

"A GENERAL RELEASE DOES NOT EXTEND TO CLAIMS THAT THE CREDITOR OR RELEASING PARTY DOES NOT KNOW OR SUSPECT TO EXIST IN HIS OR HER FAVOR AT THE TIME OF EXECUTING THE RELEASE AND THAT, IF KNOWN BY HIM OR HER, WOULD HAVE MATERIALLY AFFECTED HIS OR HER SETTLEMENT WITH THE DEBTOR OR RELEASED PARTY."

By initialing below, OWNER hereby waives the provisions of Section 1542 in connection with the matters that are the subject of the foregoing waivers and releases.

Owner's Initials

5. FINANCING OF PUBLIC IMPROVEMENTS. OWNER may propose, and if requested by CITY shall cooperate in, the formation of any special assessment district, community facilities district or alternate financing mechanism to pay for the construction and/or maintenance and operation of public infrastructure facilities required as part of the Development Plan. To the extent any such district or other financing entity is formed and sells bonds in order to finance such reimbursements, OWNER may be reimbursed to the extent that OWNER spends funds, including, without limitation, Development Impact Fees, or dedicates land for the establishment of public facilities. Notwithstanding the foregoing, it is acknowledged and agreed by the parties that nothing contained in this Agreement shall be construed as requiring CITY or the City Council to form any such district or to issue and sell bonds.

6. REVIEW FOR COMPLIANCE.

6.1 Periodic Review. The CITY shall review this Agreement annually, on or before the anniversary of the Effective Date, in order to ascertain the compliance by OWNER with the terms of the Agreement. OWNER shall submit an Annual Monitoring Report, in a form acceptable to the City Manager, within thirty (30) days after written notice from the City Manager. The Annual Monitoring Report shall be accompanied by an annual review and administration fee sufficient to defray the estimated costs of review and administration of the Agreement during the succeeding year. The amount of the annual review and administration fee shall be set annually by resolution of the City Council.

6.2 Special Review. The City Council may order a special review of compliance with this Agreement at any time. The City Manager, or his or her designee, shall conduct such special reviews.

6.3 Procedure.

(a) During either a periodic review or a special review, OWNER shall be

required to demonstrate good faith compliance with the terms of the Agreement. The burden of proof on this issue shall be on OWNER.

(b) Upon completion of a periodic review or a special review, the City Manager, or his or her designee, shall submit a report to the Planning Commission setting forth the evidence concerning good faith compliance by OWNER with the terms of this Agreement and his or her recommended finding on that issue.

(c) If the Planning Commission finds and determines on the basis of substantial evidence that OWNER has complied in good faith with the terms and conditions of this Agreement, the review shall be concluded.

(d) If the Planning Commission finds and determines on the basis of substantial evidence that OWNER has not complied in good faith with the terms and conditions of this Agreement, the Commission may recommend to the City Council modification or termination of this Agreement. OWNER may appeal a Planning Commission determination pursuant to this Section 6.3(d) pursuant to CITY's rules for consideration of appeals in zoning matters then in effect. Notice of default as provided under Section 7.3 of this Agreement shall be given to OWNER prior to or concurrent with proceedings under Section 6.4 and Section 6.5.

6.4 Proceedings Upon Modification or Termination. If, upon a finding under Section 6.3, CITY determines to proceed with modification or termination of this Agreement, CITY shall give written notice to OWNER of its intention so to do. The notice shall be given at least ten (10) calendar days prior to the scheduled hearing and shall contain:

- (a) The time and place of the hearing;
- (b) A statement as to whether or not CITY proposes to terminate or to modify the Agreement; and,
- (c) Such other information that the CITY considers necessary to inform OWNER of the nature of the proceeding.

6.5 Hearing on Modification or Termination. At the time and place set for the hearing on modification or termination, OWNER shall be given an opportunity to be heard. OWNER shall be required to demonstrate good faith compliance with the terms and conditions of this Agreement. The burden of proof on this issue shall be on OWNER. If the City Council finds, based upon substantial evidence, that OWNER has not complied in good faith with the terms or conditions of the Agreement, the City Council may terminate this Agreement or modify this Agreement and impose such conditions as are reasonably necessary to protect the interests of the CITY. The decision of the City Council shall be final.

6.6 Certificate of Agreement Compliance. If, at the conclusion of a Periodic or Special Review, OWNER is found to be in compliance with this Agreement, CITY shall, upon request by OWNER, issue a Certificate of Agreement Compliance ("Certificate") to OWNER

stating that after the most recent Periodic or Special Review and based upon the information known or made known to the City Manager and City Council that: (1) this Agreement remains in effect; and (2) OWNER is not in default. The Certificate shall be in recordable form, shall contain information necessary to communicate constructive record notice of the finding of compliance, shall state whether the Certificate is issued after a Periodic or Special Review and shall state the anticipated date of commencement of the next Periodic Review. OWNER may record the Certificate with the County Recorder.

Whether or not the Certificate is relied upon by assignees or other transferees or OWNER, CITY shall not be bound by a Certificate if a default existed at the time of the Periodic or Special Review, but was concealed from or otherwise not known to the City Manager or City Council.

7. DEFAULT AND REMEDIES.

7.1 Remedies in General. It is acknowledged by the parties that neither CITY nor OWNER would have entered into this Agreement if it were to be liable in damages under this Agreement, or with respect to this Agreement or the application thereof. In general, each of the parties hereto may pursue any remedy at law or equity available for the breach of any provision of this Agreement, except that CITY shall not be liable in damages to OWNER and OWNER shall not be liable in damages to CITY, or to any successor in interest of OWNER, CITY, or to any other person or entity, and OWNER and CITY covenant not to sue for damages or claim any damages:

(a) For any breach of this Agreement or for any cause of action that arises out of this Agreement; or

(b) For the taking, impairment or restriction of any right or interest conveyed or provided under or pursuant to this Agreement; or

(c) Arising out of or connected with any dispute, controversy or issue regarding the application or interpretation or effect of the provisions of this Agreement.

(d) Notwithstanding the foregoing, each Party may sue for specific performance under this Agreement and in the event of an action or proceeding for a declaration of the rights of the parties under this Agreement, for injunctive relief, for an alleged breach or default of, or any other action arising out of, this Agreement, or the transactions contemplated hereby, the non-defaulting party or prevailing party shall be entitled to its actual attorneys' fees and to any court costs incurred, in addition to any other relief awarded.

7.2 Release. Except for non-monetary remedies and as set forth in the preceding Section 7.1(d), OWNER and CITY, each for itself, its successors and assignees, hereby releases the other, its officers, agents and employees from any and all claims, demands, actions, or suits of any kind or nature arising out of any liability, known or unknown, present or future, including, but not limited to, any claim or liability, including, any claim or liability of CITY based or asserted, pursuant to Article I, Section 19 of the California Constitution, the Fifth and Fourteenth

Amendments to the United States Constitution, or any other law or ordinance which seeks to impose any other liability or damage, whatsoever, upon CITY because it entered into this Agreement or because of the terms of this Agreement. OWNER and CITY each hereby acknowledge that it has read and is familiar with the provisions of California Civil Code Section 1542, which is set forth below:

"A GENERAL RELEASE DOES NOT EXTEND TO CLAIMS THAT THE CREDITOR OR RELEASING PARTY DOES NOT KNOW OR SUSPECT TO EXIST IN HIS OR HER FAVOR AT THE TIME OF EXECUTING THE RELEASE AND THAT, IF KNOWN BY HIM OR HER, WOULD HAVE MATERIALLY AFFECTED HIS OR HER SETTLEMENT WITH THE DEBTOR OR RELEASING PARTY."

By initialing below, OWNER and CITY hereby waive the provisions of Section 1542 in connection with the matters that are the subject of the foregoing waivers and releases.

Owner's Initials

City's Initials

7.3 Termination or Modification of Agreement for Default of OWNER. CITY may terminate or modify this Agreement for any failure of OWNER to perform any material duty or obligation of OWNER under this Agreement, or to comply in good faith with the terms of this Agreement (hereinafter referred to as "default"); provided, however, CITY may terminate or modify this Agreement pursuant to this Section only after providing written notice to OWNER of default setting forth the nature of the default and the actions, if any, required by OWNER to cure such default and, where the default can be cured, OWNER has failed to take such actions and cure such default within sixty (60) days after the effective date of such notice or, in the event that such default cannot be cured within such sixty (60) day period but can be cured within a longer time, has failed to commence the actions necessary to cure such default within such sixty (60) day period and to diligently proceed to complete such actions and cure such default.

7.4 Termination of Agreement for Default of CITY. OWNER may terminate this Agreement only in the event of a default (as defined in Section 7.3 above) by CITY (and only after providing written notice to CITY of default setting forth the nature of the default and the actions, if any, required by CITY to cure such default and, where the default can be cured, CITY has failed to take such actions and cure such default within sixty (60) days after the effective date of such notice or, in the event that such default cannot be cured within such sixty (60) day period but can be cured within a longer time, has failed to commence the actions necessary to cure such default within such sixty (60) day period and to diligently proceed to complete such actions and cure such default.

8. LITIGATION.

8.1 Third Party Litigation Concerning Agreement. OWNER shall defend, at its expense, including attorneys' fees, indemnify, and hold harmless CITY, its agents, officers and

employees from any claim, action or proceeding against CITY, its agents, officers, or employees to attack, set aside, void, or annul the approval of this Agreement, the approval of any permit granted pursuant to this Agreement, and any claim, action, proceeding or determination arising from the land use entitlements relating to this Project, including this Development Agreement and in connection with the remediation of any oil well that may be located on the Property. CITY shall promptly notify OWNER of any claim, action, proceeding or determination included within this Section 8.1, and CITY shall cooperate in the defense. If CITY fails to promptly notify OWNER of any such claim, action, proceeding or determination, or if CITY fails to cooperate in the defense, OWNER shall not thereafter be responsible to defend, indemnify, or hold harmless CITY. CITY may in its discretion participate in the defense of any such claim, action, proceeding or determination.

8.2 Environmental Assurances. OWNER shall indemnify and hold CITY, its officers, agents, and employees free and harmless from any liability, based or asserted, upon any act or omission of OWNER, its officers, agents, employees, subcontractors, predecessors in interest, successors, assigns and independent contractors for any violation of any federal, state or local law, ordinance or regulation relating to industrial hygiene or to environmental conditions on, under or about the Property, including, but not limited to, soil and groundwater conditions, and OWNER shall defend, at its expense, including attorneys' fees, CITY, its officers, agents and employees in any action based or asserted upon any such alleged act or omission, including the remediation of any oil well that may be located on the Property. CITY may in its discretion participate in the defense of any such action. The foregoing defense and indemnity obligations, however, shall not apply to any condition of the Property which existed prior to OWNER's acquisition of it unless exacerbated by any act or omission of OWNER.

8.3 Reservation of Rights. With respect to Section 8.1 and Section 8.2 herein, CITY reserves, the right to either (1) approve the attorney(s) that the indemnifying party selects, hires or otherwise engages to defend the indemnified party hereunder, which approval shall not be unreasonably withheld, or (2) conduct its own defense; provided, however, that the indemnifying party shall reimburse the indemnified party forthwith for any and all reasonable expenses incurred for such defense, including attorneys' fees, upon billing and accounting therefor.

8.4 Challenge to Existing Land Use Approvals. By accepting the benefits of this Agreement, OWNER, on behalf of itself and its successors in interest, hereby expressly agrees and covenants not to sue or otherwise challenge any land use approval affecting the Property and in effect as of the Effective Date. Such agreement and covenant includes, without limitation, the covenant against any direct suit by OWNER or its successor in interest, or any participation, encouragement or involvement whatsoever that is adverse to CITY by OWNER or its successor in interest, other than as part of required response to lawful orders of a court or other body of competent jurisdiction. OWNER hereby expressly waives, on behalf of itself and its successors in interest, any claim or challenge to any land use approval affecting the Property and in effect as of the Effective Date. In the event of any breach of the covenant or waiver contained herein, CITY shall, in addition to any other remedies provided for at law or in equity, be entitled to:

- (a) unless previously paid as to any particular Units, impose and recover (at any time, including after sale to a member of the public or other ultimate user) from the

party breaching such covenant or waiver, the full amount of Development Impact Fees that the breaching party would have been required to pay in the absence of this Development Agreement; and

- (b) impose any subsequently adopted land use regulation on those land use approvals for which the breaching party had not, as of the time of such breach, obtained a building permit.

OWNER hereby acknowledges that it has read and is familiar with the provisions of California Civil Code Section 1542, which is set forth below:

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

By initialing below, OWNER hereby waives the provisions of Section 1542 in connection with the matters that are the subject of the foregoing waivers and releases.

Owner's Initials

8.5 Survival. The provisions of Sections 8.1 through 8.4, inclusive, shall survive the termination of this Agreement.

9. MORTGAGEE PROTECTION.

The parties hereto agree that this Agreement shall not prevent or limit OWNER, in any manner, at OWNER's sole discretion, from encumbering the Property or any portion thereof or any improvement thereon by any mortgage, deed of trust or other security device securing financing with respect to the Property. CITY acknowledges that the lenders providing such financing may require certain Agreement interpretations and modifications and agrees upon request, from time to time, to meet with OWNER and representatives of such lenders to negotiate in good faith any such request for interpretation or modification. CITY will not unreasonably withhold its consent to any such requested interpretation or modification provided such interpretation or modification is consistent with the intent and purposes of this Agreement. Any Mortgagee of the Property shall be entitled to the following rights and privileges:

(a) Neither entering into this Agreement nor a breach of this Agreement shall defeat, render invalid, diminish or impair the lien of any mortgage on the Property made in good faith and for value, unless otherwise required by law.

(b) The Mortgagee of any mortgage or deed of trust encumbering the

Property, or any part thereof, which Mortgagee, has submitted a request in writing to the CITY in the manner specified herein for giving notices, shall be entitled to receive written notification from CITY of any default by OWNER in the performance of OWNER's obligations under this Agreement.

(c) If CITY timely receives a request from a mortgagee requesting a copy of any notice of default given to OWNER under the terms of this Agreement, CITY shall provide a copy of that notice to the Mortgagee within ten (10) days of sending the notice of default to OWNER. The Mortgagee shall have the right, but not the obligation, to cure the default during the remaining cure period allowed such party under this Agreement.

(d) Any Mortgagee who comes into possession of the Property, or any part thereof, pursuant to foreclosure of the mortgage or deed of trust, or deed in lieu of such foreclosure, shall take the Property, or part thereof, subject to the terms of this Agreement. Notwithstanding any other provision of this Agreement to the contrary, no Mortgagee shall have an obligation or duty under this Agreement to perform any of OWNER's obligations or other affirmative covenants of OWNER hereunder, or to guarantee such performance; provided, however, that to the extent that any covenant to be performed by OWNER is a condition precedent to the performance of a covenant by CITY, the performance thereof shall continue to be a condition precedent to CITY's performance hereunder, and further provided that any sale, transfer or assignment by any Mortgagee in possession shall be subject to the provisions of Section 2.5 of this Agreement.

10. MISCELLANEOUS PROVISIONS.

10.1 Recordation of Agreement. This Agreement and any amendment or cancellation thereof shall be recorded with the Orange County Recorder by the Clerk of the City Council within ten (10) days after the CITY enters into the Agreement, in accordance with Section 65868.5 of the Government Code. If the parties to this Agreement or their successors in interest amend or cancel this Agreement, or if the CITY terminates or modifies this Agreement as provided herein for failure of the OWNER to comply in good faith with the terms and conditions of this Agreement, the City Clerk shall have notice of such action recorded with the Orange County Recorder.

10.2 Entire Agreement. This Agreement sets forth and contains the entire understanding and agreement of the parties, and there are no oral or written representations, understandings or ancillary covenants, undertakings or agreements that are not contained or expressly referred to herein. No testimony or evidence of any such representations, understandings or covenants shall be admissible in any proceeding of any kind or nature to interpret or determine the terms or conditions of this Agreement.

10.3 Severability. If any term, provision, covenant or condition of this Agreement shall be determined invalid, void or unenforceable, the remainder of this Agreement shall not be affected thereby to the extent such remaining provisions are not rendered impractical to perform taking into consideration the purposes of this Agreement. Notwithstanding the foregoing, the provision of the Public Benefits set forth in Section 4 of this Agreement, including the payment

of the Development Impact Fees set forth therein, are essential elements of this Agreement and CITY would not have entered into this Agreement but for such provisions, and therefore in the event such provisions are determined to be invalid, void or unenforceable, this entire Agreement shall be null and void and of no force and effect whatsoever.

10.4 Interpretation and Governing Law. This Agreement and any dispute arising hereunder shall be governed and interpreted in accordance with the laws of the State of California. This Agreement shall be construed as a whole according to its fair language and common meaning to achieve the objectives and purposes of the parties hereto, and the rule of construction to the effect that ambiguities are to be resolved against the drafting party shall not be employed in interpreting this Agreement, all parties having been represented by counsel in the negotiation and preparation hereof.

10.5 Section Headings. All section headings and subheadings are inserted for convenience only and shall not affect any construction or interpretation of this Agreement.

10.6 Singular and Plural. As used herein, the singular of any word includes the plural.

10.7 Joint and Several Obligations. If at any time during the Term of this Agreement the Property is owned, in whole or in part, by more than one OWNER, all obligations of such OWNERS under this Agreement shall be joint and several, and the default of any such OWNER shall be the default of all such OWNERS. Notwithstanding the foregoing, no OWNER of a single lot that has been finally subdivided and sold to such OWNER as a member of the general public or otherwise as an ultimate user shall have any obligation under this Agreement except as expressly provided for herein.

10.8 Time of Essence. Time is of the essence in the performance of the provisions of this Agreement as to which time is an element.

10.9 Waiver. Failure by a party to insist upon the strict performance of any of the provisions of this Agreement by the other party, or the failure by a party to exercise its rights upon the default of the other party, shall not constitute a waiver of such party's right to insist and demand strict compliance by the other party with the terms of this Agreement thereafter.

10.10 No Third Party Beneficiaries. This Agreement is made and entered into for the sole protection and benefit of the parties and their successors and assigns. No other person shall have any right of action based upon any provision of this Agreement.

10.11 Force Majeure. Neither party shall be deemed to be in default where failure or delay in performance of any of its obligations under this Agreement is caused by floods, earthquakes, other Acts of God, fires, wars, riots or similar hostilities, strikes, walk-outs, boycotts, similar obstructive actions or other labor difficulties beyond the party's control, government regulations, court actions (such as restraining orders or injunctions), market wide shortages of labor, materials or supplies, delays caused by the CITY, any utility company, or other governmental or quasi-governmental entities in approving entitlements, permits, and other authorizations as well as conducting inspections needed for timely completion of a party's

obligations, provided that neither the ordinary and customary processing time shall not be considered a delay; and other similar matters or causes beyond the reasonable control of a party but excluding such party's financial inability to perform the obligation. If any such events shall occur, the Term of this Agreement and the time for performance by either party of any of its obligations hereunder may be extended by the written agreement of the parties for the period of time that such events prevented such performance, provided that the Term of this Agreement shall not be extended for more than five (5) additional years under any circumstances.

10.12 Mutual Covenants. The covenants contained herein are mutual covenants and also constitute conditions to the concurrent or subsequent performance by the party benefited thereby of the covenants to be performed hereunder by such benefited party.

10.13 Successors in Interest. The burdens of this Agreement shall be binding upon, and the benefits of this Agreement shall inure to, all successors in interest to the parties to this Agreement. All provisions of this Agreement shall be enforceable as equitable servitudes and constitute covenants running with the land. Each covenant to do or refrain from doing some act hereunder with regard to development of the Property: (a) is for the benefit of and is a burden upon every portion of the Property; (b) runs with the Property and each portion thereof; and (c) is binding upon each party and each successor in interest during ownership of the Property or any portion thereof.

10.14 Counterparts. This Agreement may be executed by the parties in counterparts, which counterparts shall be construed together and have the same effect as if all of the parties had executed the same instrument.

10.15 Jurisdiction and Venue. Any action at law or in equity arising under this Agreement or brought by a party hereto for the purpose of enforcing, construing or determining the validity of any provision of this Agreement shall be filed and tried in the Superior Court of the County of Orange, State of California, and the parties hereto waive all provisions of law providing for the filing, removal or change of venue to any other court.

10.16 Project as a Private Undertaking. It is specifically understood and agreed by and between the parties hereto that the development of the Project is a private development, that neither party is acting as the agent of the other in any respect hereunder, and that each party is an independent contracting entity with respect to the terms, covenants and conditions contained in this Agreement. No partnership, joint venture or other association of any kind is formed by this Agreement. The only relationship between CITY and OWNER is that of a government entity regulating the development of private property and the owner of such property.

10.17 Further Actions and Instruments. Each of the parties shall cooperate with and provide reasonable assistance to the other to the extent contemplated hereunder in the performance of all obligations under this Agreement and the satisfaction of the conditions of this Agreement. Upon the request of either party at any time, the other party shall promptly execute and file or record such required instruments and writings and take any actions as may be reasonably necessary under the terms of this Agreement to carry out the intent and to fulfill the

provisions of this Agreement or to evidence or consummate the transactions contemplated by this Agreement.

10.18 Agent for Service of Process. In the event OWNER is not a resident of the State of California or it is an association, partnership or joint venture without a member, partner or joint venturer resident of the State of California, or it is a foreign corporation, then in any such event, OWNER shall file with the City Manager, upon its execution of this Agreement, a designation of a natural person residing in the State of California, giving his or her name, residence and business addresses, as its agent for the purpose of service of process in any court action arising out of or based upon this Agreement, and the delivery to such agent of a copy of any process in any such action shall constitute valid service upon OWNER. If for any reason service of such process upon such agent is not feasible, then in such event OWNER may be personally served with such process and such service shall constitute valid service upon OWNER. OWNER is amenable to the process so served, submits to the jurisdiction of the Court so obtained and waives any and all objections and protests thereto.

10.19 Authority to Execute. The person or persons executing this Agreement on behalf of OWNER warrants and represents that he or she/they have the authority to execute this Agreement on behalf of his or her/their corporation, partnership or business entity and warrants and represents that he or she/they has/have the authority to bind OWNER to the performance of its obligations hereunder.

SIGNATURE PAGE FOLLOWS

IN WITNESS WHEREOF, the parties hereto have executed this Development Agreement on the last day and year set forth below.

OWNER

KB HOME COASTAL INC.,
a California corporation

By: _____
Name: Stephen J. Ruffner
Its: President

Dated: _____

CITY

CITY OF STANTON, a California
municipal corporation

By: _____
Mayor

Dated: _____

ATTEST:

By: _____
City Clerk

APPROVED AS TO LEGAL FORM:

BEST BEST & KRIEGER LLP

City Attorney

EXHIBIT "A"

(Legal Description of the Property)

Real property in the City of Stanton, County of Orange, State of California, described as follows:

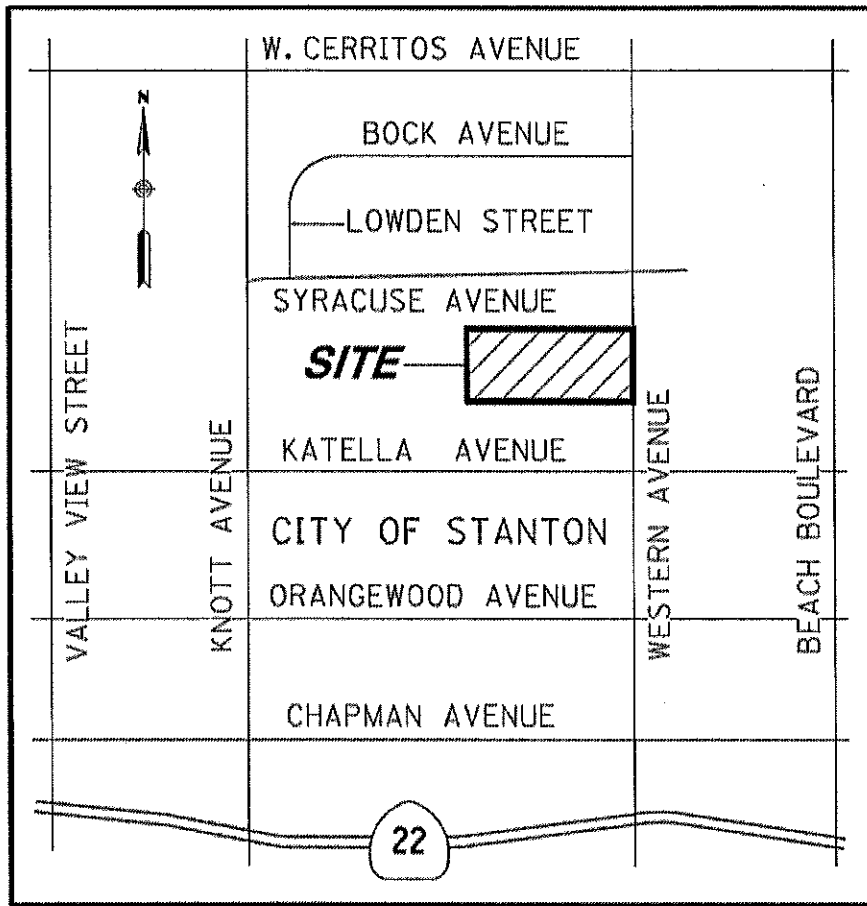
THAT PORTION OF THE NORTH 5 ACRES OF THE EAST 10 ACRES OF THE SOUTH HALF OF THE SOUTHEAST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 23, TOWNSHIP 4 SOUTH, RANGE 11 WEST, IN THE RANCHO LOS COYOTES, AS SHOWN ON A MAP RECORDED IN BOOK 51, PAGE 11, MISCELLANEOUS MAPS, RECORDS OF SAID ORANGE COUNTY, LYING EASTERLY OF THE NORTHERLY PROLONGATION OF THE WESTERLY LINE OF THE LAND DESCRIBED IN DEED TO JOSEPH SHUMWAY AND WIFE, RECORDED APRIL 6, 1953, IN BOOK 2482, PAGE 99, OFFICIAL RECORDS.

EXCEPT THE SOUTH 145.00 FEET THEREOF.

APN: 079-371-17

Exhibit A

EXHIBIT "B"
PROPERTY LOCATION



RICK ENGINEERING
JN 18554

**KB HOME - LIGHTHOUSE
STANTON, CA**

NO SCALE
DATE: 12-2-19

Exhibit B

12-3-19

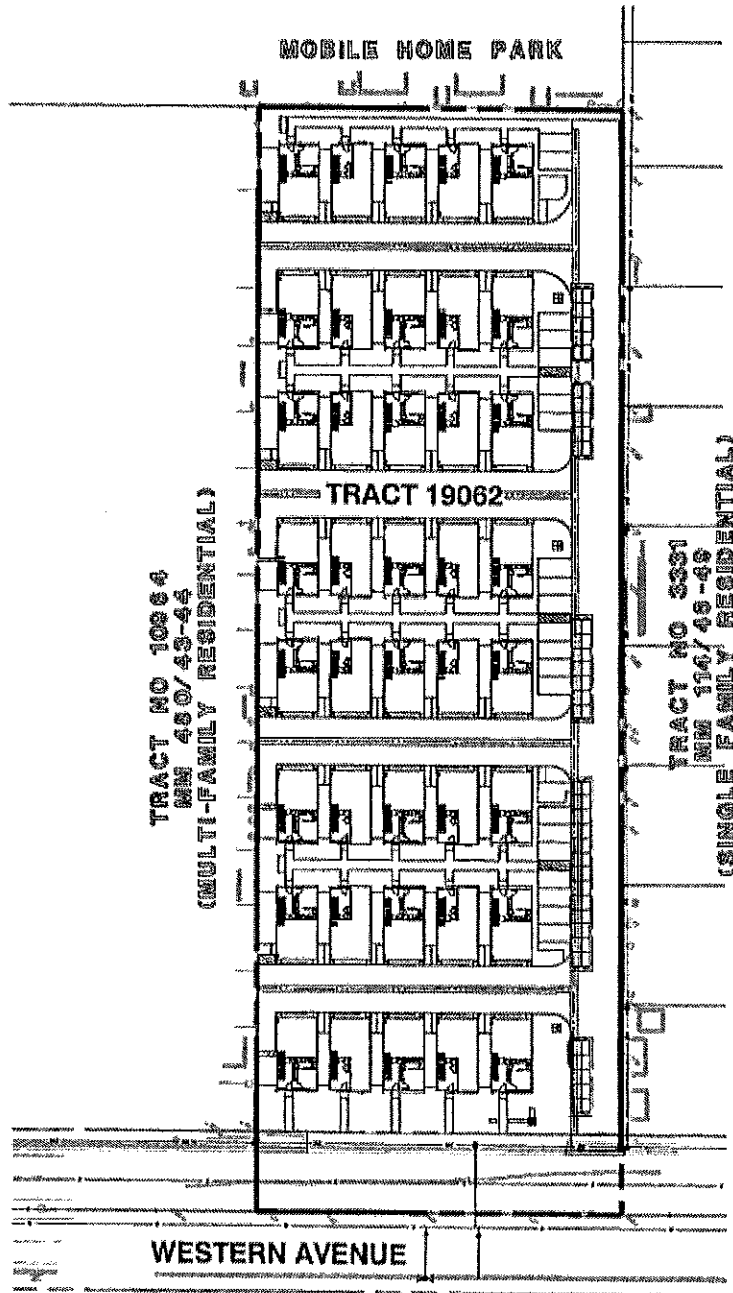
55414.00203\32557426.1

Exhibit C

12-3-19

55414.00203\32557426.1

EXHIBIT "C"
DEVELOPMENT PLAN



**KB HOME - LIGHTHOUSE
 STANTON, CA**

RICK ENGINEERING
 JN 18554

SCALE: 1"=80'
 DATE: 12-2-19

Exhibit C

Exhibit C

12-3-19

55414.00203\32557426.1

EXHIBIT "D"

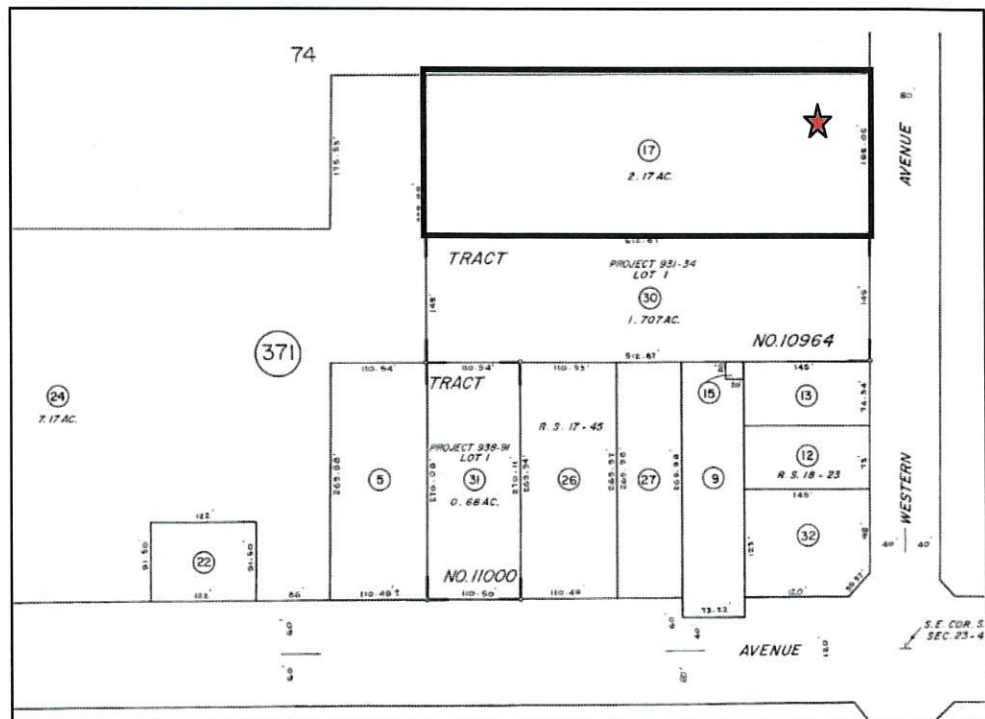
(Development Impact Fees)

| <u>Development Impact Fee</u> | <u>Per Unit Amount</u> |
|-------------------------------|------------------------|
| Street Fee | \$398 |
| Traffic Signal Fee | \$89 |
| Community Center | \$295 |
| Police Facilities | \$267 |
| Park in Lieu Fee | \$11,173 |

Exhibit D

12-9-19

55414.00203\32557426.1



Attachment D

B. Project Description

The subject property is a 2.35 acre parcel located at 10871 Western Ave, Stanton, CA 90680, and is currently used as the Lighthouse Community Church. The property is approximately a quarter mile north of the intersection of Katella Avenue and Western Avenue, which are identified as primary and secondary corridors that run through the City of Stanton. A range of businesses are located at this intersection that support and serve the surrounding neighborhoods. Stanton Central Park is located approximately a quarter mile north of the property and provides a range of amenities for the community and its residents. There are sidewalks and bike lanes that provide residents convenient and safe access to these amenities and services.

The subject property is surrounded by a mixture of residential uses with a range of densities. Sites to the north of the subject property are predominantly traditional single-family detached homes; sites to the west are part of a mobile-home development, while sites to the south and east are higher density multi-family developments. Existing infrastructure on Western Avenue provides access to the property, and utilities are conveniently located in Western Avenue to serve the property.

The subject property is zoned High Density Residential (RH), which aligns with the High Density Residential Land Use Designation for the property in the City of Stanton's General Plan. High Density Residential is appropriate for the area, as reflected in the existing multi-family developments.

The proposed project involves the demolition of the existing structures on site and the development of forty (40) single-family detached condominiums, the units will be a mixture of three (3) and four (4) bedrooms, which include a small private open space. All units will not exceed the allowable height of 3-stories. Small common areas are provided, as well as landscaped common spaces between buildings to enhance resident interaction and experiences. All parking for the project will be on-site and for the use of residents and their guests. Homes will feature either two (2) or three (3) car garages, and a total of 26 guest spaces will be provided, with the majority located along the main driveway access. Landscaping elements are incorporated throughout the design of the site to provide buffers for residents and surrounding land uses.

The proposed project will utilize the Planned Development Permit (PDP) to allow for flexibility in development standards and create a high quality product that aligns with the Goals, Strategies and Actions of the City of Stanton's General Plan. These include, but are not limited to, adding to the range of housing types in the area, supporting infill development and enhancing the image of the area and the City of Stanton as a whole. The design features discussed in this project description and throughout this narrative, respond to the site and the adjacent land uses, providing transitions between the different densities and development types in the area while also creating a unique alternative housing option for residents in the City of Stanton. The Planned Development Permit and project is discussed in more depth below.

Attachment E

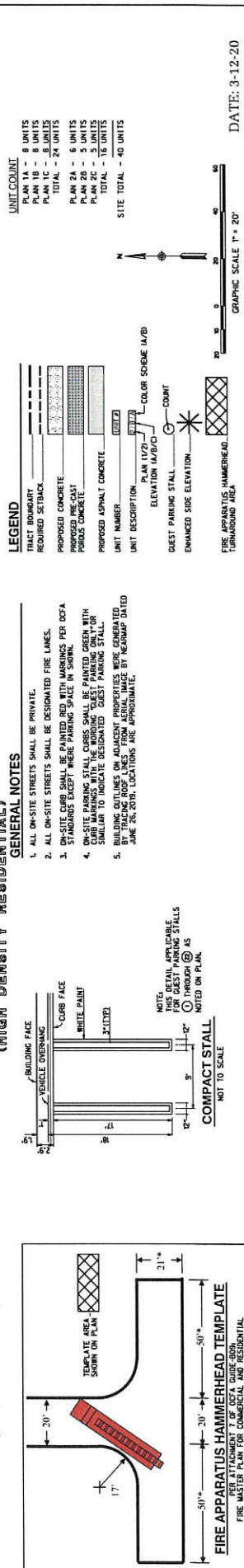




STREET SCENE ON WESTERN AVENUE

00-ALL-001-01

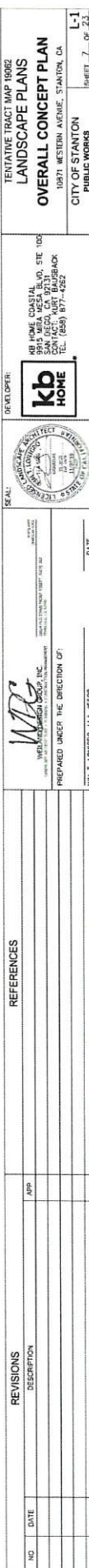


KB HOME, CORP.
910 W. WILSON AVENUE, SUITE 100
SAN ANTONIO, TEXAS 78207
TEL: (214) 577-4200



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|--|--|---|--|--|--|-------------------------------------|--|
| TENTATIVE TRACT MAP 19882 PRECISE PLAN OF DEVELOPMENT SITE PLAN 10011 WESTERN AVENUE, STANTON, CA CITY OF STANTON PUBLIC HEARINGS | | DEVELOPMENT 435 HOME COASTAL 5915 MUNI MESA BLVD. SAN DIEGO, CA 92131 TEL: (619) 871-4262 | | 4-19551 50441   | | PRELIMINARY NOT FOR CONSTRUCTION | |
| DATED JANUARY 1, 2017 | | REFERENCES | | 1. PREPARED UNDER THE DIRECTION OF: BARRY J. CORBIN, REC #46568 | | DATE | |
| NO. | | DATE | | DESCRIPTION | | APP. | |
| 1 | | 10/11/18 | | 1ST SUBMITTAL | | | |
| 2 | | 01/14/20 | | 2ND SUBMITTAL | | | |
| 3 | | 03/12/20 | | 3RD SUBMITTAL - PLANNING COMMISSION COMMENTS | | | |

[illegible]

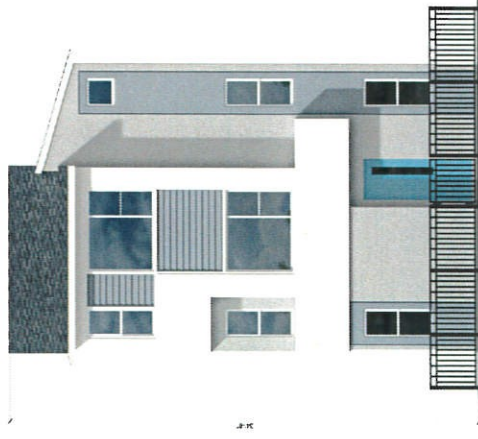




Elevation 'A'






Elevation 'B'

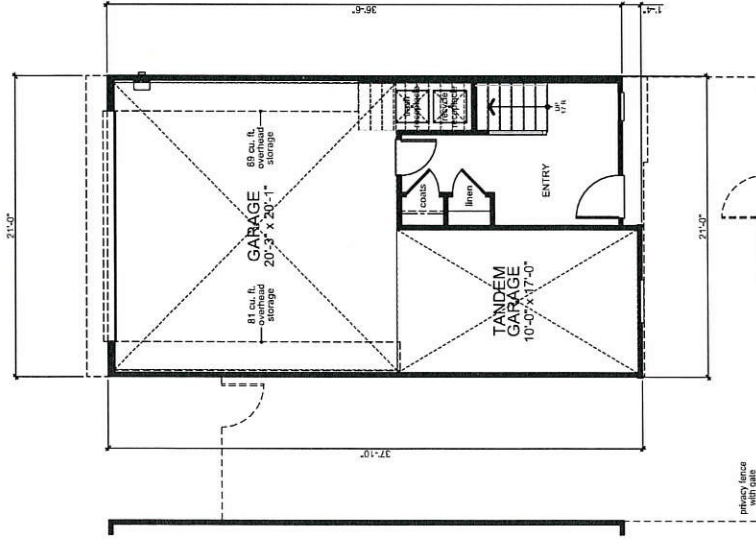


Elevation 'C'

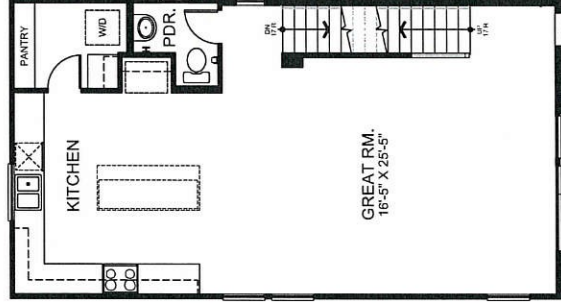
| REVISIONS | | REFERENCES | |
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| PREPARED UNDER THE DIRECTION OF:  ERIC R. HOGEST, AIA #C-28487 | | 03/13/20 DATE |
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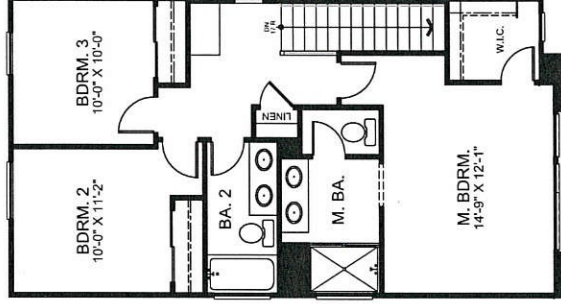
| | | |
|--|--|--|
| SEAL:  | DEVELOPER:  100 HOME COASTAL 9015 MIRIA WALKER BLVD., STE. 100 COSTA MESA, CA 92626 CONTACT: JEFF BAUSBAUGH TEL: (866) 877-4282 | TENTATIVE TRACT MAP 19062 PRECISE PLAN OF DEVELOPMENT PLAN 1 - FRONT ELEVATIONS 10071 WESTERN AVENUE, STANTON, CA CITY OF STANTON PUBLIC WORKS SHEET 9 OF 23 A1 |
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First Floor Plan 'A'



Second Floor Plan 'A'



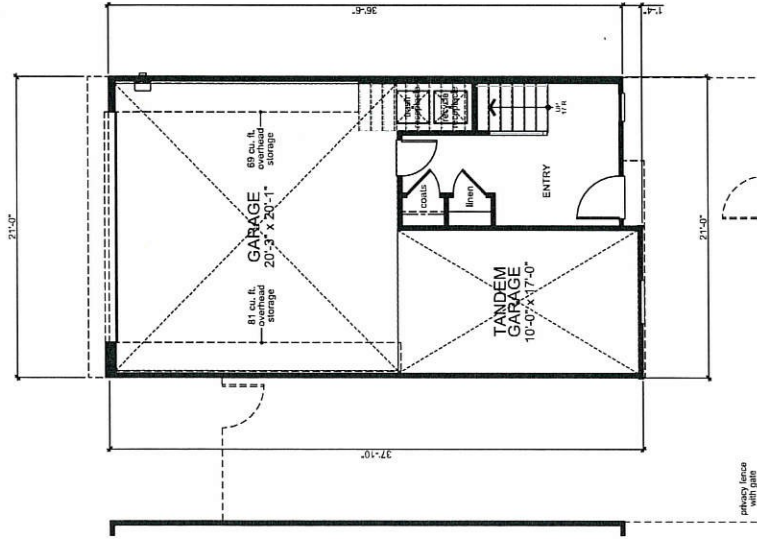
Third Floor Plan 'A'

| SQUARE FOOTAGE | |
|-------------------|--------------|
| FIRST FLOOR AREA | 505 SQ. FT. |
| SECOND FLOOR AREA | 511 SQ. FT. |
| THIRD FLOOR AREA | 511 SQ. FT. |
| TOTAL AREA | 1527 SQ. FT. |

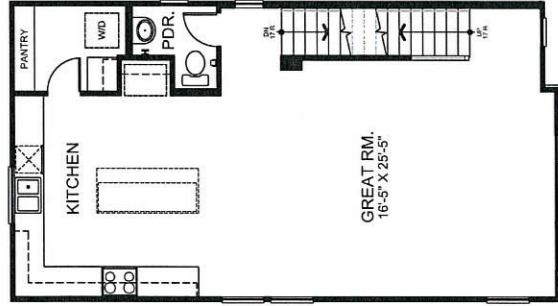
*NOTE: Precise location of fences, trash bins and service doors to be determined on Civil & Architectural drawings.

| REVISIONS | | REFERENCES | |
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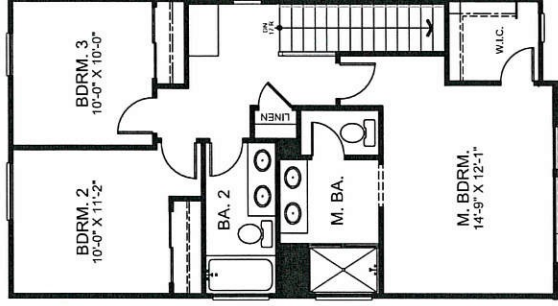
| | | |
|---|--|--|
| <p>DEVELOPER: kb HOME</p> <p>1001 WESTERN AVENUE, SUITE 100 CITY OF STANTON, CA 92687 TEL: (949) 877-4282</p> | | <p>TENTATIVE TRACT MAP 18662</p> <p>PRECISE PLAN OF DEVELOPMENT</p> <p>PLAN 1 - FLOOR PLANS 'A'</p> <p>CITY OF STANTON</p> <p>PUBLIC WORKS</p> <p>SHEET 10 OF 23</p> |
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First Floor Plan 'B'



Second Floor Plan 'B'

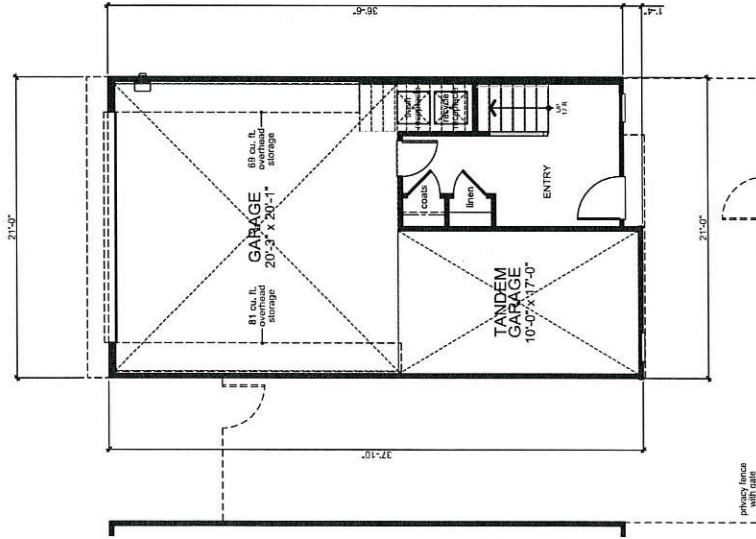


Third Floor Plan 'B'

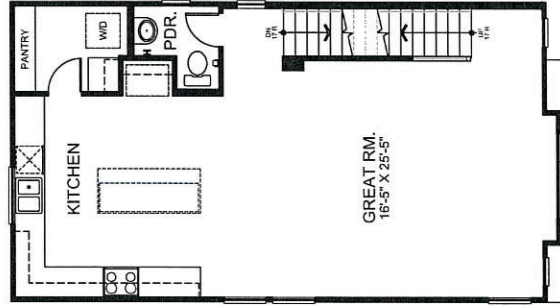
| SQUARE FOOTAGE | | | |
|-------------------|------|----|----|
| FIRST FLOOR AREA | sq | ft | sq |
| SECOND FLOOR AREA | ft | sq | ft |
| THIRD FLOOR AREA | ft | sq | ft |
| TOTAL AREA | 1771 | sq | ft |

*NOTE: Precise location of fences, trash bins and service doors to be determined on Civil & Architectural drawings.

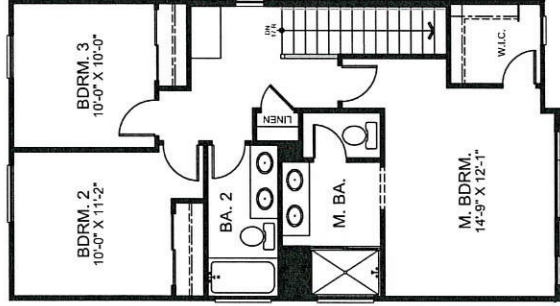
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| NO. | | DATE | DESCRIPTION | APPROVED |
| <p>REVISIONS</p> | | | | |
| <p>REFERENCES</p> | | | | |
| <p>DEVELOPER:</p> | | | | |
| <p>KB HOME COASTAL</p> | | | | |
| <p>8815 JEFFERSON AVE., STE 100</p> | | | | |
| <p>REDWOOD CITY, CA 94063</p> | | | | |
| <p>CONTACT: WALT BAUSBAUGH</p> | | | | |
| <p>TEL: (650) 877-4222</p> | | | | |
| <p>PRECISE PLAN OF DEVELOPMENT</p> | | | | |
| <p>PLAN 1 - FLOOR PLANS 'B'</p> | | | | |
| <p>CITY OF STANTON</p> | | | | |
| <p>PUBLIC WORKS</p> | | | | |
| <p>SHEET 11 OF 23</p> | | | | |



First Floor Plan 'C'




Second Floor Plan 'C'



Third Floor Plan 'C'

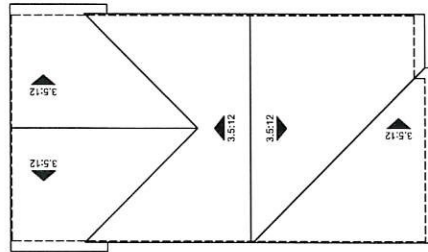
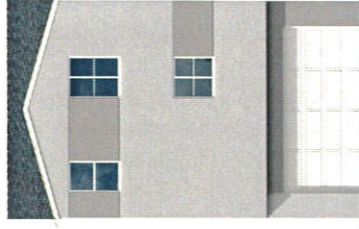
| SQUARE FOOTAGE | | | |
|------------------|-------------------|------------------|------------|
| FIRST FLOOR AREA | SECOND FLOOR AREA | THIRD FLOOR AREA | TOTAL AREA |
| 1,000 S.F. | 1,000 S.F. | 1,000 S.F. | 3,000 S.F. |

*NOTE: Precise location of fences, trash bins and service doors to be determined on Civil & Architectural drawings.

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| REVISIONS NO. DATE DESCRIPTION | | PREPARED UNDER THE DIRECTION OF:  ERIC R. KODES, AIA #28487 | DATE 03/23/20 | SEAL  | DEVELOPER:  kb HOME COASTAL 9815 MIRIA MESA BLVD., STE. 100 SAN JOSE, CA 95131 CONTACT: KURT BAUSCH TEL: (650) 877-4282 | TENTATIVE TRACT MAP 19062 PRECISE PLAN OF DEVELOPMENT PLAN 1 - FLOOR PLANS 'C' 10071 WESTERN AVENUE, STANTON, CA CITY OF STANTON PUBLIC WORKS SHEET 12 OF 23 |
| REFERENCES | | | | | | |



Front Elevation 'B'



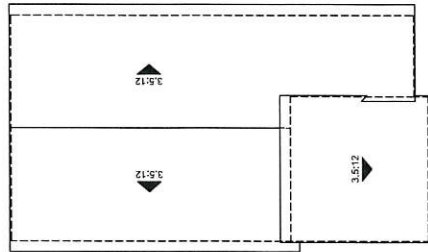
Right Elevation 'B'

Rear Elevation 'B'

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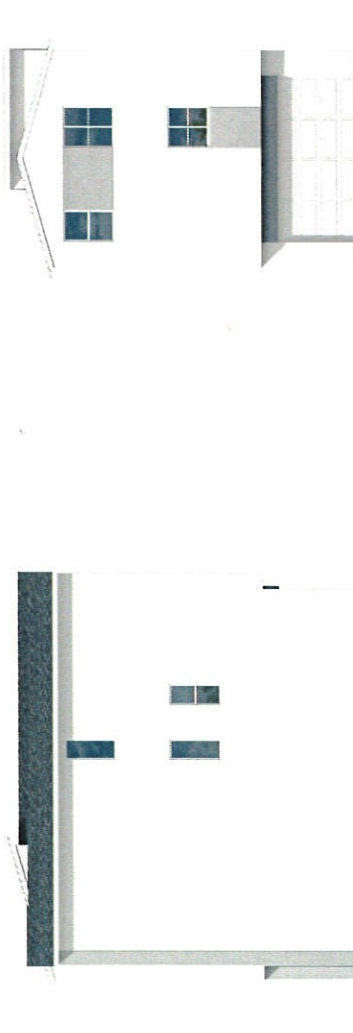


Left Elevation 'C'



Roof Plan 'C'

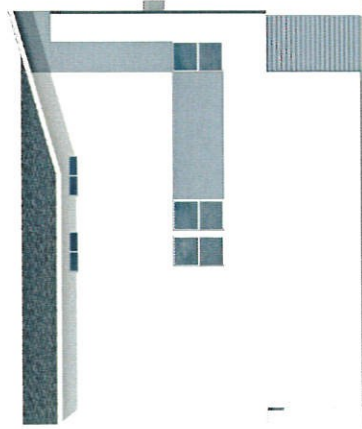
Front Elevation 'C'



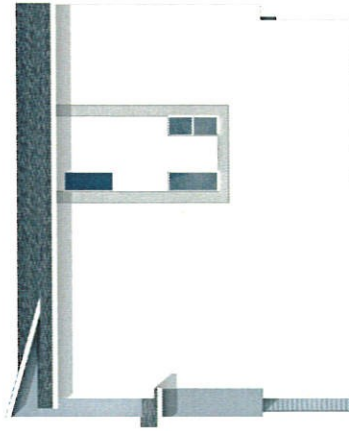
Rear Elevation 'C'

| REVISIONS | | REFERENCES | |
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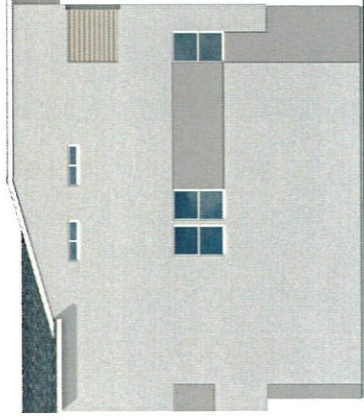
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| PREPARED UNDER THE DIRECTION OF: ERIC R. KOFSKY, N.A. #28497 | | DATE 03/17/20 |
| SEAL | | DEVELOPER: KB HOME COASTAL 10000 WILSON AVENUE, STE 100 SAN JUAN, CA 92078 CONTACT: KURT BAUSBAUGH TEL: (800) 877-4282 |
| TENTATIVE TRACT MAP 10002 PRECISE PLAN OF DEVELOPMENT PLAN 1 - 'C' ELEVATIONS 10071 WESTERN AVENUE, STANTON, CA CITY OF STANTON PUBLIC WORKS | | SHEET 15 OF 23 A7 |



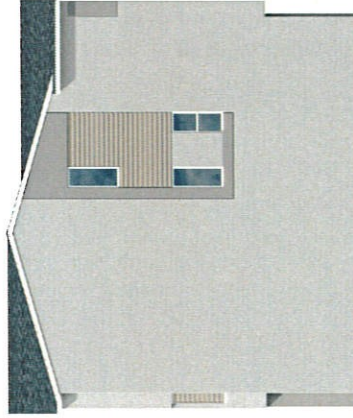
Enhanced Left Elevation 'A'



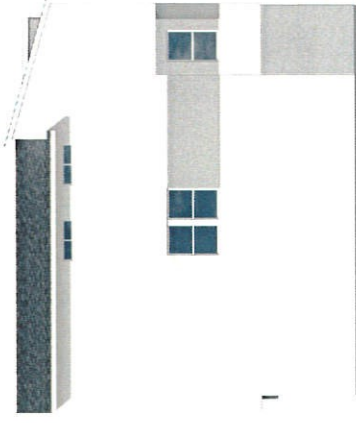
Enhanced Right Elevation 'A'



Enhanced Left Elevation 'B'



Enhanced Right Elevation 'B'



Enhanced Left Elevation 'C'

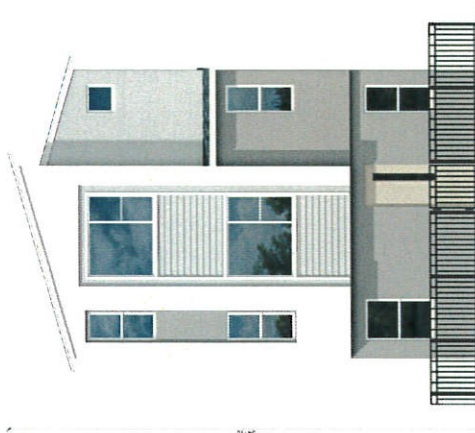


Enhanced Right Elevation 'C'

| REVISIONS | | REFERENCES | |
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| NO. | DATE | DESCRIPTION | APP. |
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| PREPARED UNDER THE DIRECTION OF:  ERIC R. RODDY, AIA #C-25497 | | DATE 05/11/20 |
|---|--|------------------|

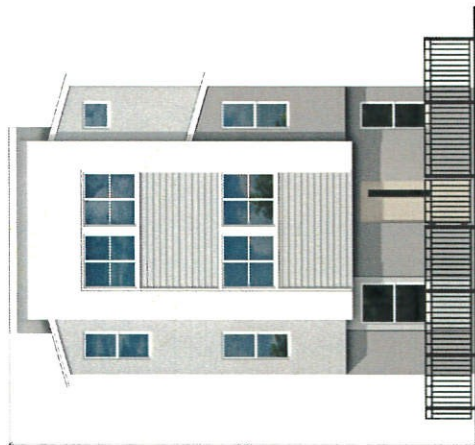
| | | |
|---|---|--|
| DEVELOPER:  KB HOME COASTAL 1000 WESTERN AVENUE, SUITE 100 SAN ANGELO, TEXAS 76901 TEL (800) 877-4824 | SCALE:  | TENTATIVE TRACT MAP 19802 PRECISE PLAN OF DEVELOPMENT PLAN 1 - ENHANCED ELEVATIONS 10871 WESTERN AVENUE, STANTON, CA CITY OF STANTON PUBLIC WORKS |
|---|---|--|



Elevation 'A'






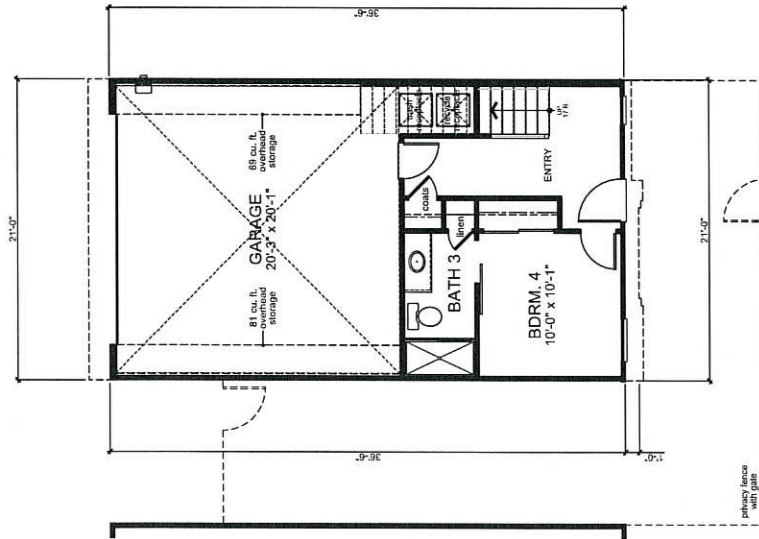
Elevation 'B'



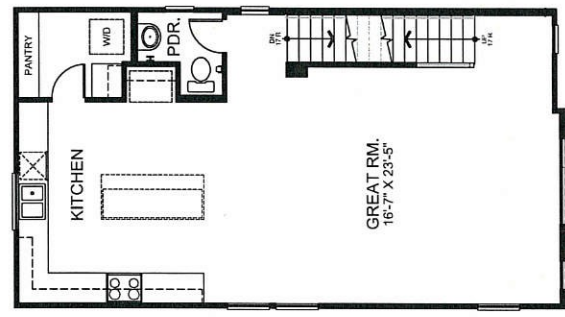
Elevation 'C'

| REVISIONS | | REFERENCES | |
|-----------|------|-------------|------|
| NO. | DATE | DESCRIPTION | APP. |
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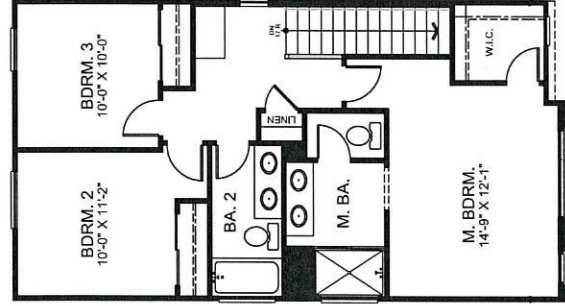
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| PREPARED UNDER THE DIRECTION OF:  ERIC R. KOUGH, AIA PC-28487 | | 03/13/20 DATE |
| SEAL  | | |
| DEVELOPER:  kb HOME 1815 MIKE CANTON 9013 MIKE CANTON BLVD, STE 100 SAN DIEGO, CA 92131 TEL (619) 577-4282 | | |
| TENTATIVE TRACT MAP 19002 PRECISE PLAN OF DEVELOPMENT PLAN 2 - FRONT ELEVATIONS 10871 WESTERN AVENUE, STANTON, CA | | CITY OF STANTON PUBLIC WORKS A9 SHEET 17 OF 23 |



First Floor Plan 'A'



Second Floor Plan 'A'

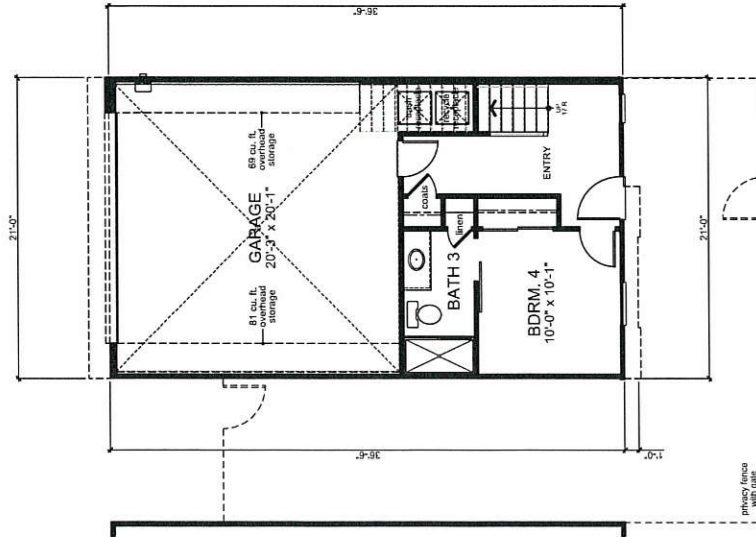


Third Floor Plan 'A'

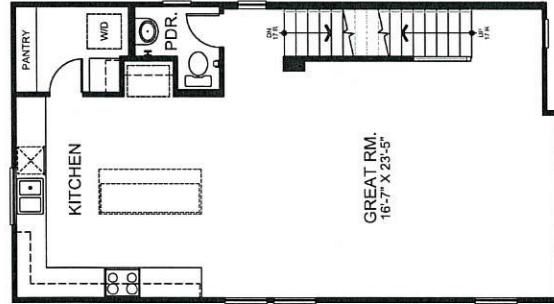
| SQUARE FOOTAGE | |
|-------------------|------|
| FIRST FLOOR AREA | 548 |
| SECOND FLOOR AREA | 548 |
| THIRD FLOOR AREA | 548 |
| TOTAL AREA | 1644 |

*NOTE: Precise location of fences, trash bins and service doors to be determined on Civil & Architectural drawings.

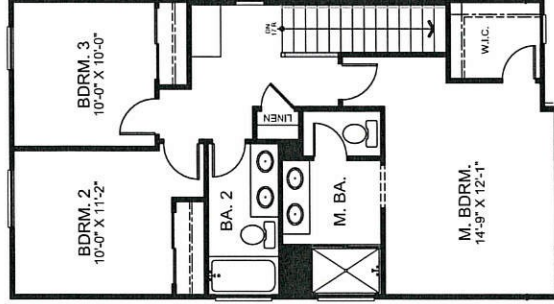
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| <p>SEAL</p> | | | | |
| <p>DEVELOPER</p> | | | | |
| <p>PRECISE PLAN OF DEVELOPMENT</p> | | | | |
| <p>PLAN 2 - FLOOR PLANS 'A'</p> | | | | |
| <p>10071 WESTERN AVENUE, STANTON, CA 95758</p> | | | | |
| <p>CITY OF STANTON</p> | | | | |
| <p>PUBLIC WORKS</p> | | | | |
| <p>SHEET 18 OF 23</p> | | | | |



First Floor Plan 'B'



Second Floor Plan 'B'



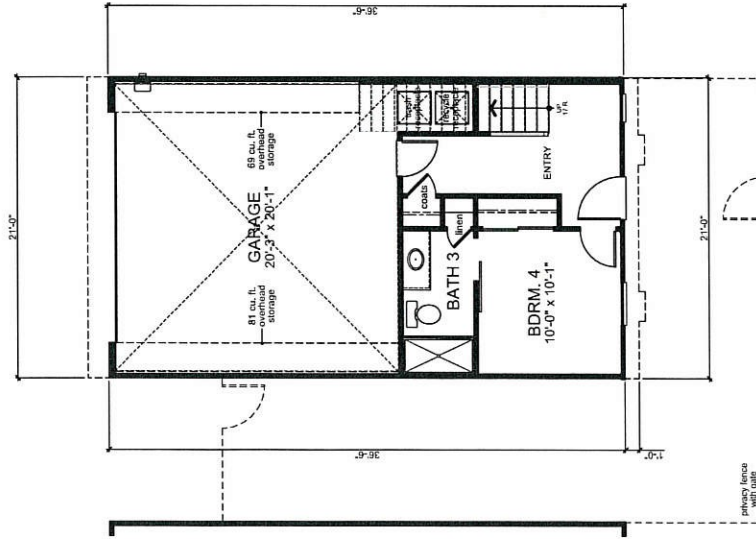
Third Floor Plan 'B'

| SQUARE FOOTAGE | |
|-------------------|------|
| FIRST FLOOR AREA | 540 |
| SECOND FLOOR AREA | 711 |
| THIRD FLOOR AREA | 502 |
| TOTAL AREA | 1753 |

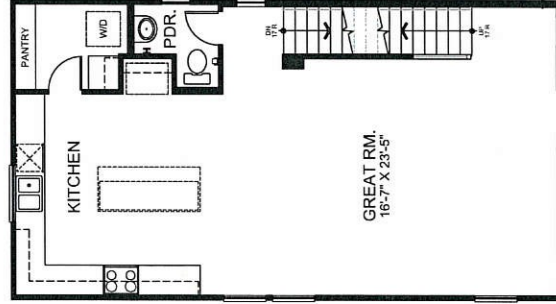
*NOTE: Precise location of fences, trash bins and service doors to be determined on Civil & Architectural drawings.

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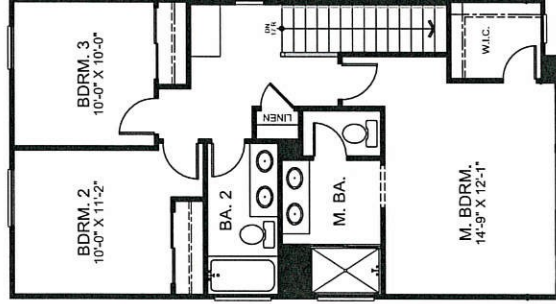
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|--|--|---|
| <p>DEVELOPER:</p> <p>kb HOME</p> <p>101 HOME COASTAL 8915 MIRA MESA BLVD., STE. 100 SAN ANTONIO, TEXAS 78217 CONTACT: KURT BAUGER TEL: (512) 377-4282</p> | <p>SCALE:</p> <p>ERIC R. KOLBERT ARCHITECT STATE OF TEXAS NO. 0000000000</p> | <p>TENTATIVE TRACT MAP 19862</p> <p>PRECISE PLAN OF DEVELOPMENT</p> <p>PLAN 2 - FLOOR PLANS 'B'</p> <p>CITY OF STANTON PUBLIC WORKS</p> <p>SHEET 19 OF 23</p> |
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First Floor Plan 'C'



Second Floor Plan 'C'

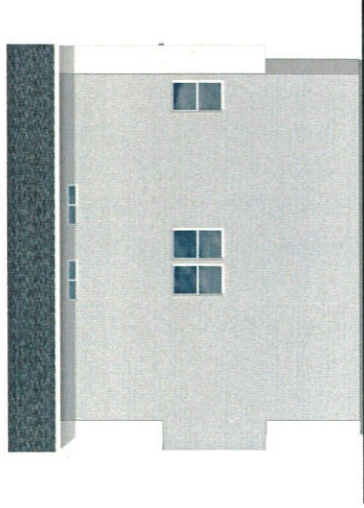


Third Floor Plan 'C'

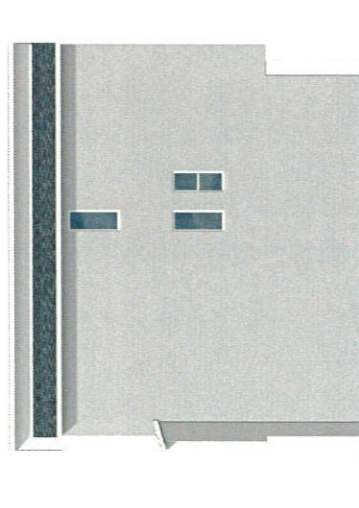
| SQUARE FOOTAGE | |
|-------------------|------|
| FIRST FLOOR AREA | 548 |
| SECOND FLOOR AREA | 548 |
| THIRD FLOOR AREA | 548 |
| TOTAL AREA | 1644 |

*NOTE: Precise location of fences, trash bins and service doors to be determined on Civil & Architectural drawings.

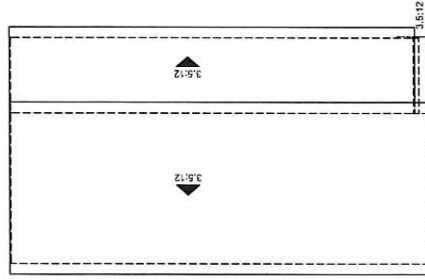
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| <p>REVISIONS</p> | | <p>REFERENCES</p> | |
| <p>DEVELOPER:</p> | | <p>SEAL:</p> | |
| <p>kb HOME</p> | | <p>ERIC R. KODER, AIA, P-28487</p> | |
| <p>101 HOME COASTAL 9915 MIRIA MESA BLVD., STE. 100 SAN ANTONIO, TEXAS 78217 TEL. (866) 877-4282</p> | | <p>TENTATIVE TRACT MAP 15062 PRECISE PLAN OF DEVELOPMENT PLAN 2 - FLOOR PLANS 'C' 10071 WESTERN AVENUE, STANTON, CA CITY OF STANTON PUBLIC WORKS SHEET 20 OF 23</p> | |



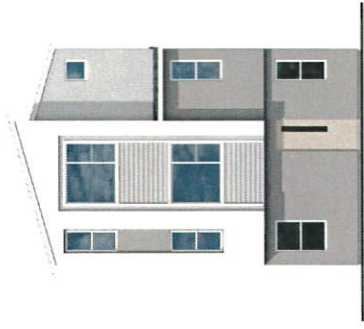
Left Elevation 'A'



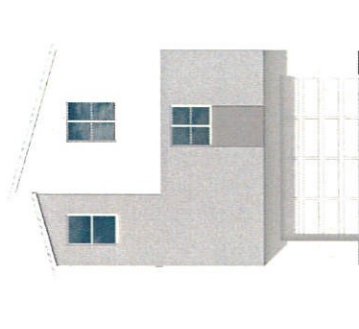
Right Elevation 'A'



Roof Plan 'A'



Front Elevation 'A'



Rear Elevation 'A'

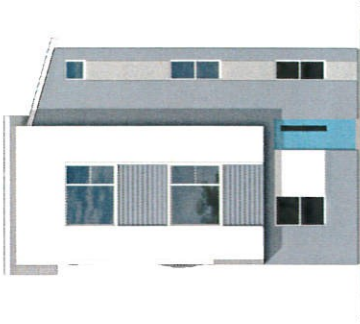
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| PREPARED UNDER THE DIRECTION OF: ERIC R. KOZICKI, AIA #24497 | | DATE 09/13/20 |
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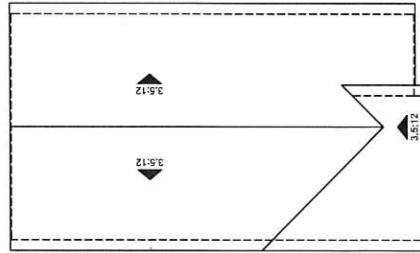
| | |
|--|-----------|
| DEVELOPER: kb HOME KB HOME COASTAL 5015 MIWA WALK, SUITE 100 CONTACT: MATT BAUSACK TEL: (866) 877-4282 | SEAL: |
| TENTATIVE TRACT MAP 19082 PRECISE PLAN OF DEVELOPMENTS PLAN 2 - 'A' ELEVATIONS 10871 WESTERN AVENUE, STANTON, CA CITY OF STANTON PUBLIC WORKS | |
| SHEET 21 OF 23 | |



Left Elevation 'B'



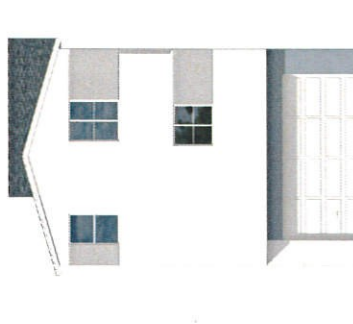
Front Elevation 'B'



Roof Plan 'B'






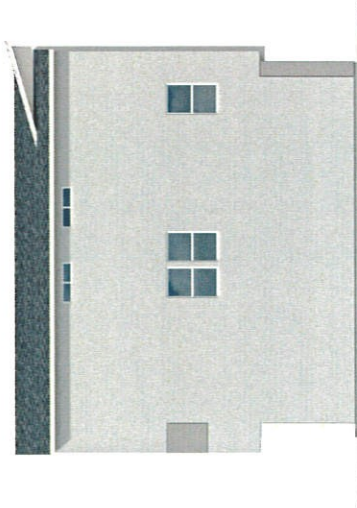
Right Elevation 'B'



Rear Elevation 'B'

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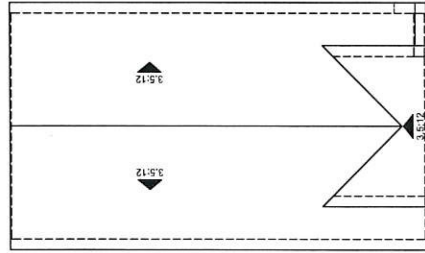
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| PREPARED UNDER THE DIRECTION OF:  ERIC R. KODESKY, AIA, PC-28487 | | DATE 03/13/20 |
| SEAL:  | | DEVELOPER:  |
| 18100 KODER BLVD., SUITE 100 SAN DIEGO, CA 92128 TEL: (619) 577-4282 | | |
| TENTATIVE TRACT MAP 19062 PRECISE PLAN OF DEVELOPMENT PLAN 2 - 'B' ELEVATIONS 10071 WESTERN AVENUE, STANTON, CA CITY OF STANTON PUBLIC WORKS | | |
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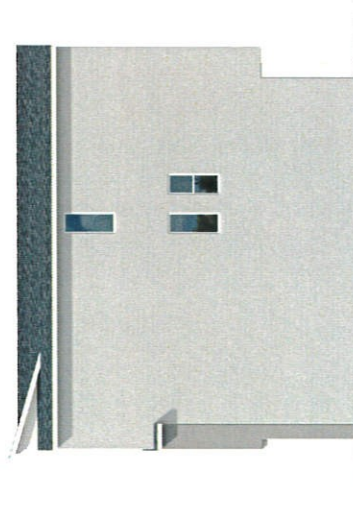
Left Elevation 'C'



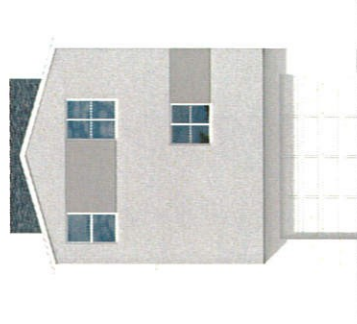
Front Elevation 'C'



Roof Plan 'C'



Right Elevation 'C'



Rear Elevation 'C'

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| PREPARED UNDER THE DIRECTION OF: ERIC R. KOZICKI, AIA, PC-28487 | | DATE 03/13/20 |
| DEVELOPER: kb HOME 100 HOME COASTAL 8010 MIRIA WESLEY BLVD., STE. 100 SAN FRANCISCO, CA 94133 CONTACT: KURT BAUSCHAK TEL: (508) 877-4282 | | SCALE: ERIC R. KOZICKI LICENSED PROFESSIONAL ENGINEER STATE OF CALIFORNIA LICENSE NO. 10000 |
| TENTATIVE TRACT MAP 19862 PRECISE PLAN OF DEVELOPMENTS PLAN 2 - 'C' ELEVATIONS 10071 WESTERN AVENUE, STANTON, CA CITY OF STANTON PUBLIC WORKS | | SHEET 23 OF 23 A15 |



CARLSBAD
FRESNO
IRVINE
LOS ANGELES
PALM SPRINGS
POINT RICHMOND
RIVERSIDE
ROSEVILLE
SAN LUIS OBISPO

March 11, 2020

Kurt Bausback
Director, Planning and Entitlements
KB Home Coastal
9915 Mira Mesa Blvd., Suite 100
San Diego, CA 92131

Subject: California Environmental Quality Act Class 32 Categorical Exemption (CE) Support Letter
for the Proposed Lighthouse Infill Residential Project

Dear Mr. Bausback:

LSA is pleased to submit this letter to KB Home Coastal in support of a Class 32 Categorical Exemption (CE) under the California Environmental Quality Act (CEQA) for the proposed Lighthouse Infill Residential Project (project). The proposed project is located at 10871 Western Avenue in the City of Stanton (City), Orange County (County) and would involve construction of an infill residential development comprised of 40 detached units and 130 parking spaces within the project site.

As supported in the analysis below, the project is determined not to have a significant effect on the environment and, therefore, is exempt from the provisions of CEQA pursuant to a Class 32 CE under Section 15332 of the *State CEQA Guidelines*. Section 15332 (In-fill Development Projects) categorically exempts those projects characterized as in-fill development that meet certain requirements. The following discussion summarizes the project and discusses the applicability of Section 15332.

PROJECT DESCRIPTION

Existing Project Site

The 2.35-acre project site is located on Assessor's Parcel Number (APN) 079-371-17, at 10871 Western Avenue, in Stanton, California. The front portion of the rectangular parcel is developed with a church and a surface parking lot. The rear portion of the lot is disturbed but undeveloped and is characterized by several mature trees.

As shown on Figure 1, Project Location (all figures are provided in Attachment A to this letter), the project site is bounded to the north by single-family homes with Syracuse Avenue beyond, to the east by Western Avenue, to the south by a multi-family residential development and residential and commercial uses with Katella Avenue beyond, and to the west by a mobile home park. Regional access to the project site is provided by State Route 39 (SR-39, Beach Boulevard), which is located approximately 0.5 mile east of the project site, State Route 22 (SR-22), located approximately 2.1 miles south of the project site, and State Route 91 (SR-91), located approximately 3.4 miles north of the project site.

Proposed Project

The proposed project includes the demolition of the existing church and construction of 40 detached units and 130 parking spaces within the project site. The proposed density is 18.3 dwelling units per acre (du/ac). Figure 2, Conceptual Site Plan, shows the site plan for the proposed project.

The development would include a mixture of three- and four-bedroom units, and each unit would feature private open space. The residential units would not exceed three stories in height. Each unit would include a two- or three-car garage, and a total of 26 guest spaces would be provided, with the majority located along the main driveway access. Landscaping elements are proposed throughout the site to provide buffers for residents and surrounding land uses.

Construction will include demolition of the existing on-site building, vegetation removal, grading, building construction, and the installation of landscaping and irrigation, lighting, storm drain facilities, and underground utilities. Approximately 1,800 cubic yards (cy) of cut is anticipated to be required with approximately 200 cy of the cut volume requiring export. It is assumed that construction would utilize standard construction equipment and techniques, and no specialized construction equipment would be necessary to construct the proposed project.

Construction and operation activities that would be undertaken as part of the project would be characterized as in-fill development, which, when certain conditions are met, are considered to be exempt under *State CEQA Guidelines* Section 15332 (discussed in detail below).

According to the City's Zoning Map, the project site is zoned High Density Residential (RH). Allowable uses within the RH zone include residential developments up to 30 du/ac, as well as complementary uses such as schools, parks, libraries, and public facilities. According to the City's General Plan Land Use Diagram, the project site has a land use designation of High Density Residential, which allows high density residential development. As such, the project is consistent with the existing zoning and General Plan land use designations.

CEQA, SECTION 15332, CLASS 32 IN-FILL DEVELOPMENT EXEMPTION

Under *State CEQA Guidelines* Section 15332, a project, characterized as in-fill development, qualifies for an exemption under CEQA if the project: (1) is consistent with the general plan and zoning ordinance; (2) occurs within city limits on a project site of no more than 5 acres substantially surrounded by urban uses; (3) is located on a site that does not have value as habitat for endangered, rare, or threatened species; (4) would not result in any significant impacts relating to traffic, noise, air quality, or water quality; and (5) is adequately served by all required utilities and services.

(1) The proposed project is consistent with the General Plan and Zoning Ordinance.

General Plan. According to the City's General Plan Land Use Diagram, the project site has a land use designation of High Density Residential, which allows high density residential development. Per the General Plan, the High Density Residential designation is intended for the development of multi-family residential neighborhoods that:

- Provide a variety of housing types, primarily along arterial highways, with particular emphasis on ownership, and with provision for affordable housing;
- Incorporate quality design features in all projects, provide common spaces, recreation areas, and services convenient to residents; and
- Provide an excellent environment for family life.

The proposed project is consistent with the intent of the General Plan and the goals listed above. Specifically, the proposed project adds to the range of housing types in the area, provides opportunities for home ownership in a non-traditional way, and incorporates quality design features through the use of the Planned Development Permit (PDP).

As stated above, the proposed project is a multi-family infill development, consisting of 40 detached condominium units, which would provide increased opportunities for home ownership, as opposed to rental housing. Multi-family infill development is supported and encouraged in the General Plan, and the proposed project will add to the diversity of housing stock in the area (LU-3.1.2; LU-3.1.2(a)). The surrounding properties include a mixture of residential uses and densities; the proposed project will contribute to the balance of residential land uses while the PDP will ensure that the design of the project is sensitive to, and compatible with, the surrounding land uses (LU-1.1; LU-1.1.2) (see Sections C.1.c and C.2).

The General Plan also promotes redevelopment of existing residential structures and site improvements along its primary and secondary corridors. The subject property is located along Western Avenue, approximately 0.25 mile from Katella Avenue. Western Avenue is designated as a secondary corridor, and Katella Avenue is designated as a primary corridor in the City's General Plan. Due to the proximity of the subject property to both Western Avenue and Katella Avenue, the redevelopment of this property aligns with and is supported by the General Plan (CD-1.3, CD1.3.2). The project will provide housing for people close to commercial nodes, which will benefit existing commercial uses in the area, and contribute to the City's economic base (LU-1.1). Further, because the project constitutes infill development, all public facilities and utilities located along Western Avenue are easily accessible and available to serve the site (LU-3.1; RC-2.1.6(a), (b)).

The General Plan promotes quality development and design that aligns with and enhances the unique image of the City. The proposed project will create a unique development that will enhance the area and provide an alternative housing option for City residents, while also being located close to a range of amenities (CD-1.1). The thoughtful design of the project uses the PDP to maintain a high design standard with creative elements through the adjustment of certain development standards (CD-1.1.2) (see Sections C.1.c and C.2). As such, the proposed project is consistent with the overall intent of the General Plan, as well as the land use designation of High Density Residential.

Zoning Ordinance. According to the City's Zoning Map, the project site is zoned High Density Residential (RH). Allowable uses within the RH zone include residential developments up to 30 du/ac as well as complementary uses such as schools, parks, libraries, and public facilities. The proposed project conforms to the current Development Code requirements in terms of density, height, structure coverage, and certain setbacks. The project will not strictly comply with certain Development Code requirements, but flexibility from those requirements is permitted under the Zoning Ordinance with a PDP to ensure that high standards of design are met and that the project is developed in a manner consistent with the Development Code. For example, the impervious surface coverage is slightly above the allowed 70 percent; however, where possible, common public and private open space and landscaping elements have been incorporated to break up the impervious surface. In addition, the project conforms to the street side/front setback and the side setback on the northern side. The buildings are set back over double what is required on the northern property line, with the intent of easing the transition between the project and the single-

family residential uses to the north. The rear and south setback lines were adjusted, per the PDP, to allow additional flexibility in the design. Landscaping elements have been incorporated throughout the project to create separation between the project and the surrounding uses.

While a total of 130 parking spaces are provided on the property, less than what is required by Development Code, a Parking Analysis (LSA 2020)¹ (provided in Attachment B) has been prepared to support this reduction and show that the parking provided is adequate to serve the project.

As such, the proposed project is consistent with the High Density Residential zone, and the adjustments allowed by the PDP to the development standards mentioned above will allow the project site to be developed effectively and thoughtfully representing infill development in the City.

Summary. The proposed project includes the construction of 40 detached condominium units with a proposed density of 18.3 du/ac. As such, the project is considered a multi-family residential use and is consistent with the existing General Plan and Zoning Ordinance. No zone change or General Plan Amendment would be required for implementation of the proposed project. For the reasons stated above, the proposed project is consistent with the General Plan and Zoning Ordinance.

(2) The proposed project would occur within City limits on a project site of no more than 5 acres and would be substantially surrounded by urban uses.

The 2.35-acre project site is currently developed with a church and a surface parking lot. As shown on Figure 1, the project site is located in an urbanized area primarily characterized by residential and commercial uses. The project site is bounded to the north by single-family homes with Syracuse Avenue beyond, to the east by Western Avenue and multi-family residential development beyond, to the south by a multi-family residential development and residential and commercial uses with Katella Avenue beyond, and to the west by a mobile home park. Therefore, the proposed project occurs within City limits on a project site of no more than 5 acres substantially surrounded by urban uses.

(3) The proposed project would be located on a site that does not have value as habitat for endangered, rare, or threatened species.

As shown on Figure 1, the project site is currently developed with a church and surface parking lot. The rear portion of the project site is undeveloped and is characterized by several mature trees, which would be removed upon project implementation. The project site is surrounded on all sides by urban development. The project site has no value as habitat for endangered, rare, or threatened species.²

On November 14, 2019, the California Department of Fish and Wildlife's (CDFW) California Natural Diversity Database (CNDDB) was queried for records and information of potentially occurring species and vegetation communities documented within a 1-mile radius of the project site. The

¹ LSA. 2020. *Parking Analysis for 10871 Western Avenue in Stanton, California* (Parking Analysis). March 11, 2020.

² Lonnie Rodriguez, Senior Biologist at LSA, reviewed the California Department of Fish and Wildlife's (CDFW) California Natural Diversity Database (CNDDB) for evidence of endangered, rare, or threatened species on the project site and determined that the site has no value for such species.

records search identified the following animal species: one sensitive species (Western Tidal-flat Tiger Beetle [*Cicindela gabbii*]), and one State Species of Special Concern (Western Yellow Bat [*Lasiurus xanthinus*]). The following plant species were also identified within a 1-mile radius of the project site: Salt Spring Checkerbloom (*Sidalcea neomexicana*) with a California Rare Plant Rank of 2B.2; Coulter's Goldfields (*Lasthenia glabrata* ssp. *Coulteri*) with a California Rare Plant Rank of 1B.1; and Brand's Star Phacelia (*Phacelia stellaris*) with a California Rare Plant Rank of 1B.1. There are no records for federal threatened or endangered species within a 1-mile radius of the project site.

The proposed project, like all projects, would be subject to the provisions of the Migratory Bird Treaty Act (MBTA), which prohibits disturbing or destroying active nests, and Fish and Game Code Section 3503, which protects nests and eggs. It is anticipated that the removal of on-site trees would be accomplished in a manner that avoids impacts to active nests during the breeding season. This will require adherence to standard conditions to comply with the MBTA, including preparation of nesting bird surveys or avoidance of vegetation removal between February 1 and September 15. With compliance with existing regulations, potential impacts to nesting birds would be avoided.

(4) The proposed project would not result in any significant impacts relating to traffic, noise, air quality, or water quality.

The proposed project would not result in significant impacts related to traffic, noise, air quality, or water quality.

Traffic. The project is located on Western Avenue, which is oriented in a north-south direction and is currently constructed with two through lanes, one Class II bike lane and a sidewalk in each direction of travel, with a center two-way left-turn lane. The signalized intersection of Western Avenue and Katella Avenue is located approximately 600 feet (ft) south of the Project Driveway. A "Keep Clear" zone is currently painted in the southbound through lanes of Western Avenue in front of the driveway that serves the multi-family residential development (directly south of the project site), which is located approximately 250 ft south of the driveway for the proposed project. This "Keep Clear" zone is provided to allow access to and from the multi-family residential development driveway when southbound queues from the signalized intersection of Western Avenue and Katella Avenue extend back to the driveway and beyond.

A Traffic Assessment (Rick Engineering Company 2019)¹ (provided in Attachment C) was prepared to identify any potential traffic impacts resulting from the development of the proposed project. The Traffic Assessment focuses on the a.m. peak hour (7:15 a.m. to 8:15 a.m.), the p.m. peak hour (5:00 p.m. to 6:00 p.m.), and level of service (LOS) at the Western Avenue/Project Driveway intersection.

Trips were generated using the Low-Rise Multi-Family Residential (Land Use 220) trip generation rate from the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (10th Edition, 2017). According to the Traffic Assessment, the project would generate approximately 293 daily trips, including 18 a.m. peak hour trips (4 in and 14 out) and 22 p.m. peak hour trips (14 in and

¹ Rick Engineering Company. 2019. *KB Home Lighthouse Project Traffic Assessment, City of Stanton (Rick Engineering Company Job Number 18554)* (Traffic Assessment). November 1, 2019.

8 out). It was assumed that approximately 70 percent of trips would travel on Western Avenue (south of the project site) and approximately 30 percent of trips would travel on Western Avenue (north of the site).

Project impacts were determined based on analysis of the following scenarios:

1. Existing
2. Existing Plus Project

The Western Avenue/Project Driveway intersection was analyzed during the a.m. and p.m. peak hours using the existing traffic volumes on Western Avenue and project trips at the driveway. The Western Avenue/Project Driveway intersection is forecast to operate at an acceptable LOS C during the a.m. peak hour and at an acceptable LOS B during the p.m. peak hour.

A queuing analysis was performed for the Western Avenue/Project Driveway intersection during the a.m. and p.m. peak hours under Existing Plus Project conditions to determine the storage length needs at the Project Driveway. The results determined that queue lengths at the northbound left-turn lane equal one vehicle during both peak hours, while queue lengths at the eastbound shared left-turn/right-turn lane equal two vehicles during both peak hours. Specifically, the peak queue length on the eastbound approach exiting the site is approximately 44 ft. The project will provide a driveway throat length of approximately 60 ft; therefore, the stacking distance provided will accommodate the peak vehicular queue length during peak hours.

The internal vehicular and pedestrian circulation of the project site was reviewed to determine if there are any conflicts with pedestrian connections, and if the proposed drive aisle widths, distances of the parking spaces from drive aisles, drive aisle spacing, and main driveway throat length at the Project Driveway will meet the City's design and development standards. Based on this analysis, the Traffic Assessment recommends that a "Keep Clear" zone (similar to the one described above, which serves the multi-family residential development directly south of the project site) be painted in the southbound through lanes of Western Avenue directly west of the Project Driveway. The "Keep Clear" zone would ensure access to and from the Project Driveway would not be blocked by queued vehicles along southbound Western Avenue. Additionally, each corner of the Western Avenue/Project Driveway intersection should be kept clear of obstructions so that pedestrians are clearly visible to vehicles exiting the project site. Further, the Traffic Assessment recommends that the project applicant coordinate with the City to justify the proposed 24-foot wide driveway (which is one foot shorter than the City's minimum standard) would be adequate to serve the proposed project. Therefore, project compliance with the recommendations outlined in the Traffic Assessment would ensure that implementation of the project would not result in any significant impacts related to traffic.

Noise. A Noise and Vibration Impact Analysis (LSA 2020)¹ was prepared to evaluate the potential noise impacts associated with the proposed project and is provided as Attachment D. The primary existing noise sources in the project area are transportation facilities, including Western Avenue and Katella Avenue. Train-related activities associated with the Union Pacific Railway Corridor, located 840 ft to the east of the project site, also contribute to the existing noise environment in

¹ LSA, 2020. *Noise and Vibration Impact Analysis: Lighthouse Infill Residential Project* (Noise and Vibration Impact Analysis). March 11, 2020.

the project vicinity. In addition, operational noise from the commercials uses 300 ft south of the project site is occasionally audible on the project site.

In order to assess the existing noise conditions in the area, noise measurements were conducted at the project site. Two long-term 24-hour measurements were taken from November 13, 2019, to November 14, 2019. Existing average daily noise levels at the eastern portion of the project site approximately 30 ft from Western Avenue are 71.5 A-weighted decibel Community Noise Equivalent Level (dBA CNEL), and at approximately 430 ft from Western Avenue average daily noise levels are 52.0 dBA CNEL. The closest sensitive receptors are residential uses located to the west of the project site.

Construction Noise. Two types of short-term noise impacts would occur during project construction, including: (1) equipment delivery and construction worker commutes; and (2) project construction operations. The first type of short-term construction noise would result from transport of construction equipment and materials to the project site and construction worker commutes. It is expected that larger trucks used in equipment delivery would generate higher noise impacts than trucks associated with worker commutes. Pursuant to Section 9.28.070 of the City's Municipal Code (Noise Ordinance), construction noise is exempt from the noise standards that typically apply. The single-event noise from equipment trucks passing at a distance of 50 ft from a sensitive noise receptor would reach a maximum level of 84 dBA maximum sound level (L_{max}). However, the pieces of heavy equipment for grading and construction activities would be moved on site just one time and would remain on site for the duration of each construction phase. This one-time trip, when heavy construction equipment is moved on and off site, would not add to the daily traffic noise in the project vicinity, and the long-term noise level change associated with these trips would not be perceptible. Therefore, equipment transport noise and construction-related worker commute impacts would be short term and would not result in a significant off-site noise impact.

The second type of short-term noise impact is related to noise generated during site preparation, grading, building construction, architectural coating, and paving on the project site. The composite noise level of the two loudest pieces of equipment, typically the grader and tractor, during construction, would be 81 dBA equivalent continuous sound level (L_{eq}) at a distance of 50 ft from the construction area. Although the project construction noise would be higher than the ambient noise in the project vicinity, it would cease to occur once the project construction is completed. As stated previously, pursuant to the City's Noise Ordinance, construction noise is exempt from the noise standards that typically apply. Additionally, compliance with the limitations and requirements of the Noise Ordinance, which states that construction activities shall occur only between the hours of 7:00 a.m. and 8:00 p.m., Monday through Saturday, would result in a less than significant impact.

Ground-borne noise and vibration from construction activity would be mostly low to moderate. As indicated in the *Transit Noise and Vibration Impact Assessment Manual* (Federal Transit Administration [FTA] 2018),¹ it would take a minimum of 90 vibration velocity decibels (VdB) (or 0.12 inches/second peak particle velocity [PPV]) to cause any potential building damage to

¹ Federal Transit Administration (FTA). 2018. *Transit Noise and Vibration Impact Assessment Manual*.

structures extremely susceptible to vibration damage. The closest structures to the project site are the mobile homes to the west approximately 15 ft from construction activity. The operation of typical construction equipment would generate ground-borne vibration levels of up to 65 VdB; however, those levels would not exceed the 90 VdB guideline that is considered safe for fragile buildings. In addition, this level of ground-borne vibration is well below the threshold of distinctly perceptible, which is approximately 72 VdB for frequent events at uses where people sleep and would not exceed the FTA vibration threshold for human annoyance at the nearest sensitive use. Therefore, construction would not result in any vibration damage or human annoyance, and impacts would be less than significant.

Operational Noise. Based on noise-monitoring results, the highest existing noise levels at the project site approach 71.5 dBA CNEL. While this noise level falls within the normally unacceptable category of the City's land use compatibility matrix, and there could be potential impacts to private outdoor spaces, the proposed project design includes 6 ft high vinyl fences around the private open spaces. With incorporation of the 6 ft high fences and shielding from the buildings once constructed, the private exterior areas would be below the exterior noise standard of 65 dBA CNEL.

Based on the United States Environmental Protection Agency's (EPA) *Protective Noise Levels* (EPA 1978), with windows and doors open, interior noise levels would be 59.5 dBA (i.e., 71.5 dBA-12 dBA=59.5 dBA), which would exceed the 45 dBA CNEL interior noise standard. LSA conducted interior noise calculations for the master bedroom of Plan C, which faces Western Avenue and has multiple windows. It is assumed that the exterior walls are of typical stucco construction. The results of the analysis show a 30 dBA exterior-to-interior noise reduction.¹ With windows closed, interior noise levels at the master bedroom would be 41.5 dBA (i.e., 71.5 dBA-30 dBA=41.5 dBA), which is below the 45 dBA CNEL interior noise standard with windows closed for noise-sensitive land uses. Therefore, with incorporation of project design features, including standard building construction, central air conditioning that would allow windows to remain closed, and windows with a minimum Sound Transmission Class (STC) rating of 28 or higher, the interior noise levels would be considered acceptable and less than significant.

Air Quality. The proposed project qualifies for a Class 32 exemption for air quality as allowed in the City of Stanton. The proposed project is exempted because it would have 40 multi-family residential units, which is less than the maximum of 80 residential units, and would excavate and export approximately 200 cy of soil, which is less than the limit of 20,000 cy. The exemption is further supported with the results in the Air Quality and Greenhouse Gas Technical Memorandum (LSA 2020)² (provided in Attachment E) prepared for the project.

The proposed project would not conflict with or obstruct implementation of the applicable air quality management plan. The project site is within the South Coast Air Basin (Basin), which

¹ These calculations assume a wall rating of STC 46 (Harris, David A. 1997. *Noise Control Manual for Residential Buildings*. July) along with a window rating of STC-28 (Milgard 2008).

² LSA. 2020. *KB Home Lighthouse Project in Stanton – Air Quality and Greenhouse Gas Technical Memorandum* (LSA Project No. KBH1901) (Air Quality and Greenhouse Gas Technical Memorandum). March 11, 2020.

includes (among other areas) the City of Stanton. The South Coast Air Quality Management District (SCAQMD) is the local agency responsible for the administration and enforcement of air quality regulations in the basin. The applicable air quality plan for the project area is the *2016 Air Quality Management Plan* (2016 AQMP), adopted in March 2017, which is designed to satisfy the planning requirements of both the Federal and State Clean Air Acts. Consistency with the 2016 AQMP for the Basin would be achieved if a project is consistent with the goals, objectives, and assumptions in the respective plan to achieve the Federal and State air quality standards. For the proposed project to be consistent with the AQMP, the pollutants emitted from the project should not exceed the SCAQMD daily threshold or cause a significant impact on air quality. The proposed project is consistent with the City's General Plan and the Southern California Association of Governments (SCAG) 2040 population growth forecast by 2040. Furthermore, as discussed below, emissions generated by the proposed project would be below emissions thresholds established in SCAQMD's thresholds and would not result in significant air quality impacts. Therefore, the proposed project would not conflict with or obstruct implementation of the AQMP.

The South Coast Air Basin is in nonattainment for the Federal and State standards for ozone (O₃) and particulate matter less than 2.5 microns in size (PM_{2.5}). In addition, the Basin is in nonattainment for the State particulate matter less than 10 microns in size (PM₁₀) standard, and is in attainment/maintenance for the federal PM₁₀, carbon monoxide (CO), and nitrogen dioxide (NO₂) standards. Projects in the Basin with emissions that exceed any of the mass daily emission thresholds are considered significant by the SCAQMD.

Construction Emissions. Air quality impacts could occur during demolition and construction of the proposed project due to soil disturbance and equipment exhaust. Major sources of emissions during demolition, grading, building construction and site work, building erection, paving and architectural coatings include (1) exhaust emissions from construction vehicles, (2) equipment and fugitive dust generated by vehicles and equipment traveling over exposed surfaces, and (3) soil disturbances from compacting and cement paving. Peak daily and annual emissions were analyzed using California Emissions Estimator Model (CalEEMod Version 2016.3.2). Fugitive dust emissions would be substantially reduced by required compliance with SCAQMD Rules 402 and 403. Implementation of these rules, including measures such as on-site watering at least two times daily, was accounted for in the project emission estimates.

The results of the air quality modeling show that construction equipment/vehicle emissions during construction periods would not exceed any of the SCAQMD daily emissions thresholds. Therefore, no construction air quality impacts would occur.

Operational Emissions. Long-term air emission impacts are those impacts associated with any change in permanent use of the project site by on-site stationary and off-site mobile sources that increase emissions. Stationary-source emissions include emissions associated with electricity consumption and natural gas usage. Mobile-source emissions result from vehicle trips associated with a project.

Based on the Traffic Assessment prepared for the project (Rick Engineering Company, Attachment C), the proposed project would generate 293 total daily trips during project operations. The long-term operational emission results indicate that the increase of all criteria pollutants would not

exceed the corresponding SCAQMD daily emission thresholds for any criteria pollutants. Therefore, no air quality impacts would occur.

As stated above, the nearest sensitive receptors are single-family residences located 25 ft to the north of the project site. The analysis indicates that neither the construction nor operational emission rates would exceed the localized significance thresholds (LSTs) for sensitive receptors in the project area. Therefore, the proposed operational activity would not result in a locally significant air quality impact.

Finally, the proposed project does not include any uses or activities that would result in potentially significant odor impacts. The proposed project is a residential project, which does not typically produce nuisance odors. Some nuisance odors may emanate from the operation of diesel-powered construction equipment during construction of the proposed project. However, these odors would be limited to the construction period and would disperse quickly; therefore, no significant impacts related to nuisance odors would result from the proposed project, and no mitigation is required.

Water Quality. The project would comply with all applicable National Pollutant Discharge Elimination System (NPDES) permit requirements, which require implementation of Best Management Practices (BMPs) to reduce impacts to water quality. Projects that disturb greater than 1 acre of soil are subject to the requirements of the State Water Resources Control Board (SWRCB) Construction General Permit. However, because the project would disturb between 1 and 5 acres (approximately 2.35 acres), the project may be eligible for a Small Construction Rainfall Erosivity Waiver, which would exempt the project from coverage under the Construction General Permit. To obtain a waiver, the project would need to demonstrate there would be no adverse water quality impacts because construction activities would only occur when there is a low erosivity potential. If the project is not eligible for a waiver, the project applicant would be required to obtain coverage under the Construction General Permit, prepare a Stormwater Pollution Prevention Plan (SWPPP), and implement construction BMPs detailed in the SWPPP during construction activities. Construction BMPs would include, but not be limited to, Erosion Control and Sediment Control BMPs designed to minimize erosion and retain sediment on site, and Good Housekeeping BMPs to prevent spills, leaks, and discharge of construction debris and waste into receiving waters. Compliance with either the Small Construction Rainfall Erosivity Waiver or the Construction General Permit is a standard condition required through existing regulations.

Project operation would be subject to the requirements of the Santa Ana Regional Water Quality Control Board Orange County Municipal Separate Storm Sewer System (MS4) Permit. In compliance with the permit requirements, a Water Quality Management Plan (WQMP) would be prepared. The project WQMP would be required to specify the Source Control and Low Impact Development (LID) BMPs to be incorporated into the design of the project. The BMPs target pollutants of concern to reduce impacts to water quality. With compliance with the applicable NPDES permit requirements and implementation of BMPs, project impacts to water quality would be less than significant. Therefore, project compliance with the above requirements would ensure that implementation of the project would not result in any significant impacts related to water quality.

(5) The project site is adequately served by all required utilities and services.

The proposed project is an infill development in an already established and fully developed area and, therefore, would have access to existing public services and utilities. The proposed project would connect to the existing utilities located along Western Avenue. The applicant has contacted the various utility companies to obtain will serve letters and will continue to work with these utility companies throughout the development process.

CEQA CATEGORICAL EXEMPTIONS – EXCEPTIONS

State CEQA Guidelines Section 15300.2 provides exceptions that apply to specific types of projects and/or projects where substantial evidence exists that the proposed project involves unusual circumstances. The exceptions to the categorical exemptions pursuant to Section 15300.2 of the *State CEQA Guidelines* are explained below.

- (a) Location.** Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located – a project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply in all instances, except where the project may impact an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.

This exception is only applicable to Classes 3, 4, 5, 6, and 11 and not to the Class 32 exemption applicable to this project.

- (b) Cumulative Impact.** All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place over time is significant.

The project is an in-fill development project in an urban area. There are no known successive projects of the same type and in the same place that would occur concurrent with the proposed project. The proposed project involves a multi-family residential development in an area characterized primarily by residential uses. The proposed project would rely on and can be accommodated by the existing road system, public services, and utilities. All air quality, noise, traffic, and water quality impacts would be less than significant. Therefore, there are no project impacts that would be cumulatively considerable in connection with the effects of past projects, the effects of other current projects, or the effects of probable future projects. Thus, contributions to potential cumulative impacts would not be cumulatively considerable.

- (c) Significant Effect.** A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.

No unusual circumstances have been identified in or around the project site that would result in significant environmental impacts. In addition, no impacts to biological resources would occur as the project site is already developed with an existing church building and parking lot, is located within an existing urban setting, and has no value as habitat for endangered, rare, or threatened species. Given the urban nature of the project site and the compatibility of the proposed project with the character of the surrounding residential uses, there is no evidence to indicate that the

proposed project would have a significant effect on the environment due to unusual circumstances. For additional information, refer to the Traffic Assessment (Rick Engineering Company 2019) (Attachment B), the Noise and Vibration Impact Analysis (LSA 2020) (Attachment C), and the Air Quality and Greenhouse Gas Technical Memorandum (LSA 2020) (Attachment D).

- (d) Scenic Highways.** A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. This does not apply to improvements which are required as mitigation by an adopted negative declaration or certified Environmental Impact Report.

The California Scenic Highway Mapping System does not include any eligible or officially designated scenic highways located in the project vicinity.¹ Due to intervening land uses, the project site is not visible from any local highways. Therefore, the project would not result in damage to a scenic resource within a highway officially designated as a State Scenic Highway.

- (e) Hazardous Waste Sites.** A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.

The project site is not listed on the Department of Toxic Substances Control (DTSC) Hazardous Waste and Substances Site List (Cortese List, compiled pursuant to Section 65962.5 of the Government Code).² According to the DTSC EnviroStor database, the project site is not located on a federal superfund site, State response site, voluntary cleanup site, school cleanup site, corrective action site, or tiered permit site.³ Review of the State Water Resources Control Board (SWRCB) GeoTracker database also confirms that the project site is not located within any hazardous materials sites.⁴ The project site is not located on a list of solid waste disposal sites identified by the SWRCB with waste constituents above hazardous waste levels outside the waste management unit⁵ or active cease and desist orders and cleanup and abatement orders.⁶ All use, storage, transport and disposal of hazardous materials (including any hazardous wastes) during construction activities will be performed in accordance with existing local, State, and federal

¹ California Department of Transportation, Scenic Highways. Website: <https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways> (accessed November 14, 2019).

² California Environmental Protection Agency (CalEPA). Cortese List Data Resources. Website: <https://calepa.ca.gov/sitecleanup/corteselist/> (accessed November 14, 2019).

³ California Department of Toxic Substances Control (DTSC). EnviroStor Database. Website: https://www.envirostor.dtsc.ca.gov/public/map/?global_id=19970011 (accessed November 14, 2019).

⁴ State Water Resources Control Board (SWRCB). GeoTracker database. Website: <https://geotracker.waterboards.ca.gov/> (accessed November 14, 2019).

⁵ CalEPA. Sites Identified with Waste Constituents above Hazardous Waste Levels Outside the Waste Management Unit. Website: <https://calepa.ca.gov/wp-content/uploads/sites/6/2016/10/SiteCleanup-CorteseList-CurrentList.pdf>

⁶ CalEPA. Cortese List Data Resources. Website: <https://calepa.ca.gov/sitecleanup/corteselist/> (accessed November 14, 2019).

hazardous materials regulations. Therefore, the project is not located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.

- (f) **Historical Resources**. A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.

An existing church building is currently located on the project site. According to the Historic Evaluation Memorandum¹ (LSA 2019) (Attachment F) prepared for the project, the existing church does not appear to be eligible for listing in the California Register of Historical Resources under any criteria. It is not representative of a significant historical event or associated with any historically significant people. The architecture is unremarkable and the architect does not appear to be anyone of note. Therefore, for these reasons, the proposed project would not cause a substantial adverse change in the significance of a historical resource.

CONCLUSION

In summary, the project would be exempt from further CEQA review pursuant to Section 15332 of the *State CEQA Guidelines* and would not meet any of the exceptions listed in Section 15300.2 of the *State CEQA Guidelines* that would disqualify the project from the Class 32 Categorical Exemption.

LSA is available to discuss the contents of this letter with City staff, if necessary. Although this letter is intended to explain how the proposed project would be exempt from the requirements of CEQA under a Class 32 CE, this letter does not represent legal advice. As always, it is LSA's pleasure to assist KB Home Coastal with any CEQA needs. If you have any questions, please contact Ashley Davis at (949) 553-0666 or ashley.davis@lsa.net.

Sincerely,

LSA Associates, Inc.



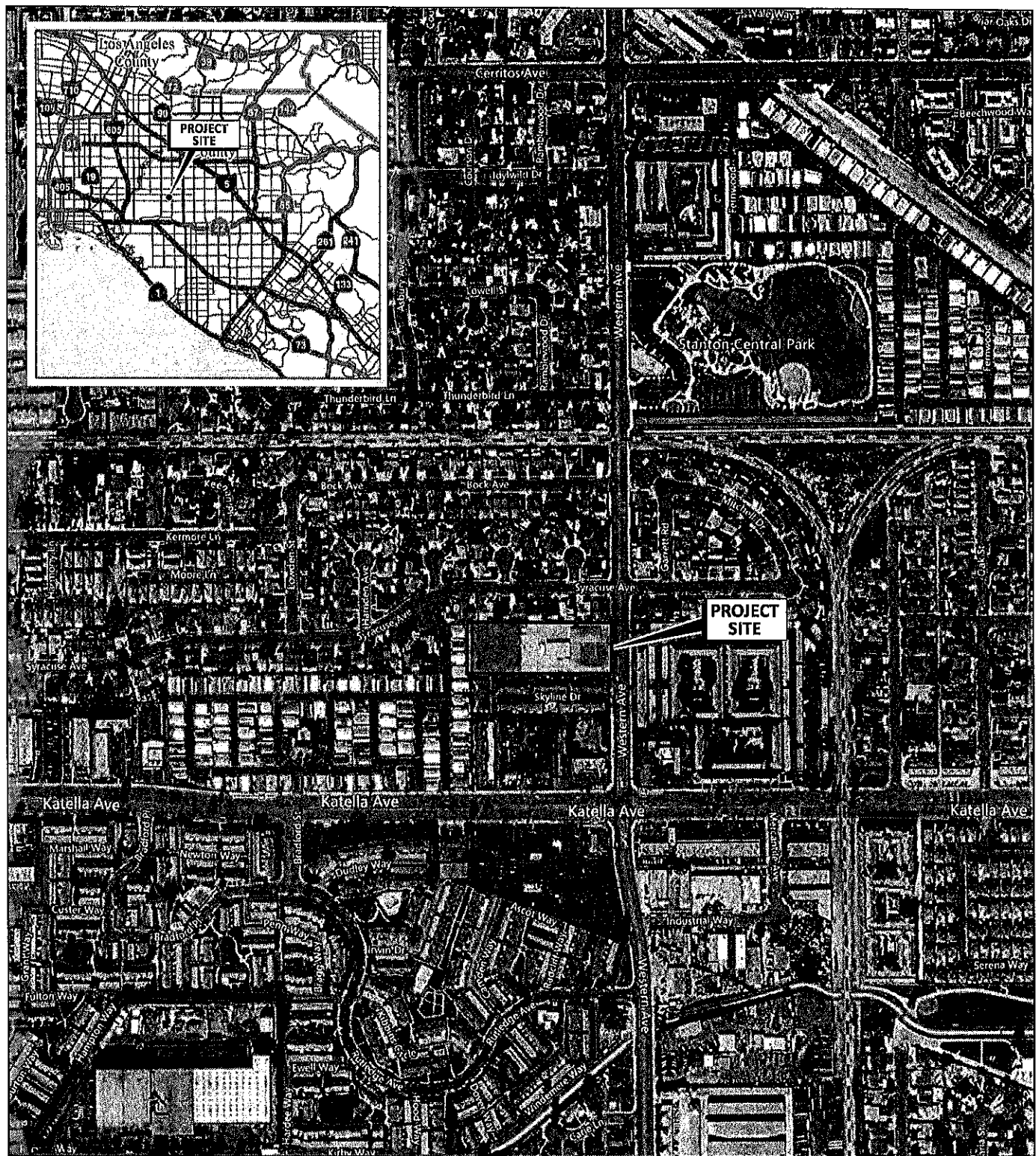
Ashley Davis
Principal

- Attachments: A: Figures 1 and 2
B: Parking Analysis (LSA 2020)
C: Traffic Assessment (Rick Engineering Company 2019)
D: Noise and Vibration Impact Analysis (LSA 2020)
E: Air Quality and Greenhouse Gas Technical Memorandum (LSA 2020)
F: Historic Evaluation Memorandum (LSA 2019)

¹ LSA. 2019. *Historic Evaluation Memorandum, 10871 Western Avenue, City of Stanton, California* (Historic Evaluation Memorandum). December 23, 2019.

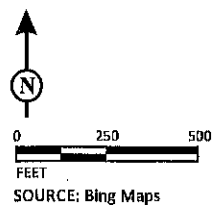
ATTACHMENT A

FIGURES 1 AND 2



LSA

FIGURE 1



Lighthouse Infill Residential Project
Project Location

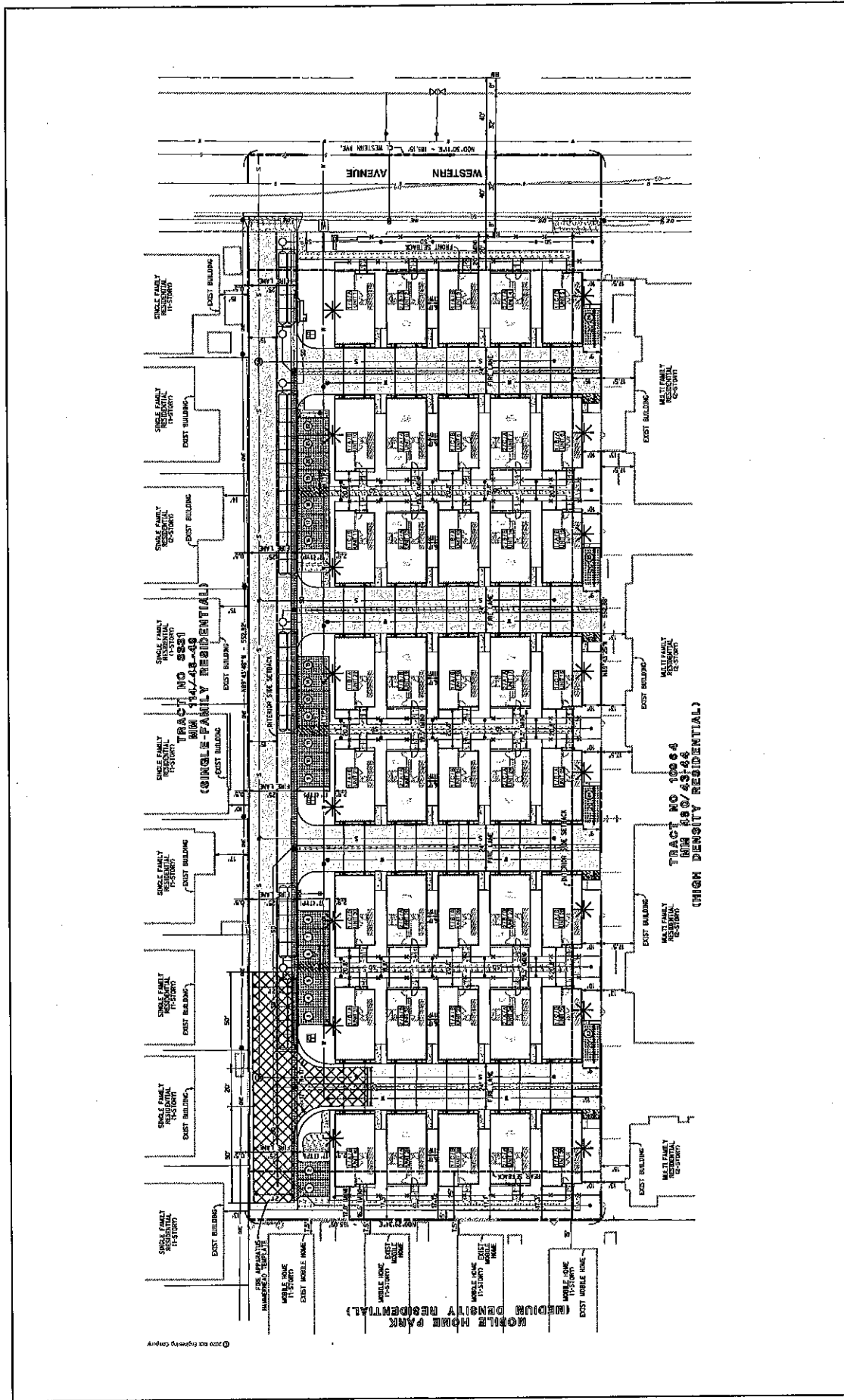
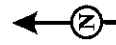


FIGURE 2

LSA



0 33 66
FEET

SOURCE: Rick Engineering Company

I:\KBH1901\G\Site Plan.cdr (8/11/2020)

ATTACHMENT B

PARKING ANALYSIS



CARLSBAD
FRESNO
IRVINE
LOS ANGELES
PALM SPRINGS
POINT RICHMOND
RIVERSIDE
ROSEVILLE
SAN LUIS OBISPO

March 11, 2020

Kurt Bausback, Director, Planning and Entitlements
KB Home Coastal
9915 Mira Mesa Boulevard, Suite 100
San Diego, CA 92131

Subject: Parking Analysis for 10871 Western Avenue in Stanton, California

Dear Mr. Bausback:

LSA is pleased to submit this parking analysis for the proposed 40-unit multifamily residential project (project) at 10871 Western Avenue in Stanton, California. The proposed project would replace the existing unoccupied church building and surface parking lot with 40 multifamily residential dwelling units and 130 parking spaces.

The purpose of the parking analysis is to determine whether the proposed parking supply would accommodate the expected parking demand for the project.

PROJECT DESCRIPTION

The 2.35-acre project site is bounded to the north by single-family homes with Syracuse Avenue beyond, to the south by a multifamily residential development and residential and commercial uses with Katella Avenue beyond, to the east by Western Avenue, and to the west by the La Lampara Mobile Home Park. The project site was previously occupied by the Lighthouse Community Church.

The proposed project would construct 40 multifamily residential dwelling units on site. According to the most recent site plan (Attachment A), the proposed project would include 24 three-bedroom dwelling units and 16 four-bedroom dwelling units. The proposed project would provide a total parking supply of 130 spaces (104 garage spaces and 26 guest parking spaces). All 16 four-bedroom units will be constructed with three-car garages, 8 three-bedroom dwelling units will be constructed with three-car garages, and the remaining 16 three-bedroom dwelling units will be constructed with two-car garages.

PARKING ANALYSIS

City of Stanton Parking Requirements

The City of Stanton (City) Municipal Code (Section 20.320.030) stipulates the parking requirements for residential multifamily dwelling units with three-bedroom and four-bedroom configurations (i.e., 3.5 spaces for three-bedroom units, 4 spaces for four-bedroom units, and 1 guest space for every three units). Application of the City Municipal Code parking requirements to the proposed project would require a total of 161 parking spaces (84 spaces for 24 three-bedroom units, 64 spaces for 16 four-bedroom units, and 13 guest spaces for 40 total units).

With a proposed parking supply of 130 spaces, the project would have a parking deficiency of 31 spaces based on the City Municipal Code. As such, LSA evaluated industry parking standard and parking rate requirements for neighboring cities to justify the proposed parking supply on site.

Institute of Transportation Engineers Parking Rate

The Institute of Transportation Engineers (ITE) *Parking Generation* (5th Edition, 2019) is accepted as the industry standard throughout the nation. According to the ITE *Parking Generation*, Multifamily Housing (Low-Rise) dwelling units have a weekday average peak period parking demand of 1.21 spaces per dwelling unit. Application of the Multifamily Housing (Low-Rise) parking rate to the proposed 40 dwelling units would require 48 parking spaces. Additionally, for comparison purposes, the Multifamily Housing (Mid-Rise) parking rate was also evaluated. Under this land use designation, dwelling units would have a weekday average peak period demand of 1.31 spaces per dwelling unit. Application of the Multifamily Housing (Mid-Rise) parking rate to the proposed 40 dwelling units would require 52 parking spaces. Under either land use designation, application of the ITE parking rates would generate a lower parking demand in comparison to the City Municipal Code parking requirement. The proposed 130 parking spaces would exceed both of these ITE parking rates.

Other City Parking Requirements

LSA also researched parking requirements for surrounding cities in Orange County (Cypress, Fullerton, Orange, and Westminster) that include Municipal Codes provisions for multifamily dwelling residential units. Table A (Attachment B) summarizes the neighboring cities' off-street parking ordinances and the total number of spaces that would be required for the project. As shown in Table A, application of the other city parking rates would result in parking requirements within the proposed parking supply of 130 spaces:

- **City of Cypress:** 110 required parking spaces
- **City of Fullerton:** 120 required parking spaces
- **City of Orange:** 119 required parking spaces
- **City of Westminster:** 100 required parking spaces

As such, the proposed parking supply of 130 spaces would accommodate the parking demand of the 40-unit multifamily residential project.

CONCLUSIONS

According to the ITE industry standard and other cities' parking requirements, the proposed 130-space parking supply for the proposed 40 multifamily dwelling units are within the range of demand expected for the use. Based on this analysis, the proposed parking supply would be sufficient to accommodate the parking demand of the 40 multifamily residential dwelling units.

If you have any questions, please do not hesitate to contact me at (949) 553-0666 or dean.arizabal@lsa.net.

Sincerely,

LSA Associates, Inc.



Dean Arizabal
Associate

Attachments: A: Site Plan
B: Table A

ATTACHMENT A

SITE PLAN



ATTACHMENT B

TABLE A

Table A: Parking Requirements by City

| City | Land Use | Parking Requirement | Project | | | | | | |
|-------------|--|--|---------|------|-------------------------|------|-------|----------------|---------------------------|
| | | | Size | Unit | Required Parking Spaces | | | Parking Supply | Parking Surplus / Deficit |
| | | | | | Garage | Open | Guest | | |
| Stanton | Multi-Family Dwellings (3 bedrooms) | 3.5 spaces Guest Parking: 1 space for every 3 dwelling units | 24 | DU | | 84 | 13 | 130 | (31) |
| | Multi-Family Dwellings (4 or more bedrooms) | 4 spaces + 0.5/ additional bedroom Guest Parking: 1 space for every 3 dwelling units | 16 | DU | | 64 | | | |
| Cypress | Detached condominiums containing three or more bedrooms | 2-car garage, plus 1/2 open spaces for each dwelling unit | | | | | | | |
| | | Guest Parking: 1/4 unassigned open spaces for each dwelling unit on site with 4 or more dwelling units | 40 | DU | 80 | 20 | 10 | 130 | 20 |
| Fullerton | Multiple-family Residential Zones | 3 spaces, open or covered, per dwelling unit | 40 | DU | | 120 | 0 | 130 | 10 |
| Orange | Multifamily Residential (3 units or more) Three Bedrooms | Three Bedrooms: 2.6 spaces/unit Guest Parking: 0.2 space/unit | 24 | DU | | 63 | | | |
| | Multifamily Residential (3 units or more) Four Bedrooms | Each additional bedroom above three: 0.4 spaces/bedroom/unit Guest Parking: 0.2 space/unit | 16 | DU | | 48 | 8 | 130 | 11 |
| Westminster | Multifamily dwellings (two or more units) (3 or more bedrooms) | 2 enclosed garage spaces per unit and 0.5 off-street, open parking spaces per unit | 40 | DU | 80 | 20 | 0 | 100 | 30 |

¹ Developments with less than 50 units, and adjacent to any principal, major, primary or secondary arterial street

ATTACHMENT C

TRAFFIC ASSESSMENT



November 1, 2019

KB Home Coastal
C/O Mr. Kurt Bausback
9915 Mira Mesa Blvd., Suite 100
San Diego, CA 92131

SUBJECT: KB HOME LIGHTHOUSE PROJECT TRAFFIC ASSESSMENT, CITY OF STANTON
(RICK ENGINEERING COMPANY JOB NUMBER 18554)

Dear Mr. Bausback:

Rick Engineering Company (RICK) has prepared this traffic assessment to evaluate operations and queuing at the site access intersection that will serve the proposed KB Home Lighthouse project, located on a 2.35-acre site at 10871 Western Avenue in the City of Stanton, California. The project will consist of 40 multi-family residential dwelling units with a proposed density of 18 units per acre. The site is zoned for high density residential and the proposed use is consistent with the City's General Plan.

Project Description

As discussed above, KB Home proposes to develop 40 multi-family residential dwelling units on a 2.35-acre site. The units will range from three to four bedrooms. The site is currently occupied by a church building that is no longer operational.

The project will take access from Western Avenue via the existing driveway located along the northbound boundary of the site. The site currently has two existing driveways that formerly served the church, but the existing southerly driveway will be removed by the project.

The project driveway intersection with Western Avenue will be controlled by a stop-sign upon egress from the site. The driveway will be 24 feet in width and will extend along the northern boundary of the project site, which is approximately the same width as the existing driveway for the former church use. A total of four drive aisles will be provided between the residential buildings that will provide access to the garages to the units.

A total of 122 parking spaces will be provided for the proposed project, which includes 96 garage parking spaces and 26 guest parking spaces. Two-car garages will be provided for the three-bedroom units, and three-car garages will be provided for the four-bedroom units.

Existing Conditions

Traffic counts were collected on Western Avenue fronting the project site over a 24-hour period on Thursday, October 24, 2019. The counts were reviewed to determine the existing AM and PM peak hour traffic volumes in each direction of travel along Western Avenue, which were used for the intersection operations analysis at the Western Avenue/Project Driveway intersection. The AM peak hour was observed to occur between 7:15 AM and 8:15 AM, and the PM peak hour was observed to occur between 5:00 PM and 6:00 PM. The traffic count data sheet is provided in the technical appendix following this letter report

Western Avenue is oriented in a north-south direction and is currently constructed with two through lanes, one Class II bike lane and a sidewalk in each direction of travel, with a center two-way left-turn lane. The City of Stanton General Plan Circulation Element classifies Western Avenue as a Secondary Arterial according to the Orange County Transportation Authority. The posted speed limit is 40 miles per hour (mph).

The signalized intersection of Western Avenue and Katella Avenue is located approximately 600 feet south of the project driveway. A "Keep Clear" zone is currently painted in the southbound through lanes of Western Avenue in front of the driveway that serves the existing Western Meadows multi-family residential property, which is located approximately 250 feet south of the driveway for the proposed project. This "Keep Clear" zone is provided to allow access to and from the Western Meadows driveway when southbound queues from the signalized intersection of Western Avenue and Katella Avenue spill back to the driveway and beyond.

Trip Generation

The Low-Rise Multi-Family Residential (Land Use 220) trip generation rate from the Institute of Transportation Engineers (ITE) Trip Generation Manual (10th Edition, 2017) was utilized to calculate the project trips that would be generated by the proposed 40 residential units. **Table 1** summarizes the weekday trip generation for the project site. As shown in the table, the proposed project would generate approximately 293 daily trips, including 18 AM peak hour trips (4 inbound / 14 outbound) and 22 PM peak hour trips (14 inbound / 8 outbound).

Table 1
Project Trip Generation

| Land Use | Unit | Daily (per unit) | AM Peak Hour | | | PM Peak Hour | | | |
|----------------------------------|------|---------------------|---------------------|--------------|---------------|---------------------|--------------|---------------|-----|
| | | | Total (per unit) | In (% AM) | Out (% AM) | Total (per unit) | In (% PM) | Out (% PM) | |
| Trip Generation Rates (ITE) | | | | | | | | | |
| Low-Rise MFDU (LU 220) | DU | 7.32 | 0.46 | 23% | 77% | 0.56 | 63% | 37% | |
| Forecast Project Generated Trips | | | | | | | | | |
| Land Use | Size | Unit | Daily Trips | AM Peak Hour | | | PM Peak Hour | | |
| | | | | Total | In | Out | Total | In | Out |
| Low-Rise MFDU | 40 | DU | 293 | 18 | 4 | 14 | 22 | 14 | 8 |
| TOTAL PROJECT TRIPS | | | 293 | 18 | 4 | 14 | 22 | 14 | 8 |

Source: Institute of Transportation Engineers (ITE) Trip Generation Manual (10th Edition, 2017).

Project Trip Distribution and Assignment

The project trip distribution is based on the site's proximity to regional arterials, freeways, and major employment and commercial centers. It was estimated that approximately 70% of trips would travel on Western Avenue south of the project site, while approximately 30% of trips would travel on Western Avenue north of the site.

The AM/PM peak hour project trips were assigned to the Western Avenue/Project Driveway intersection based on the project trip distribution and trip generation described above.

Intersection Operations Analysis

The Western Avenue/Project Driveway intersection was analyzed during the AM and PM peak hours using the existing traffic volumes on Western Avenue and project trips at the driveway. The intersection will be one-way stop controlled on the eastbound (driveway) approach. The eastbound approach would consist of one shared left-turn/right-turn lane, and the existing two-way left-turn lane in the center median of Western Avenue would provide left-turn access from northbound Western Avenue. Two through lanes are currently provided on Western Avenue in each direction of travel.

Intersection operations were analyzed with the Synchro 10 software program utilizing the methodologies outlined in the *Highway Capacity Manual 6th Edition (HCM 6)*. Synchro reports delays, which correspond to a particular level of service (LOS), to describe the overall operation of an intersection.

Table 2 displays the operations analysis results for the Western Avenue/Project Driveway intersection under Existing Plus Project conditions. The HCM analysis worksheets are provided in the technical appendix following this letter report.

Table 2
Intersection Operations Analysis Summary

| Intersection | Traffic Control | Peak Hour | Delay ^(a) | LOS ^(b) |
|-----------------------------------|----------------------|-----------|----------------------|--------------------|
| Western Avenue / Project Driveway | One-Way Stop Control | AM | 15.8 | C |
| | | PM | 12.7 | B |

Notes:

^(a) The worst movement delay is reported for one/two-way-stop controlled intersections

^(b) LOS calculations are based on the methodology outlined in the *Highway Capacity Manual 6th Edition (HCM 6)* and performed using Synchro 10.

As shown in the table, the Western Avenue/Project Driveway intersection is forecast to operate at an acceptable LOS C during the AM peak hour and at an acceptable LOS B during the PM peak hour. The worst approach or movement delay is used for one-way or two-way stop controlled intersections, which is the delay experienced for vehicles exiting the site on the eastbound approach of the intersection. The relatively low delay upon exiting the site during the peak hours is attributed to the majority of project trips turning right from the project driveway, and also the presence of a two-way left-turn lane that would provide a refuge area for left-turning vehicles from the driveway before merging with northbound through traffic on Western Avenue.

Intersection Queuing Analysis

A queuing analysis was performed for the Western Avenue/Project Driveway intersection during the peak hours under Existing Plus Project conditions to determine the storage length needs at the project driveway. The SimTraffic traffic simulation application within Synchro was utilized to perform the queuing analysis for the Western Avenue/Project Driveway intersection. Synchro assumes 25 feet per vehicle to calculate queue length, and the reported 95th percentile queue lengths are used in this queuing analysis. The technical appendix following this letter report contains the SimTraffic queuing analysis worksheets.

The results of the queuing analysis showed the following queue lengths at the Western Avenue/Project Driveway intersection during the peak hours:

Northbound Left-Turn Lane

- AM Peak Hour: 16 feet (one vehicle)
- PM Peak Hour: 24 feet (one vehicle)

Eastbound Shared Left-Turn/Right-Turn Lane

- AM Peak Hour: 44 feet (two vehicles)
- PM Peak Hour: 32 feet (two vehicles)

Internal Circulation Assessment

The internal vehicular and pedestrian circulation of the project site was reviewed to determine if there are any conflicts with pedestrian connections, and if the proposed drive aisle widths, distances of the parking spaces from drive aisles, drive aisle spacing and main driveway throat length at the Western Avenue entrance will meet the City's design and development standards.

Accessible pedestrian aisles five feet in width are provided in between the guest parking spaces in front of each of the pedestrian walkways that provide access to the front entrances of 30 out of the 40 residential units. The accessible pedestrian aisles meet the minimum ADA standards and no conflicts or deficiencies were identified.

The primary conflict between vehicles and pedestrians would occur at the driveway entrance/exit at Western Avenue where the existing sidewalk crosses the driveway. It is recommended that each corner of the intersection be kept clear of obstructions so that pedestrians are clearly visible to vehicles exiting the project site.

The main driveway serving the site and the four perpendicular drive aisles providing garage access all have a proposed width of 24 feet. Chapter 20.320, Section 070 (City's Parking Design and Development Standards) of the City of Stanton's Municipal Code state that the following dimensions should be provided for multi-family residential driveways:

- Driveways serving 10 or less dwelling units shall be a minimum of 10 feet in width for one-way traffic, and a minimum of 20 feet for two-way traffic.
- Driveways serving 11 or more dwelling units shall be a minimum of 12 ½ feet in width for one-way traffic, and a minimum of 25 feet for two-way traffic.

Mr. Kurt Bausback
November 1, 2019
Page 5 of 5

The four drive aisles that provide access to the garages each serve 10 dwelling units. Therefore, the proposed width of 24 feet for the four drive aisles serving garage access exceeds the City's minimum standard. However, the proposed width of 24 feet for the main entry driveway is one foot less than the City's minimum standard.

The 90-degree guest parking spaces along the main driveway are located so that parking maneuvers are at least 20 feet from a vehicular entrance (i.e. drive aisles to the garages), which meets the City's minimum design standard per Chapter 20.320, Section 070 (Parking Design and Development Standards) of the City of Stanton's Municipal Code.

The minimum length of the driveway throat, defined as the distance between the intersection stop bar to the first perpendicular internal drive aisle, is primarily determined by the minimum stacking distance that would be needed to accommodate vehicular queuing during peak hours. As shown in the results of the intersection queuing analysis, the peak queue length on the eastbound approach exiting the site is approximately 44 feet. The project will provide a driveway throat length of approximately 60 feet; therefore, the stacking distance provided will accommodate the peak vehicular queue length during peak hours.

Recommendations

As described under the Existing Conditions section of this letter, there is currently a "Keep Clear" zone painted in the southbound through lanes of Western Avenue in front of the driveway that serves the Western Meadows multi-family residential property located approximately 250 feet south of the project driveway. It is recommended that a "Keep Clear" zone also be painted in the southbound through lanes of Western Avenue in front of the proposed project driveway so that access to and from the driveway is not blocked by queued vehicles along southbound Western Avenue.

As discussed in the previous section, it is recommended that each corner of the intersection be kept clear of obstructions so that pedestrians are clearly visible to vehicles exiting the project site.

It is also recommended that the project applicant coordinate with the City to justify that a 24-foot wide driveway will be adequate to serve the proposed multi-family residential project. The 24-foot driveway width does exceed the minimum width required (20 feet) for a fire lane per the Orange County Fire Authority.

If you have any questions regarding the results of this analysis, please contact me directly at (619) 291-0707.

Sincerely,

RICK ENGINEERING COMPANY



David Mizell, AICP
Associate Traffic Planner

TECHNICAL APPENDIX

Prepared by NDS/ATD

VOLUME

Western Ave S/O Skyline Dr

Day: Thursday
Date: 10/24/2019City: Stanton
Project #: CA19_1213_001

| DAILY TOTALS | | | | | NB | SB | EB | WB | Total | | |
|--------------|-------|-------|-----|------|----------|-----------|-------|-------|--------|-----|----------|
| | | | | | 10,935 | 10,647 | 0 | 0 | 21,582 | | |
| AM Period | NB | SB | EB | WB | TOTAL | PM Period | NB | SB | EB | WB | TOTAL |
| 00:00 | 36 | 15 | | | 51 | 12:00 | 125 | 119 | | | 244 |
| 00:15 | 26 | 24 | | | 50 | 12:15 | 135 | 132 | | | 267 |
| 00:30 | 36 | 16 | | | 52 | 12:30 | 131 | 119 | | | 250 |
| 00:45 | 16 | 114 | 13 | 68 | 29 182 | 12:45 | 113 | 504 | 106 | 476 | 219 980 |
| 01:00 | 21 | 12 | | | 33 | 13:00 | 124 | 115 | | | 239 |
| 01:15 | 13 | 10 | | | 23 | 13:15 | 123 | 129 | | | 252 |
| 01:30 | 16 | 13 | | | 29 | 13:30 | 130 | 138 | | | 268 |
| 01:45 | 11 | 61 | 12 | 47 | 23 108 | 13:45 | 161 | 538 | 155 | 537 | 316 1075 |
| 02:00 | 22 | 10 | | | 32 | 14:00 | 142 | 120 | | | 262 |
| 02:15 | 16 | 9 | | | 25 | 14:15 | 183 | 138 | | | 321 |
| 02:30 | 9 | 15 | | | 24 | 14:30 | 199 | 148 | | | 347 |
| 02:45 | 9 | 56 | 16 | 50 | 25 106 | 14:45 | 177 | 701 | 154 | 560 | 331 1261 |
| 03:00 | 7 | 9 | | | 16 | 15:00 | 202 | 147 | | | 349 |
| 03:15 | 7 | 20 | | | 27 | 15:15 | 210 | 172 | | | 382 |
| 03:30 | 8 | 19 | | | 27 | 15:30 | 288 | 140 | | | 428 |
| 03:45 | 16 | 38 | 19 | 67 | 35 105 | 15:45 | 250 | 950 | 159 | 618 | 409 1568 |
| 04:00 | 13 | 20 | | | 33 | 16:00 | 301 | 143 | | | 444 |
| 04:15 | 11 | 31 | | | 42 | 16:15 | 233 | 158 | | | 391 |
| 04:30 | 19 | 83 | | | 102 | 16:30 | 327 | 147 | | | 474 |
| 04:45 | 19 | 62 | 74 | 208 | 93 270 | 16:45 | 261 | 1122 | 177 | 625 | 438 1747 |
| 05:00 | 29 | 59 | | | 88 | 17:00 | 318 | 162 | | | 480 |
| 05:15 | 33 | 95 | | | 128 | 17:15 | 326 | 177 | | | 503 |
| 05:30 | 47 | 156 | | | 203 | 17:30 | 330 | 174 | | | 504 |
| 05:45 | 43 | 152 | 243 | 553 | 286 705 | 17:45 | 287 | 1261 | 165 | 678 | 452 1939 |
| 06:00 | 49 | 127 | | | 176 | 18:00 | 305 | 168 | | | 473 |
| 06:15 | 53 | 181 | | | 234 | 18:15 | 254 | 136 | | | 390 |
| 06:30 | 65 | 218 | | | 283 | 18:30 | 254 | 140 | | | 394 |
| 06:45 | 84 | 251 | 231 | 757 | 315 1008 | 18:45 | 212 | 1025 | 121 | 565 | 333 1590 |
| 07:00 | 91 | 206 | | | 297 | 19:00 | 189 | 126 | | | 315 |
| 07:15 | 112 | 270 | | | 382 | 19:15 | 168 | 96 | | | 264 |
| 07:30 | 106 | 270 | | | 376 | 19:30 | 165 | 116 | | | 281 |
| 07:45 | 101 | 410 | 311 | 1057 | 412 1467 | 19:45 | 155 | 677 | 108 | 446 | 263 1123 |
| 08:00 | 147 | 245 | | | 392 | 20:00 | 126 | 102 | | | 228 |
| 08:15 | 112 | 226 | | | 338 | 20:15 | 107 | 75 | | | 182 |
| 08:30 | 117 | 194 | | | 311 | 20:30 | 106 | 73 | | | 179 |
| 08:45 | 104 | 480 | 205 | 870 | 309 1350 | 20:45 | 101 | 440 | 70 | 320 | 171 760 |
| 09:00 | 85 | 157 | | | 242 | 21:00 | 101 | 70 | | | 171 |
| 09:15 | 94 | 141 | | | 235 | 21:15 | 117 | 61 | | | 178 |
| 09:30 | 90 | 143 | | | 233 | 21:30 | 91 | 81 | | | 172 |
| 09:45 | 88 | 357 | 117 | 558 | 205 915 | 21:45 | 74 | 383 | 55 | 267 | 129 650 |
| 10:00 | 96 | 132 | | | 228 | 22:00 | 101 | 42 | | | 143 |
| 10:15 | 113 | 122 | | | 235 | 22:15 | 64 | 52 | | | 116 |
| 10:30 | 85 | 126 | | | 211 | 22:30 | 74 | 51 | | | 125 |
| 10:45 | 85 | 379 | 136 | 516 | 221 895 | 22:45 | 60 | 299 | 41 | 186 | 101 485 |
| 11:00 | 113 | 124 | | | 237 | 23:00 | 55 | 41 | | | 96 |
| 11:15 | 122 | 121 | | | 243 | 23:15 | 44 | 29 | | | 73 |
| 11:30 | 114 | 123 | | | 237 | 23:30 | 53 | 27 | | | 80 |
| 11:45 | 131 | 480 | 126 | 494 | 257 974 | 23:45 | 43 | 195 | 27 | 124 | 70 319 |
| TOTALS | 2840 | 5245 | | | 8085 | TOTALS | 8095 | 5402 | | | 13497 |
| SPLIT % | 35.1% | 64.9% | | | 37.5% | SPLIT % | 60.0% | 40.0% | | | 62.5% |

| DAILY TOTALS | | | | | NB | SB | EB | WB | Total |
|-----------------|-------|-------|-------|-------|-----------------|--------|-------|-------|--------|
| | | | | | 10,935 | 10,647 | 0 | 0 | 21,582 |
| AM Peak Hour | 11:45 | 07:15 | | 07:15 | PM Peak Hour | 17:00 | 16:45 | | 17:00 |
| AM Pk Volume | 522 | 1096 | | 1562 | PM Pk Volume | 1261 | 690 | | 1939 |
| Pk Hr Factor | 0.967 | 0.881 | | 0.948 | Pk Hr Factor | 0.955 | 0.975 | | 0.962 |
| 7 - 9 Volume | 890 | 1927 | 0 | 2817 | 4 - 6 Volume | 2383 | 1303 | 0 | 3686 |
| 7 - 9 Peak Hour | 08:00 | 07:15 | | 07:15 | 4 - 6 Peak Hour | 17:00 | 16:45 | | 17:00 |
| 7 - 9 Pk Volume | 480 | 1096 | 0 | 1562 | 4 - 6 Pk Volume | 1261 | 690 | 0 | 1939 |
| Pk Hr Factor | 0.816 | 0.881 | 0.000 | 0.948 | Pk Hr Factor | 0.955 | 0.975 | 0.000 | 0.962 |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.2 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | ↖ | | ↖ | ↑↑ | ↑↑ | |
| Traffic Vol, veh/h | 4 | 10 | 3 | 466 | 1096 | 1 |
| Future Vol, veh/h | 4 | 10 | 3 | 466 | 1096 | 1 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | 50 | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 4 | 11 | 3 | 491 | 1154 | 1 |

| Major/Minor | Minor2 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|---|---|
| Conflicting Flow All | 1407 | 578 | 1155 | 0 | - | 0 |
| Stage 1 | 1155 | - | - | - | - | - |
| Stage 2 | 252 | - | - | - | - | - |
| Critical Hdwy | 6.84 | 6.94 | 4.14 | - | - | - |
| Critical Hdwy Stg 1 | 5.84 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.84 | - | - | - | - | - |
| Follow-up Hdwy | 3.52 | 3.32 | 2.22 | - | - | - |
| Pot Cap-1 Maneuver | 130 | 459 | 601 | - | - | - |
| Stage 1 | 262 | - | - | - | - | - |
| Stage 2 | 767 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 129 | 459 | 601 | - | - | - |
| Mov Cap-2 Maneuver | 218 | - | - | - | - | - |
| Stage 1 | 261 | - | - | - | - | - |
| Stage 2 | 767 | - | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|------|-----|----|
| HCM Control Delay, s | 15.8 | 0.1 | 0 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|-----------------------|-------|-----|-------|-----|-----|
| Capacity (veh/h) | 601 | - | 349 | - | - |
| HCM Lane V/C Ratio | 0.005 | - | 0.042 | - | - |
| HCM Control Delay (s) | 11 | - | 15.8 | - | - |
| HCM Lane LOS | B | - | C | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.1 | - | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.1 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | Y | | Y | ↑↑ | ↑↑ | |
| Traffic Vol, veh/h | 2 | 6 | 10 | 1261 | 678 | 4 |
| Future Vol, veh/h | 2 | 6 | 10 | 1261 | 678 | 4 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | 50 | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 96 | 96 | 96 | 96 | 96 | 96 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 2 | 6 | 10 | 1314 | 706 | 4 |

| Major/Minor | Minor2 | Major1 | Major2 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 1385 | 355 | 710 |
| Stage 1 | 708 | - | - |
| Stage 2 | 677 | - | - |
| Critical Hdwy | 6.84 | 6.94 | 4.14 |
| Critical Hdwy Stg 1 | 5.84 | - | - |
| Critical Hdwy Stg 2 | 5.84 | - | - |
| Follow-up Hdwy | 3.52 | 3.32 | 2.22 |
| Pot Cap-1 Maneuver | 134 | 641 | 885 |
| Stage 1 | 449 | - | - |
| Stage 2 | 466 | - | - |
| Platoon blocked, % | - | - | - |
| Mov Cap-1 Maneuver | 133 | 641 | 885 |
| Mov Cap-2 Maneuver | 268 | - | - |
| Stage 1 | 444 | - | - |
| Stage 2 | 466 | - | - |

| Approach | EB | NB | SB |
|----------------------|------|-----|----|
| HCM Control Delay, s | 12.7 | 0.1 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|-----------------------|-------|-----|-------|-----|-----|
| Capacity (veh/h) | 885 | - | 476 | - | - |
| HCM Lane V/C Ratio | 0.012 | - | 0.018 | - | - |
| HCM Control Delay (s) | 9.1 | - | 12.7 | - | - |
| HCM Lane LOS | A | - | B | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.1 | - | - |

Queuing and Blocking Report
Baseline

Existing Plus Project AM Queuing
10/29/2019

Intersection: 1: Western Ave & Project Driveway

| Movement | EB | NB |
|-----------------------|-----|----|
| Directions Served | LR | L |
| Maximum Queue (ft) | 48 | 28 |
| Average Queue (ft) | 17 | 3 |
| 95th Queue (ft) | 44 | 16 |
| Link Distance (ft) | 555 | |
| Upstream Blk Time (%) | | |
| Queuing Penalty (veh) | | |
| Storage Bay Dist (ft) | 50 | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

Network Summary

| |
|---------------------------------|
| Network wide Queuing Penalty: 0 |
|---------------------------------|

Queuing and Blocking Report
Baseline

Existing Plus Project PM Queuing
10/29/2019

Intersection: 1: Western Ave & Project Driveway

| Movement | EB | NB |
|-----------------------|-----|----|
| Directions Served | LR | L |
| Maximum Queue (ft) | 55 | 29 |
| Average Queue (ft) | 8 | 6 |
| 95th Queue (ft) | 32 | 24 |
| Link Distance (ft) | 555 | |
| Upstream Blk Time (%) | | |
| Queuing Penalty (veh) | | |
| Storage Bay Dist (ft) | 50 | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

Network Summary

| |
|---------------------------------|
| Network wide Queuing Penalty: 0 |
|---------------------------------|

ATTACHMENT D

NOISE AND VIBRATION IMPACT ANALYSIS



CARLSBAD
FRESNO
IRVINE
LOS ANGELES
PALM SPRINGS
POINT RICHMOND
RIVERSIDE
ROSEVILLE
SAN LUIS OBISPO

MEMORANDUM

DATE: March 11, 2020

To: Ashley Davis, Principal

FROM: J.T. Stephens, Senior Noise Specialist

SUBJECT: Noise and Vibration Impact Analysis: Lighthouse Infill Residential Project

INTRODUCTION AND PROJECT DESCRIPTION

This noise impact analysis has been prepared to evaluate the potential impacts associated with the proposed Lighthouse Infill Residential Project (proposed project) in the City of Stanton (City), California. This report is intended to satisfy the City's requirement for a project-specific noise impact analysis and examines the impacts of the proposed noise-sensitive uses on the project site together with the project design features and standard conditions. Future noise level impacts are based on the noise measurement data gathered at the project site (from November 12, 2019, to November 13, 2019) to properly account for the traffic noise impacts on the surrounding roadways.

Location and Description

The 2.35-acre project site is located on Assessor's Parcel Number (APN) 079-371-17, at 10871 Western Avenue, in Stanton, California. Figure 1 shows the project location. The project site is bounded to the north by single-family homes with Syracuse Avenue beyond, to the east by Western Avenue, to the south by a multi-family residential development and commercial uses with Katella Avenue beyond, and to the west by a mobile home park. The front portion of the rectangular parcel is developed with a church and a surface parking lot. The rear portion of the lot is undeveloped. The proposed project includes the construction of 40 single-family detached units and 130 parking spaces within the project site. Figure 2 illustrates the site plan.

METHODOLOGY

Evaluation of noise impacts associated with the proposed project includes the following:

- Determine the short-term construction noise levels at off-site noise sensitive uses and compare to the City's General Plan and Municipal Code Ordinance requirements;
- Determine the long-term noise levels at off-site noise sensitive uses and compare the levels to the City's pertinent noise standards; and
- Determine the required project features, such as mechanical ventilation or building façade enhancements, to reduce long-term, on-site noise impacts from all sources.

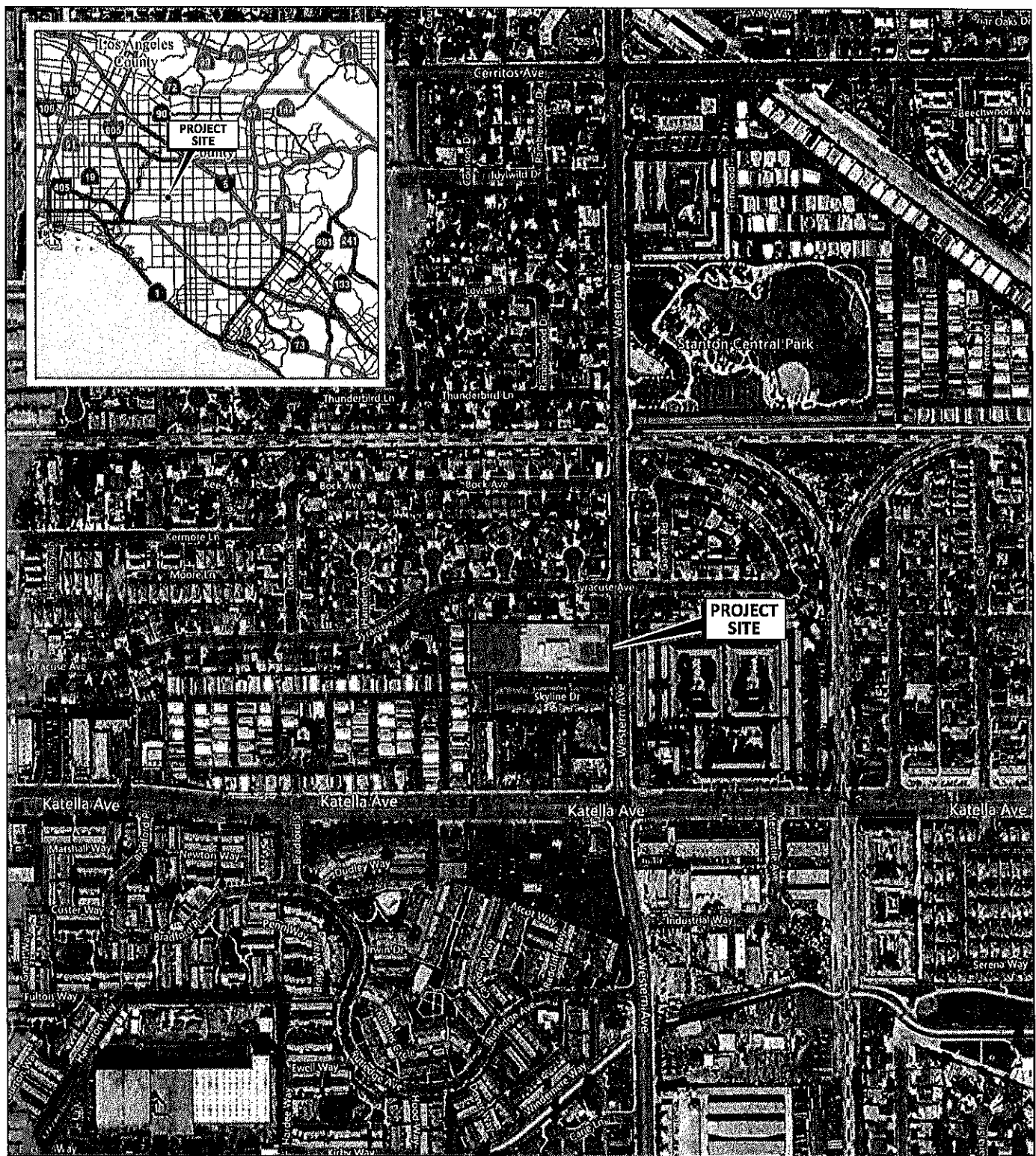


FIGURE 1

LSA



SOURCE: Bing Maps

I:\KBH1901\G\Project Location.cdr (11/14/2019)

Lighthouse Infill Residential Project
Project Location

CHARACTERISTICS OF SOUND

Noise is usually defined as unwanted sound. Noise consists of any sound that may produce physiological or psychological damage and/or interfere with communication, work, rest, recreation, and sleep.

To the human ear, sound has two significant characteristics: pitch and loudness. Pitch is generally an annoyance, while loudness can affect the ability to hear. Pitch is the number of complete vibrations, or cycles per second, of a wave resulting in the tone's range from high to low. Loudness is the strength of a sound that describes a noisy or quiet environment and is measured by the amplitude of the sound wave. Loudness is determined by the intensity of the sound waves combined with the reception characteristics of the human ear. Sound intensity refers to how hard the sound wave strikes an object, which in turn produces the sound's effect. This characteristic of sound can be precisely measured with instruments. The analysis of a project defines the noise environment of the project area in terms of sound intensity and its effect on adjacent sensitive land uses.

Measurement of Sound

Sound intensity is measured through the A-weighted scale to correct for the relative frequency response of the human ear. That is, an A-weighted noise level de-emphasizes low and very high frequencies of sound similar to the human ear's de-emphasis of these frequencies. Unlike linear units (e.g., inches or pounds), decibels are measured on a logarithmic scale representing points on a sharply rising curve.

For example, 10 decibels (dB) is 10 times more intense than 1 dB, 20 dB is 100 times more intense than 1 dB, and 30 dB is 1,000 times more intense than 1 dB. Thirty decibels (30 dB) represent 1,000 times as much acoustic energy as 1 dB. The decibel scale increases as the square of the change, representing the sound pressure energy. A sound as soft as human breathing is about 10 times greater than 0 dB. The decibel system of measuring sound gives a rough connection between the physical intensity of sound and its perceived loudness to the human ear. A 10 dB increase in sound level is perceived by the human ear as only a doubling of the loudness of the sound. Ambient sounds generally range from 30 dB (very quiet) to 100 dB (very loud).

Sound levels are generated from a source, and their decibel level decreases as the distance from that source increases. Sound dissipates exponentially with distance from the noise source. For a single-point source, sound levels decrease approximately 6 dB for each doubling of distance from the source. This drop-off rate is appropriate for noise generated by stationary equipment. If noise is produced by a line source (e.g., highway traffic or railroad operations) the sound decreases 3 dB for each doubling of distance in a hard site environment. Similarly, line sources with intervening absorptive vegetation or line sources which are located at a great distance to the receptor would decrease 4.5 dB for each doubling of distance.

There are many ways to rate noise for various time periods, but an appropriate rating of ambient noise affecting humans also accounts for the annoying effects of sound. The equivalent continuous sound level (L_{eq}) is the total sound energy of time-varying noise over a sample period. However, the predominant rating scales for human communities in the State of California are the L_{eq} and Community Noise Equivalent Level (CNEL) or the day-night average noise level (L_{dn}) based on

A-weighted decibels (dBA). CNEL is the time-varying noise over a 24-hour period, with a 5 dBA weighting factor applied to the hourly L_{eq} for noises occurring from 7:00 p.m. to 10:00 p.m. (defined as relaxation hours), and a 10 dBA weighting factor applied to noises occurring from 10:00 p.m. to 7:00 a.m. (defined as sleeping hours). L_{dn} is similar to the CNEL scale but without the adjustment for events occurring during the evening hours. CNEL and L_{dn} are within 1 dBA of each other and are normally interchangeable. The City uses the CNEL noise scale for long-term noise impact assessment.

Other noise rating scales of importance when assessing the annoyance factor include the maximum instantaneous noise level (L_{max}), which is the highest exponential time-averaged sound level that occurs during a stated time period. The noise environments discussed in this analysis for short-term noise impacts are specified in terms of maximum levels denoted by L_{max} , which reflects peak operating conditions and addresses the annoying aspects of intermittent noise. It is often used together with another noise scale or noise standards in terms of percentile noise levels in noise ordinances for enforcement purposes. For example, the L_{10} noise level represents the noise level exceeded 10 percent of the time during a stated period. The L_{50} noise level represents the median noise level (i.e., half the time the noise level exceeds this level, and half the time it is less than this level). The L_{90} noise level represents the noise level exceeded 90 percent of the time and is considered the background noise level during a monitoring period. For a relatively constant noise source, the L_{eq} and L_{50} are approximately the same.

Noise impacts can be described in three categories. The first is audible impacts that refer to increases in noise levels noticeable to humans. Audible increases in noise levels generally refer to a change of 3.0 dB or greater because this level has been found to be barely perceptible in exterior environments. The second category, potentially audible, refers to a change in the noise level between 1.0 and 3.0 dB. This range of noise levels has been found to be noticeable only in laboratory environments. The last category is changes in noise levels of less than 1.0 dB, which are inaudible to the human ear. Only audible changes in existing ambient or background noise levels (3.0 dB or greater) are considered potentially significant.

Physiological Effects of Noise

Physical damage to human hearing begins at prolonged exposure to noise levels higher than 85 dBA. Exposure to high noise levels affects the entire system, with prolonged noise exposure in excess of 75 dBA increasing body tensions, thereby affecting blood pressure and functions of the heart and the nervous system. In comparison, extended periods of noise exposure above 90 dBA would result in permanent cell damage. When the noise level reaches 120 dBA, a tickling sensation occurs in the human ear even with short-term exposure. This level of noise is called the threshold of feeling. As the sound reaches 140 dBA, the tickling sensation is replaced by the feeling of pain in the ear. This is called the threshold of pain. A sound level of 160–165 dBA will result in dizziness or loss of equilibrium. The ambient or background noise problem is widespread and generally more concentrated in urban areas than in outlying less developed areas.

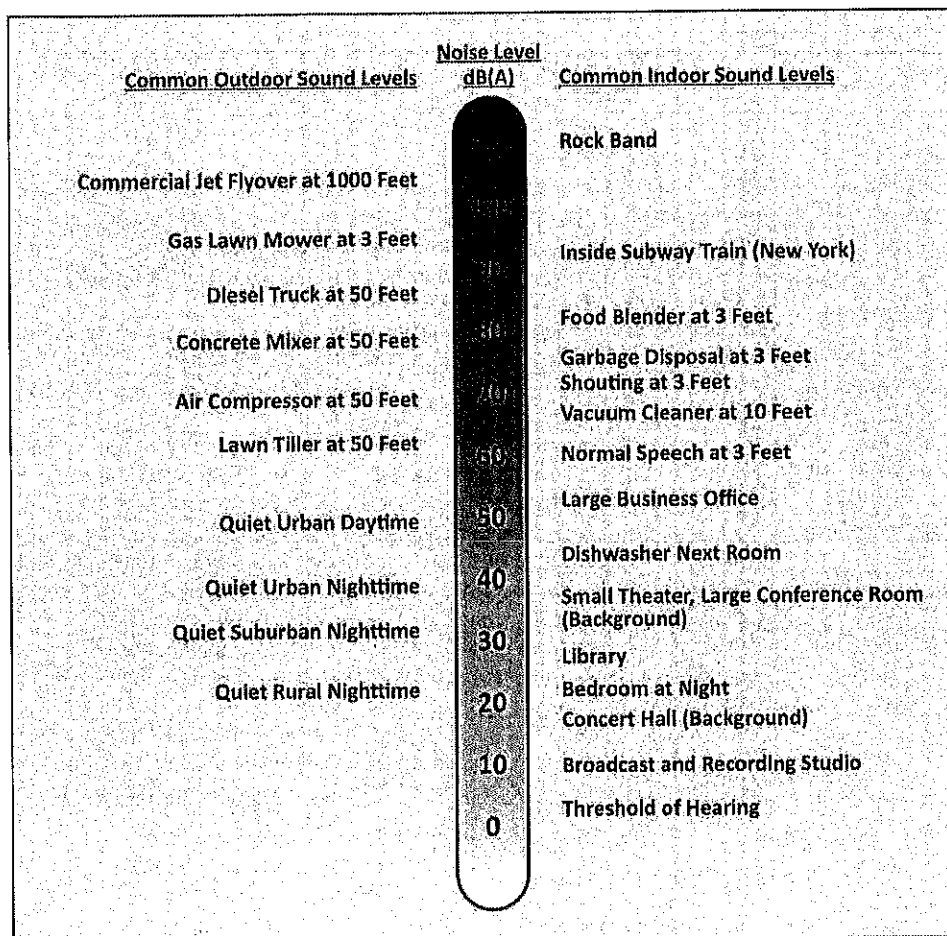
Table A lists definitions of acoustical terms, and Table B shows common sound levels and their sources.

Table A: Definitions of Acoustical Terms

| Term | Definitions |
|---|---|
| Decibel, dB | A unit of level that denotes the ratio between two quantities proportional to power, the number of decibels is 10 times the logarithm (to the base 10) of this ratio. |
| Frequency, Hz | Of a function periodic in time, the number of times that the quantity repeats itself in one second (i.e., number of cycles per second). |
| A-Weighted Sound Level, dBA | The sound level obtained by use of A-weighting. The A-weighting filter deemphasizes the very low and very high frequency components of the sound in a manner similar to the frequency components of the sound in a manner similar to the frequency response of the human ear and correlates well with subjective reactions to noise. All sound levels in this assessment are A-weighted, unless reported otherwise. |
| L_{01} , L_{10} , L_{50} , L_{90} | The fast A-weighted noise levels equaled or exceeded by a fluctuating sound level for 1 percent, 10 percent, 50 percent, and 90 percent of a stated time period. |
| Equivalent Continuous Noise Level, L_{eq} | The level of a steady sound that, in a stated time period and at a stated location, has the same A-weighted sound energy as the time varying sound. |
| Community Noise Equivalent Level, CNEL | The 24-hour A-weighted average sound level from midnight to midnight, obtained after the addition of 5 dB to sound levels occurring in the evening from 7:00 p.m. to 10:00 p.m. and after the addition of 10 dB to sound levels occurring in the night between 10:00 p.m. and 7:00 a.m. |
| Day/Night Noise Level, L_{dn} | The 24-hour A-weighted average sound level from midnight to midnight, obtained after the addition of 10 dB to sound levels occurring in the night between 10:00 p.m. and 7:00 a.m. |
| L_{max} , L_{min} | The maximum and minimum A-weighted sound levels measured on a sound level meter, during a designated time interval, using fast time averaging. |
| Ambient Noise Level | The all-encompassing noise associated with a given environment at a specified time, usually a composite of sound from many sources at many directions, near and far; no particular sound is dominant. |
| Intrusive | The noise that intrudes over and above the existing ambient noise at a given location. The relative intrusiveness of a sound depends upon its amplitude, duration, frequency, and time of occurrence and tonal or informational content, as well as the prevailing ambient noise level. |

Source: Harris, Cyril M. *Handbook of Acoustical Measurements and Noise Control* (1991).

Table B: Common Sound Levels and Noise Sources



Source: LSA, Associates, Inc., 2016.

CHARACTERISTICS OF VIBRATION

Vibration refers to ground-borne noise and perceptible motion. Ground-borne vibration is almost exclusively a concern inside buildings and is rarely perceived as a problem outdoors, where the motion may be discernible. Typically, there is more adverse reaction to effects associated with the shaking of a building. Vibration energy propagates from a source through intervening soil and rock layers to the foundations of nearby buildings. The vibration then propagates from the foundation throughout the remainder of the structure. Building vibration may be perceived by occupants as the motion of building surfaces, the rattling of items on shelves or hanging on walls, or a low-frequency rumbling noise. The rumbling noise is caused by the vibration of walls, floors, and ceilings that radiate sound waves. Annoyance from vibration often occurs when the vibration exceeds the threshold of perception by 10 dB or less. This is an order of magnitude below the damage threshold for normal buildings.

Typical sources of ground-borne vibration are construction activities (e.g., blasting, pile driving, and operating heavy-duty earthmoving equipment), steel-wheeled trains, and occasional traffic on rough roads. Problems with both ground-borne vibration and noise from these sources are usually localized to areas within approximately 100 ft from the vibration source, although there are examples of ground-borne vibration causing interference out to distances greater than 200 ft (FTA 2006). When roadways are smooth, vibration from traffic, even heavy trucks, is rarely perceptible. It is assumed for most projects that the roadway surface will be smooth enough that ground-borne vibration from street traffic will not exceed the impact criteria; however, both the construction of the project could result in ground-borne vibration that may be perceptible and annoying.

Ground-borne vibration has the potential to disturb people and damage buildings. Although it is very rare for typical construction activities to cause even cosmetic building damage, it is not uncommon for construction processes such as blasting and pile driving to cause vibration of sufficient amplitudes to damage nearby buildings (FTA 2006). Ground-borne vibration is usually measured in terms of vibration velocity, either the root-mean-square (RMS) velocity or peak particle velocity (PPV). The RMS is best for characterizing human response to building vibration, and PPV is used to characterize potential for damage. Decibel notation acts to compress the range of numbers required to describe vibration. Vibration velocity level in decibels is defined as:

$$L_v = 20 \log_{10} [V/V_{ref}]$$

where L_v is the vibration velocity in decibels (VdB), " V " is the RMS velocity amplitude, and " V_{ref} " is the reference velocity amplitude, or 1×10^{-6} inches/second (in/sec) used in the United States.

Factors that influence ground-borne vibration and noise include the following:

- **Vibration Source:** Vehicle suspension, wheel types and condition, railroad track/roadway surface, railroad track support system, speed, transit structure, and depth of vibration source
- **Vibration Path:** Soil type, rock layers, soil layering, depth to water table, and frost depth
- **Vibration Receiver:** Foundation type, building construction, and acoustical absorption

Among the factors listed above, there are significant differences in the vibration characteristics when the source is underground compared to when it's at the ground surface. In addition, soil conditions are known to have a strong influence on the levels of ground-borne vibration. Among the most important factors are the stiffness and internal damping of the soil and the depth to bedrock.

Experience with ground-borne vibration indicates: (1) vibration propagation is more efficient in stiff clay soils than in loose sandy soils, and (2) shallow rock seems to concentrate the vibration energy close to the surface and can result in ground-borne vibration problems at large distances, for example, from a railroad track. Factors such as layering of the soil and the depth to the water table can have significant effects on the propagation of ground-borne vibration. Soft, loose, sandy soils tend to attenuate more vibration energy than hard rocky materials. Vibration propagation through groundwater is more efficient than through sandy soils.

THRESHOLDS OF SIGNIFICANCE

Based on *Guidelines for the Implementation of the California Environmental Quality Act (CEQA)*, Appendix G, Public Resources Code, Sections 15000–15387, a project will normally have a significant effect on the environment related to noise if it will substantially increase the ambient noise levels for adjoining areas or conflict with adopted environmental plans and the goals of the community in which it is located. The following are the thresholds for potential noise impacts.

Stationary Noise

As part of the City of Stanton Municipal Code, the Noise Ordinance sets limits on the level and duration of time a stationary noise source may impact a residential area. The determination that a project has the potential to exceed the City's established noise limits is typically based on a noise technical report prepared by a qualified acoustical consultant. The project would normally have a significant noise impact if it would exceed the stationary source noise criteria for the City as specified by the noise standards set forth in the regulatory setting section below.

APPLICABLE NOISE STANDARDS

The following information provides standards to which potential noise impacts will be compared to such that exceedances, where appropriate, will be identified and mitigation will be recommended.

City of Stanton General Plan

Table C, taken from Table 6-2 of the City's General Plan, provides Land Use Compatibility Guidelines consistent with the State of California Office of Planning and Research which are used as a guideline to evaluate the acceptability of the noise levels generated by the traffic flow. In order to create a desirable environment for sensitive uses within the City, Goal CHS-3.1 incorporates strategies and actions to reduce noise impacts from transportation sources. Specifically, Action CHS-3.1.1 (h) states "ensure CNEL levels for noise sensitive land uses meet or exceed normally acceptable levels, as defined by State of California standards." With the incorporation of this action, an acceptable exterior noise level standard of 65 dBA CNEL would be necessary at the private exterior living areas of multi-family homes.

Table C: Land Use Compatibility Noise Guidelines¹

| Land Use Category | Community Noise Exposure (dBA CNEL) | | | |
|--|-------------------------------------|--------------------------|-----------------------|----------------------|
| | Normally Acceptable | Conditionally Acceptable | Normally Unacceptable | Clearly Unacceptable |
| Residential - Low Density, Single-Family, Duplex, Mobile Homes | 50 - 60 | 55 - 70 | 70-75 | 75-85 |
| Residential - Multiple Family | 50 - 65 | 60 - 70 | 70 - 75 | 70 - 85 |
| Transient Lodging - Motels, and Hotels | 50 - 65 | 60 - 70 | 70 - 80 | 80 - 85 |
| Schools, Libraries, Churches, Hospitals, Nursing Homes | 50 - 70 | 60 - 70 | 70 - 80 | 80 - 85 |
| Auditoriums, Concert Halls, Amphitheaters | NA | 50 - 70 | NA | 65 - 85 |
| Sports Arenas, Outdoor Spectator Sports | NA | 50 - 75 | NA | 70 - 85 |
| Playgrounds, Neighborhood Parks | 50 - 70 | NA | 67.5 - 75 | 72.5 - 85 |
| Golf Courses, Riding Stables, Water Recreation, Cemeteries | 50 - 70 | NA | 70 - 80 | 80 - 85 |
| Office Buildings, Business Commercial and Professional | 50 - 70 | 67.5 - 77.5 | 75 - 85 | NA |
| Industrial, Manufacturing, Utilities, Agriculture | 50 - 75 | 70 - 80 | 75 - 85 | NA |

Source: City of Stanton General Plan (2008).

Normally Acceptable – Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.

Conditionally Acceptable – New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning, will normally suffice.

Normally Unacceptable – New construction or development should be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

Clearly Unacceptable – New construction or development

dBA = A-weighted decibels

City of Stanton Municipal Code

Section 9-28.050, Exterior Noise Standards, of the City's Municipal Code provides noise standards for non-transportation sources to be used as the base of measurement for determining noise violations affecting residential uses. Table D provides the exterior noise levels standards applicable for residential uses which would include the project site. In the event the existing ambient noise level exceeds the applicable noise limit categories, based on time duration of the potential impact, the existing ambient noise level shall be the new noise level standard for the same time duration. Section 9.28.060, as shown in Table E, provides the interior noise level standards for residential uses during nighttime hours.

**Table D: Exterior Noise Standards for Residential, Public,
and Institutional Districts¹**

| Duration of Activity | Daytime (7:00 a.m. to 10:00 p.m.) | Nighttime (10:00 p.m. to 7:00 a.m.) |
|---|--------------------------------------|--|
| More than 30 minutes in an hour, dBA (dBA L ₅₀) | 55 | 50 |
| More than 15 minutes and less than 30 minutes, dBA (dBA L ₂₅) | 60 | 55 |
| More than 5 minutes and less than 15 minutes, dBA (dBA L ₈) | 65 | 60 |
| More than 1 minutes and less than 5 minutes, dBA (dBA L ₂) | 70 | 65 |
| Up to 1 minute or Maximum Level, dBA L _{max} | 75 | 70 |

Source: City of Stanton, 2019.

¹ Each of the noise levels provided in this table shall be reduced by five (5) dBA for impacts of simple tone noises or noise consisting of speech or music

dBA = A-weighted decibels

L_{xx} = Average noise level over XX% of an hour

Table E: Interior Noise Standards for Residential Uses¹

| Duration of Activity | Daytime (7:00 a.m. to 10:00 p.m.) | Nighttime (10:00 p.m. to 7:00 a.m.) |
|--|--------------------------------------|--|
| More than 5 minutes in an hour, dBA (dBA L ₈) | 55 | 45 |
| More than 1 minutes and less than 5 minutes, dBA (dBA L ₂) | 60 | 50 |
| Up to 1 minute or Maximum Level, dBA L _{max} | 65 | 55 |

Source: City of Stanton, 2019.

¹ Each of the noise levels provided in this table shall be reduced by five (5) dBA for impacts of simple tone noises or noise consisting of speech or music

dBA = A-weighted decibels

L_{xx} = Average noise level over XX% of an hour

Section 9-28.070 (d), Special Provisions, specifies that construction activities which occur between the hours of 7:00 a.m. and 8:00 p.m., Monday through Saturday, shall be exempted from these provisions. No construction shall be permitted outside of these hours or on Sundays and federal holidays.

APPLICABLE VIBRATION STANDARDS

The following information provides standards to which potential vibration impacts will be compared to such that exceedances, where appropriate, will be identified and mitigation will be recommended.

City of Stanton Municipal Code

Section 20.300.100 specifies that existing and proposed uses shall not generate vibrations that can or may be considered a nuisance or hazard on any adjacent property or shall be cushioned or isolated to prevent generation of vibrations.

Federal Transit Administration

The City's Municipal Code does not include standard criteria for assessing vibration impacts; therefore, for the purpose of determining the significance of vibration impacts experienced at sensitive uses surrounding the project, the guidelines within the *FTA Transit Noise and Vibration Impact Assessment Manual* (FTA Manual) (2018) are used to determine vibration impacts.

Ground-borne vibration criteria included in the FTA Manual for human annoyance are shown in Table F. The criteria account for variation in project types as well as the frequency of events, which differ widely among projects. It is logical that when there will be fewer events per day, it should take higher vibration levels to evoke the same community response. This is accounted for in the criteria by distinguishing between projects with frequent and infrequent events, in which the term "frequent events" is defined as more than 70 events per day.

The criteria for environmental impact from ground-borne vibration and noise are based on the maximum levels for a single event. Table G lists the potential vibration building damage criteria associated with construction activities, as suggested in the FTA Manual.

FTA guidelines show that a vibration level of up to 90 VdB (equivalent to 0.12 in/sec in PPV) (FTA 2006) is considered safe for buildings extremely susceptible to vibration damage, and would not result in any construction vibration damage. Therefore, in order to be conservative, the 90 VdB threshold will be used for the nearest structures within the mobile home park located to the north of the project site.

Table F: Ground-Borne Vibration Impact Criteria for General Assessment

| Land Use Category | Ground-Borne Vibration Impact Levels (VdB re 1 μ in/sec) | | |
|--|--|--------------------------------|--------------------------------|
| | Frequent Events ¹ | Occasional Events ² | Infrequent Events ³ |
| Category 1: Buildings where vibration would interfere with interior operations. | 65 VdB ⁴ | 65 VdB ⁴ | 65 VdB ⁴ |
| Category 2: Residences and buildings where people normally sleep. | 72 VdB | 75 VdB | 80 VdB |
| Category 3: Institutional land uses with primarily daytime use. | 75 VdB | 78 VdB | 83 VdB |

Source: *Transit Noise and Vibration Impact Assessment Manual* (FTA 2018).

¹ Frequent events are defined as more than 70 vibration events of the same source per day. Most rapid transit projects fall into this category.

² Occasional events are defined as between 30 and 70 vibration events of the same source per day. Most commuter trunk lines have this many operations.

³ Infrequent events are defined as fewer than 30 vibration events of the same kind per day. This category includes most commuter rail branch lines.

⁴ This criterion limit is based on levels that are acceptable for most moderately sensitive equipment, such as optical microscopes. Vibration-sensitive manufacturing or research will require detailed evaluation to define the acceptable vibration levels. Ensuring lower vibration levels in a building often requires special design of the HVAC systems and stiffened floors.

μ in/sec = micro-inches per second

μ Pa = micro-Pascals

dB = decibels

dBA = A-weighted decibels

FTA = Federal Transit Administration

HVAC = heating, ventilation, and air-conditioning

N/A = not applicable

VdB = vibration velocity decibels

Table G: Construction Vibration Damage Criteria

| Building Category | PPV (in/sec) | Approximate L_v (VdB)¹ |
|---|---------------------|---|
| Reinforced concrete, steel, or timber (no plaster) | 0.50 | 102 |
| Engineered concrete and masonry (no plaster) | 0.30 | 98 |
| Non-engineered timber and masonry buildings | 0.20 | 94 |
| Buildings extremely susceptible to vibration damage | 0.12 | 90 |

Source: *Transit Noise and Vibration Impact Assessment Manual* (FTA 2018).

¹ RMS vibration velocity in decibels (VdB) re 1 μ in/sec.

μ in/sec = inches per second

FTA = Federal Transit Administration

in/sec = inches per second

L_v = velocity in decibels

PPV = peak particle velocity

RMS = root-mean-square

VdB = vibration velocity decibels

OVERVIEW OF THE EXISTING NOISE ENVIRONMENT

The primary existing noise sources in the project area are transportation facilities, including Western Avenue and Katella Avenue. Train related activities associated with the Union Pacific Railway Corridor, located 840 feet to the east of the project site, also contributes to the existing noise environment in the project vicinity. In addition, operational noise from the commercials uses 300 feet south of the project site is occasionally audible on the project site.

In order to assess the existing noise conditions in the area, noise measurements were conducted at the project site. Two long-term 24-hour measurements were taken from November 13, 2019, to November 14, 2019. The location of the noise measurements are shown on Figure 3 and the results are summarized in Table H. Noise measurement data information is provided in Appendix A.

Table H: Existing Noise Level Measurements

| Location Number | Location Description | Daytime Noise Levels ¹ (dBA L _{eq}) | Evening Noise Levels ² (dBA L _{eq}) | Nighttime Noise Levels ³ (dBA L _{eq}) | Average Daily Noise Levels (dBA CNEL) |
|-----------------|---|---|---|---|--|
| LT-1 | Located on the eastern portion of the project site approximately 30 ft from Western Avenue | 66.8-69.7 | 65.2-67.5 | 56.7-67.9 | 71.5 |
| LT-2 | Located on the eastern portion of the project site approximately 430 ft from Western Avenue | 45.4-51.5 | 47.5-48.6 | 40.6-47.3 | 52.0 |

Source: Compiled by LSA Associates, Inc. (November 2019).

¹ Daytime Noise Levels = noise levels during the hours of 7:00 a.m. to 7:00 p.m.

² Evening Noise Levels = noise levels during the hours of 7:00 p.m. to 10:00 p.m.

³ Nighttime Noise Levels = noise levels during the hours of 10:00 p.m. to 7:00 a.m.

⁴ Hourly noise levels were calculated based on a 15-minute short-term measurement and then adjusting it to the pattern of the nearest long-term measurement.

dBA = A-weighted decibels

ft = feet

L_{eq} = equivalent continuous sound level

Sensitive Land Uses in the Project Vicinity

Certain land uses are considered more sensitive to noise than others. Examples of these include residential areas, educational facilities, hospitals, childcare facilities, and senior housing. The project site is surrounded primarily by residential development with the nearest residential uses immediately adjacent to the north, west, and south. The areas adjacent to the project site include the following uses:

- **North:** Single-family homes.
- **East:** Multi-family residential uses across Western Avenue.
- **South:** Multi-family residential uses.
- **West:** Mobile home park.

Aircraft Noise

Based on a review of the Los Alamitos Army Airfield (LAAAF), part of the Los Alamitos Joint Forces Training Base (JFTB), Noise Contour Maps (Orange County ALUC 2016), the 65 dBA CNEL noise contour is located approximately 1.7 miles west of the project site. While aircraft operations may contribute to the noise in the project area, the project site is not in a flight pattern area (i.e., takeoff or landing) and is not expected to experience noise levels in excess of the City's exterior standards.

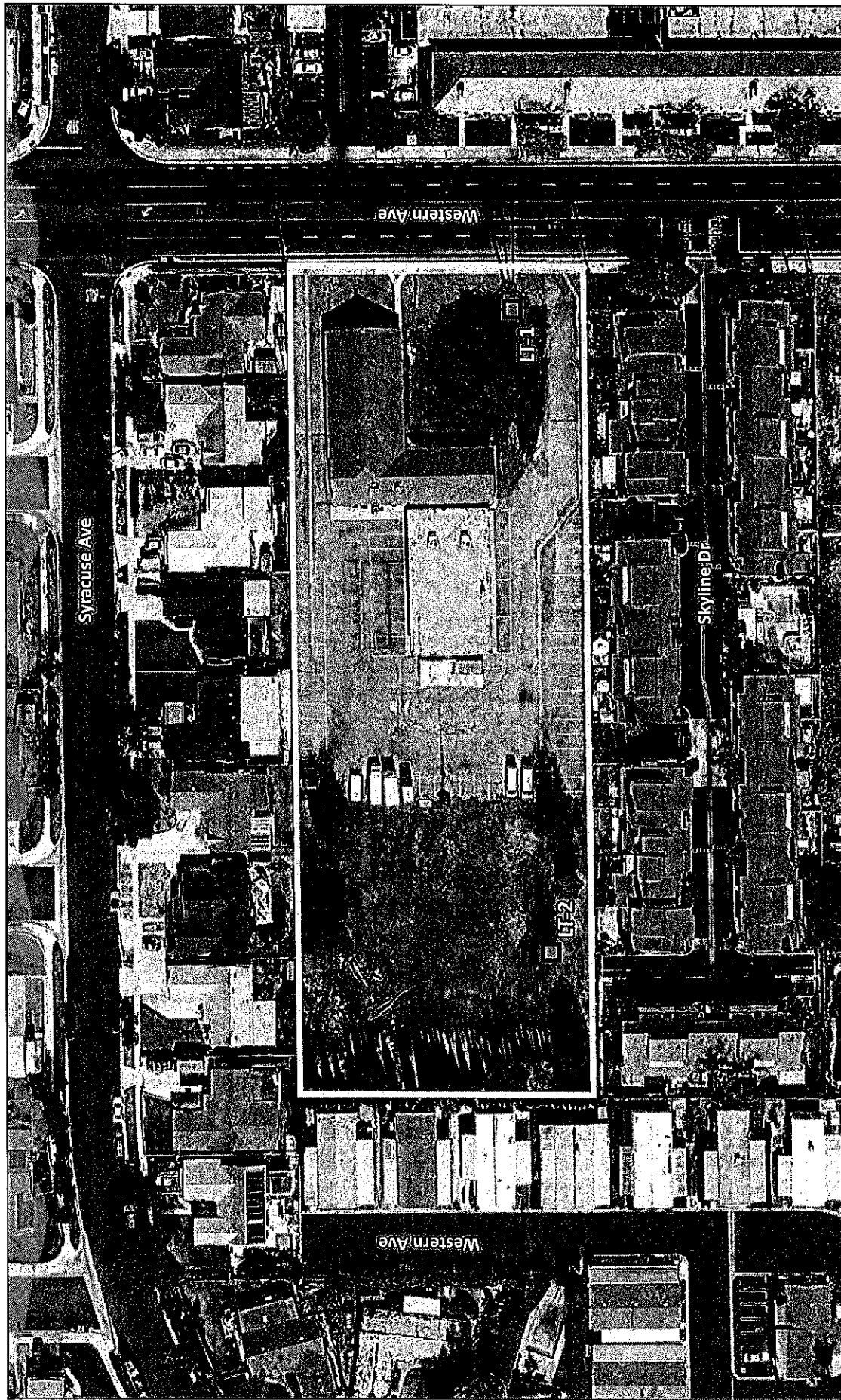


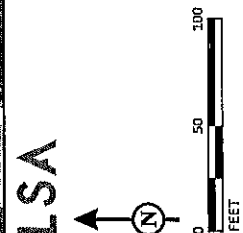
FIGURE 3

LEGEND

Project Area

LT-1 Long Term Noise Monitoring Location

LT-2 Long Term Noise Monitoring Location



Lighthouse Infill Residential Project
Noise Monitoring Locations

PROJECT IMPACT ANALYSIS

The project would result in short-term construction noise and vibration impacts and long-term mobile source noise and vibration impacts as described below.

Short-Term Construction-Related Impacts

Project construction would result in short-term noise and vibration impacts on these adjacent land uses. Maximum construction impacts would be short-term, generally intermittent depending on the construction phase, and variable depending on receiver distance from the active construction zone. The duration of impacts generally would be from one day to several days depending on the phase of construction. The level and types of impacts that would occur during construction are described below.

Construction Noise Impacts Two types of short-term noise impacts would occur during project construction, including: 1) equipment delivery and construction worker commutes; and 2) project construction operations.

The first type of short-term construction noise would result from transport of construction equipment and materials to the project site and construction worker commutes. These transportation activities would incrementally raise noise levels on access roads leading to the site. It is expected that larger trucks used in equipment delivery would generate higher noise impacts than trucks associated with worker commutes. The single-event noise from equipment trucks passing at a distance of 50 ft from a sensitive noise receptor would reach a maximum level of 84 dBA L_{max} . However, the pieces of heavy equipment for grading and construction activities would be moved on site just one time and would remain on site for the duration of each construction phase. This one-time trip, when heavy construction equipment is moved on and off site, would not add to the daily traffic noise in the project vicinity. The total number of daily vehicle trips would be minimal when compared to existing traffic volumes on the affected streets, and the long-term noise level change associated with these trips would not be perceptible. Therefore, equipment transport noise and construction-related worker commute impacts would be short term and would not result in a significant off-site noise impact.

The second type of short-term noise impact is related to noise generated during site preparation, grading, building construction, architectural coating, and paving on the project site. Construction is undertaken in discrete steps, each of which has its own mix of equipment, and consequently its own noise characteristics. These various sequential phases would change the character of the noise generated on the project site. Therefore, the noise levels vary as construction progresses. Despite the variety in the type and size of construction equipment, similarities in the dominant noise sources and patterns of operation allow construction-related noise ranges to be categorized by work phase. Table I lists the maximum noise levels recommended for noise impact assessments for typical construction equipment based on a distance of 50 ft between the equipment and a noise receptor. Typical operating cycles for these types of construction equipment may involve 1 to 2 minutes of full power operation followed by 3 to 4 minutes at lower power settings.

In addition to the reference maximum noise level, the usage factor provided in Table I is utilized to calculate the hourly noise level impact for each piece of equipment based on the following equation:

$$L_{eq}(equip) = E.L. + 10 \log(U.F.) - 20 \log\left(\frac{D}{50}\right)$$

where: $L_{eq}(equip)$ = L_{eq} at a receiver resulting from the operation of a single piece of equipment over a specified time period

E.L. = noise emission level of the particular piece of equipment at a reference distance of 50 ft

U.F. = usage factor that accounts for the fraction of time that the equipment is in use over the specified period of time

D = distance from the receiver to the piece of equipment

Table I: Typical Construction Equipment Noise Levels

| Equipment Description | Acoustical Usage Factor (%) | Maximum Noise Level (L_{max}) at 50 Feet ¹ |
|-----------------------|-----------------------------|---|
| Backhoes | 40 | 80 |
| Compactor (ground) | 20 | 80 |
| Compressor | 40 | 80 |
| Cranes | 16 | 85 |
| Dozers | 40 | 85 |
| Dump Trucks | 40 | 84 |
| Excavators | 40 | 85 |
| Flat Bed Trucks | 40 | 84 |
| Forklift | 20 | 85 |
| Front-end Loaders | 40 | 80 |
| Graders | 40 | 85 |
| Impact Pile Drivers | 20 | 95 |
| Jackhammers | 20 | 85 |
| Pick-up Truck | 40 | 55 |
| Pneumatic Tools | 50 | 85 |
| Pumps | 50 | 77 |
| Rock Drills | 20 | 85 |
| Rollers | 20 | 85 |
| Scrapers | 40 | 85 |
| Tractors | 40 | 84 |
| Welder | 40 | 73 |

Source: Roadway Construction Noise Model (FHWA 2006).

Note: Noise levels reported in this table are rounded to the nearest whole number.

¹ Maximum noise levels were developed based on Spec 721.560 from the Central Artery/Tunnel (CA/T) program to be consistent with the City of Boston's Noise Code for the "Big Dig" project.

L_{max} = maximum instantaneous sound level

Each piece of construction equipment operates as an individual point source. Utilizing the following equation, a composite noise level can be calculated when multiple sources of noise operate simultaneously:

$$Leq (composite) = 10 * \log_{10} \left(\sum_{1}^n 10^{\frac{Ln}{10}} \right)$$

Utilizing the equations from the methodology above and the reference information in Table I, the composite noise level of the two loudest pieces of equipment, typically the grader and tractor, during construction, would be 81 dBA L_{eq} at a distance of 50 ft from the construction area.

Although the project construction noise would be higher than the ambient noise in the project vicinity, it would cease to occur once the project construction is completed. Compliance with the limitations and requirements of the City of Stanton Noise Ordinance, which states that construction activities shall occur only between the hours of 7:00 a.m. to 8:00 p.m., Monday through Saturday, would result in a less than significant impact.

Construction Vibration Building Damage Potential

Ground-borne noise and vibration from construction activity would be mostly low to moderate. While there is currently limited information regarding vibration source levels, to provide a comparison of vibration levels expected for a project of this size, a small bulldozer, as shown in Table J, would generate approximately 58 VdB of ground-borne vibration when measured at 25 ft, based on the FTA Manual. As shown in Table G, it would take a minimum of 90 VdB (or 0.12 in/sec PPV) to cause any potential building damage to structures extremely susceptible to vibration damage. Table J further shows the PPV values and vibration levels (in terms of VdB) from other construction vibration sources at 25 ft from construction vibration sources for comparison purposes.

Table J: Vibration Source Amplitudes for Construction Equipment

| Equipment | Reference PPV/ L_v at 25 ft | |
|------------------|-------------------------------|--------------------------|
| | PPV (in/sec) | L_v (VdB) ¹ |
| Hoe Ram | 0.089 | 87 |
| Large Bulldozer | 0.089 | 87 |
| Caisson Drilling | 0.089 | 87 |
| Loaded Trucks | 0.076 | 86 |
| Jackhammer | 0.035 | 79 |
| Small Bulldozer | 0.003 | 58 |

Source: *Transit Noise and Vibration Impact Assessment* (FTA 2006).

¹ RMS VdB re 1 μ in/sec.

μ in/sec = micro-inches per second

ft = feet

FTA = Federal Transit Administration

In/sec = inches per second

L_v = velocity in decibels

PPV = peak particle velocity

RMS = root-mean-square

VdB = vibration velocity in decibels

The closest structures to the project site are the mobile homes to the west approximately 15 feet from construction activity. Given these structures are within 25 ft of the project construction area

limits, the estimated vibration impacts are propagated for distance. Based on the following formula for vibration transmission (FTA 2006), a vibration level at 50 ft is 9 VdB lower than at 25 ft, a vibration level at 100 ft is 18 VdB lower than at 25 ft, and a vibration level at 400 ft is 36 VdB lower than at 25 ft.

$$Lv_{dB}(D) = Lv_{dB}(25\text{ ft}) - 30 \log(D/25)$$

Utilizing the information in Table J, the operation of typical construction equipment would generate ground-borne vibration levels of up to 65 VdB; however, those levels would not exceed the 90 VdB guideline that is considered safe for fragile buildings. Therefore, construction would not result in any vibration damage and impacts would be less than significant.

Construction Vibration Human Annoyance Potential. As stated above, the existing mobile home residences to the west of the project site is the nearest receptor and would be located approximately 15 feet from the construction activity and would experience vibration levels approaching 65 VdB.

Based on the standards provided in Table F, this level of ground-borne vibration is well below the threshold of distinctly perceptible, which is approximately 72 VdB for frequent events at uses where people sleep and would not exceed the FTA vibration threshold for human annoyance at the nearest sensitive use.

Land Use Compatibility Analysis

The proposed project is considered an infill project and is located in an area in which all surrounding parcels are currently in use. For this reason, this analysis relies on the existing measured noise levels to provide the most accurate description of the noise environment.

Based on monitoring results shown in Table H, noise levels at the project site approach 71.5 dBA CNEL. While this noise level falls within the normally unacceptable category of the City's land use compatibility matrix, with the incorporation of the 6 ft high vinyl fences on the project plans along with the shielding from the buildings once constructed, the private exterior areas would be below the exterior noise standard of 65 dBA CNEL.

Based on the EPA's *Protective Noise Levels* (EPA 1978), with windows and doors open, interior noise levels would be 59.5 dBA (i.e., 71.5 dBA - 12 dBA = 59.5 dBA), which would exceed the 45 dBA CNEL interior noise standard.

Using the architectural plans for the proposed project (Rick Engineering 2020), LSA conducted interior noise calculations for the master bedroom of Plan C, which faces Western Avenue and has multiple windows. It is assumed that the exterior walls are of typical stucco construction. The results of the analysis show a 30 dBA exterior-to-interior noise reduction. These calculations (shown in Appendix B) assume a wall rating of Sound Transmission Class (STC) 46 (Harris 1997) along with a window rating of STC-28 (Milgard 2008). With windows closed, interior noise levels at the master bedroom would be 41.5 dBA (i.e., 71.5 dBA - 30 dBA = 41.5 dBA), which is below the 45 dBA CNEL interior noise standard with windows closed for noise-sensitive land uses. Therefore, with standard

building construction, central air conditioning that would allow windows to remain closed, and windows with a minimum STC rating of 28 or higher, the interior noise levels would be considered acceptable.

Long-Term Ground-Borne Noise and Vibration from Vehicular Traffic

Because the rubber tires and suspension systems of buses and other on-road vehicles provide vibration isolation and reduce noise, it is unusual for on-road vehicles to cause ground-borne noise or vibration problems. When on-road vehicles cause such effects as the rattling of windows, the source is almost always airborne noise. Most problems with on-road vehicle-related noise and vibration can be directly related to a pothole, bump, expansion joint, or other discontinuity in the road surface. Smoothing the bump or filling the pothole will usually solve the problem. The proposed project is located next to roads with smooth pavement. Therefore, vehicular traffic adjacent to the project site would not result in significant ground-borne noise or vibration impacts from vehicular traffic.

SUMMARY OF RECOMMENDATIONS

Based on the analysis above, the proposed project would be in compliance with the City of Stanton Noise Standards with the implementation of the project features. The Project Applicant should verify that final design plans reflect the following design features:

- The project will comply with the City's required hours of construction of 7:00 a.m. and 8:00 p.m., Monday through Saturday, shall be exempted from these provisions. No construction shall be permitted outside of these hours or on Sundays and federal holidays.
- The proposed project includes installation of central air conditioning which allows windows to remain closed.
- The proposed project includes standard windows with a minimum STC rating of 28 at the units facing Western Avenue, Units 1-5.

In addition, during construction, the following best business practices are recommended:

- Ensure that the greatest distance between noise sources and sensitive receptors during construction activities has been achieved.
- Construction equipment, fixed or mobile, shall be equipped with properly operating and maintained noise mufflers consistent with manufacturer's standards.
- Construction staging areas shall be located away from off-site sensitive uses during the later phases of project development.
- The project contractor shall place all stationary construction equipment so that emitted noise is directed away from sensitive receptors nearest the project site whenever feasible.
- The construction contractor shall use on-site electrical sources to power equipment rather than diesel generators whenever feasible.

REFERENCES

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Orange County ALUC. 2016. *Airport Environs Land Use Plan for Joint Forces Training Base Los Alamitos*.

United States Environmental Protection Agency (EPA). 1978. *Protective Noise Levels, Condensed Version of EPA Levels Document*, EPA 550/9-79-100. November.

APPENDIX A
NOISE MEASUREMENT DATA

Noise Measurement Survey – 24 HR

Project Number: KBH1901
Project Name: Lighthouse Infill

Test Personnel: Corey Knips
Equipment: Larson Davis Spark 706RC

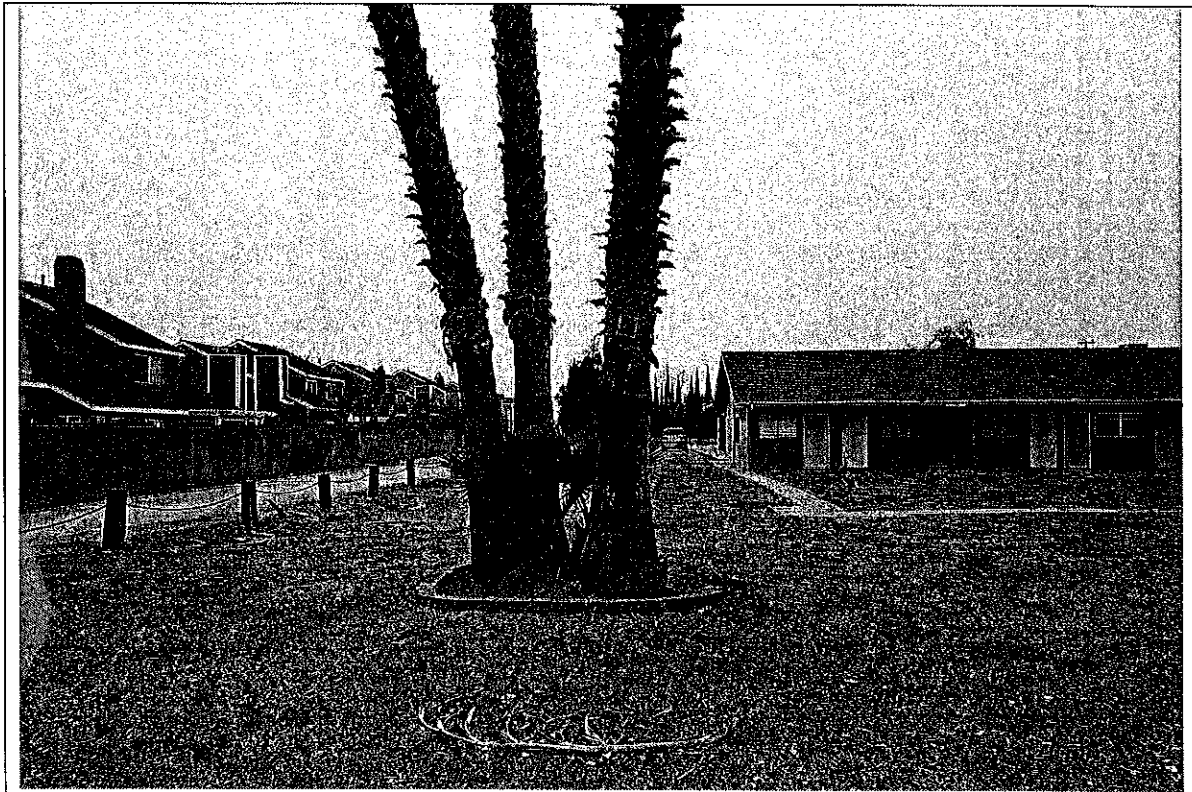
Site Number: LT-1 Date: 11/13/19

Time: From 11:00 AM To 11:00 AM

Site Location: 10871 Western Avenue, on palm tree trunk near Western Avenue.

Primary Noise Sources: Traffic on Western Avenue and train horn (tracks are 800 ft away from Project site).

Location Photo:



Noise Measurement Survey – 24 HR

Project Number: KBH1901
Project Name: Lighthouse Infill

Test Personnel: Corey Knips
Equipment: Larson Davis Spark 706RC

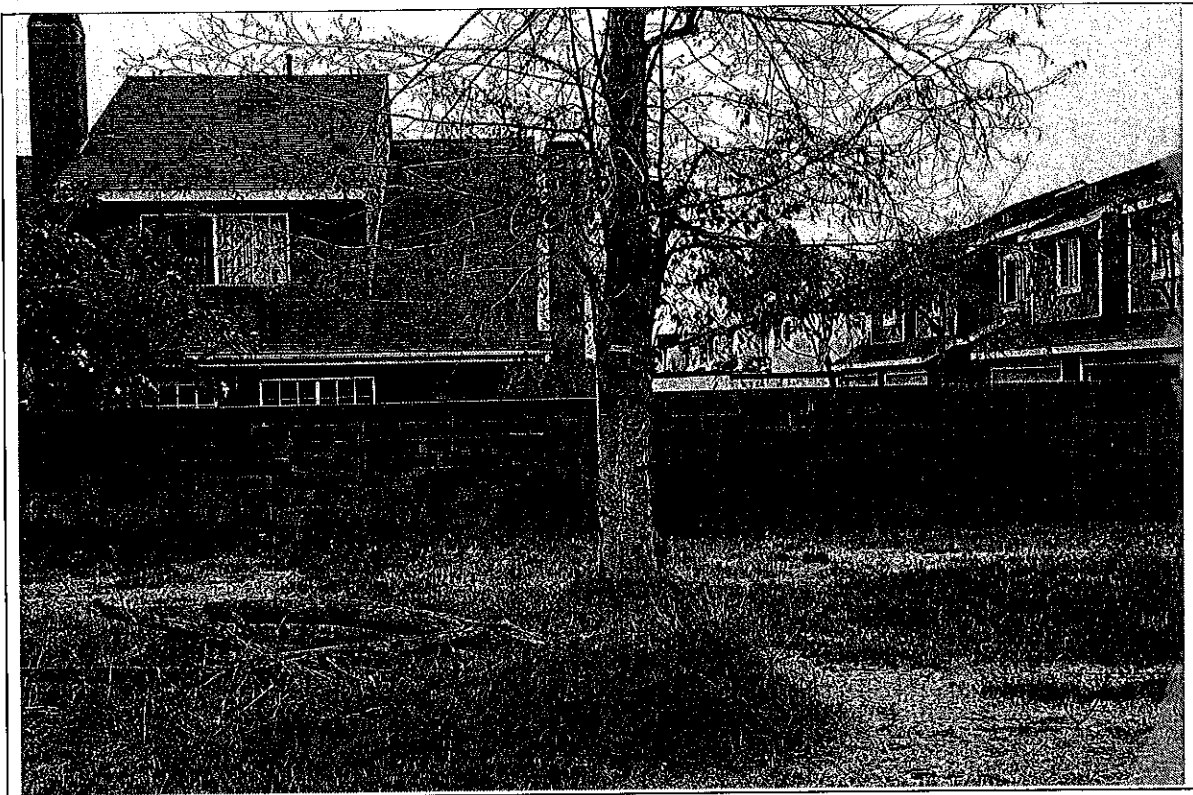
Site Number: LT-2 Date: 11/13/19

Time: From 11:00 AM To 11:00 AM

Site Location: 10871 Western Avenue, on tree trunk in grassy area on western part of the project site .

Primary Noise Sources: Faint traffic on Western Avenue, dogs barking, and train horn (tracks are 800 ft away from Project site).

Location Photo:



APPENDIX B
NOISE MEASUREMENT DATA

INTERIOR NOISE REDUCTIONS

Project Name: Stanton Lighthouse Infill
Floor Plan: C

Job Number: KBH1901
Analyst: J.T. Stephens

Room: Master Bedroom

(1) Transmission Loss Calculations (Exterior Wall)

| Exterior Wall Assembly | Source | Wall Area | STC | Transmission Loss (dB) by Frequency (Hz) | | | | | | | | Fractional Area S(10 ⁴ (TL/10)) | | | |
|---|---------------------|-----------|-----|--|-----|-----|------|------|------|--------|--------|--|--------|--------|--------|
| | | | | 125 | 250 | 500 | 1000 | 2000 | 4000 | 125 | 250 | 500 | 1000 | 2000 | 4000 |
| Stucco | David Harris p. 371 | 82.8 | 46 | 27 | 42 | 44 | 46 | 49 | 54 | 0.1651 | 0.0052 | 0.0033 | 0.0021 | 0.0010 | 0.0003 |
| Windows/Doors | Milgard | 50.0 | 28 | 19 | 20 | 22 | 32 | 37 | 38 | 0.6295 | 0.5000 | 0.3155 | 0.0315 | 0.0100 | 0.0079 |
| | | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| | | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| | | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Totals | | 132.75 | | | | | | | | 0.0060 | 0.0038 | 0.0024 | 0.0003 | 0.0001 | 0.0001 |
| Composite Exterior Wall Sound Transmission Loss 10*LOG(1/f) | | | | | | | | | | | | | | | |
| | | | | | | | | | | 22.23 | 24.20 | 26.20 | 35.96 | 40.81 | 42.06 |

(2) Room Effects (Absorption)

| Room Surface/Material | Source | Area | NRC | Absorption Coefficients by Frequency (Hz) | | | | | | | | Absorption (Sabins) | | | |
|-----------------------|---|-------|------|---|------|------|------|------|------|-------|-------|---------------------|--------|---------|--------|
| | | | | 125 | 250 | 500 | 1000 | 2000 | 4000 | 125 | 250 | 500 | 1000 | 2000 | 4000 |
| Floor - Carpet | David Harris p. 347 | 177.0 | 0.30 | 0.15 | 0.17 | 0.12 | 0.32 | 0.52 | 0.30 | 26.55 | 30.09 | 21.24 | 56.64 | 92.04 | 53.10 |
| Floor - Vinyl | David Harris p. 347 | 0.0 | 0.05 | 0.02 | 0.03 | 0.05 | 0.03 | 0.03 | 0.02 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Ceiling - Drywall | David Harris p. 348 | 177.0 | 0.50 | 0.10 | 0.08 | 0.05 | 0.03 | 0.03 | 0.03 | 17.70 | 14.16 | 8.85 | 5.31 | 5.31 | 5.31 |
| Walls - Drywall | David Harris p. 348 | 481.5 | 0.50 | 0.10 | 0.08 | 0.05 | 0.03 | 0.03 | 0.03 | 48.15 | 38.52 | 24.08 | 14.45 | 14.45 | 14.45 |
| Totals | | 835.5 | | | | | | | | 92.4 | 82.77 | 54.165 | 76.395 | 111.795 | 72.855 |
| Room Effect | 10*log (Room Absorption in Sabins)/(Exterior Wall Area) | | | | | | | | | | | | | | |
| | | | | | | | | | | -1.57 | -2.05 | -3.89 | -2.40 | -0.75 | -2.61 |

(3) Adjustment Factor

| | | | | | | | | | | | | | | | |
|--------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Sound Source Adjustment Factor | -8.00 | -8.00 | -8.00 | -8.00 | -8.00 | -8.00 | -8.00 | -8.00 | -8.00 | -8.00 | -8.00 | -8.00 | -8.00 | -8.00 | -8.00 |
|--------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|

(4) Calculated Interior Noise Reduction (dBA)

| | 125 | 250 | 500 | 1000 | 2000 | 4000 | dBA |
|--|-------|-------|-------|-------|-------|-------|-----|
| (Transmission Loss + Room Effects + Adjustment Factor) | 14.66 | 16.14 | 16.30 | 27.56 | 34.06 | 33.46 | |
| Octave Band Frequency Correction Factors for A-Weighted Sound Levels | 16.10 | 8.60 | 3.20 | 0.00 | -1.20 | -1.00 | |
| A-Weighted Sound Levels | 30.76 | 24.74 | 19.50 | 27.56 | 32.86 | 32.46 | |
| Noise Reduction (dBA) | 30.63 | 24.62 | 19.38 | 27.44 | 32.74 | 32.33 | 30 |

ATTACHMENT E

AIR QUALITY AND GREENHOUSE GAS TECHNICAL MEMORANDUM



CARLSBAD
FRESNO
IRVINE
LOS ANGELES
PALM SPRINGS
POINT RICHMOND
RIVERSIDE
ROSEVILLE
SAN LUIS OBISPO

MEMORANDUM

DATE: March 11, 2020

To: Kurt Bausback, KB Home Coastal, Director, Planning and Entitlements

FROM: Michael Slavick, Senior Air Quality Specialist

SUBJECT: KB Home Lighthouse Project in Stanton - Air Quality and Greenhouse Gas Technical Memorandum (LSA Project No. KBH1901)

BACKGROUND

The proposed project is a 2.35-acre parcel located at 10871 Western Avenue located in the City of Stanton (City) California. The project site is bounded to the north by single-family homes with Syracuse Avenue beyond, to the south by a multifamily residential development and residential and commercial uses with Katella Avenue beyond, to the east by Western Avenue, and to the west by the La Lampara Mobile Home Park. Stanton Central Park is located approximately 0.25 mile north of the property and provides a range of amenities for the community and its residents. The project site was previously occupied by the Lighthouse Community Church.

The proposed project involves the demolition of the existing structures on site and the development of 40 single-family detached condominiums. According to the conceptual site plan, the proposed project would include 24 three-bedroom dwelling units and 16 four-bedroom dwelling units. As part of the project, 24 three-car garages and 16 two-car garages would be constructed. The proposed project would also provide 26 guest parking spaces for a total of 130 spaces.

The proposed project is zoned High Density Residential (RH), which is consistent with the High Density Residential Land Use Designation for the parcel in the City of Stanton's General Plan.

Construction, which would occur for approximately 16 months, would include demolition of the existing on-site 12,684 square-foot (sf) structure, vegetation removal, excavation, grading, placement of new concrete foundations, building construction, and the installation of landscaping and irrigation, lighting, storm drain facilities, and underground utilities. Approximately 1,800 cubic yards (cy) of cut is anticipated to be required with approximately 200 cy of the cut volume requiring export. Approximately 1,600 cy of fill is anticipated to be required. It is assumed that construction would utilize standard construction equipment and techniques, and no specialized construction equipment is necessary to construct the proposed project.

Criterion for Class 32 Categorical Exemption

The Class 32 "Infill" Categorical Exemption (*State CEQA Guidelines* Section 15332), hereafter referred to as the Class 32 Exemption, exempts infill development within urbanized areas if it meets certain

criteria. In the City of Stanton, the Class 32 Exemption is available only for projects that: (a) do not trigger Site Plan Review; or (b) trigger Site Plan review, but the Initial Study shows that a Negative Declaration may be adopted. The Class 32 Exemption is not available for any project that requires mitigation measures to reduce potential environmental impacts to less than significant.

According to the South Coast Air Quality Management District (SCAQMD), for a proposed project to qualify for an exemption, the applicant must be able to demonstrate that it does fall under the following exceptions for air quality:

If the proposed project has less than 80 residential units OR less than 75,000 square feet of non-residential use, and involves less than 20,000 cubic yards of soil export, it will not likely exceed the SCAQMD construction or operational thresholds, and therefore will not require an Assessment. If your proposed project exceeds the screening criteria, an air quality assessment will be required. The air quality analysis should be supported by utilizing the California Emissions Estimator Model Version 2016.3.2 (CalEEMod).¹

The selected screening criteria is based on a survey of published air quality studies for which the criteria pollutants did not exceed the established SCAQMD construction or operational thresholds.

The proposed project would meet the specifications for an exemption because it would consist of 40 residential units, which is less than 80 residential units, and would excavate and export approximately 200 cy of soil, which is less than 20,000 cy. The exemption is further supported with the air quality and greenhouse gas emission results from the CalEEMod analysis provided below.

Methods

The air quality and greenhouse gas evaluation was prepared in accordance with the requirements of California Environmental Quality Act (CEQA) to determine if significant air quality impacts are likely to occur in conjunction with implementation of the proposed project. The analysis also makes use of the SCAQMD's CalEEMod for determination of daily and annual construction emissions.

The details of the proposed 16-month project schedule and list of construction equipment capable of completing the anticipated project construction have been estimated by using the default data utilized in the CalEEMod model, and are attached. Construction activities produce combustion emissions from various sources such as site preparation, grading, building construction, and motor vehicles transporting the construction crew and equipment. Exhaust emissions from construction activities would vary daily as construction activity levels change. The use of construction equipment would be limited to a 2.35 acre Project area on-site and result in localized exhaust emissions.

¹ SCAQMD and City of Los Angeles Class 32 Exemption - Interim air quality screening criteria to determine if a project requires an Air Quality Assessment. CP-7828 [11.10.2016] Class 32 CE Specialized Instructions. Website: https://plncts.lacity.org/Forms_Procedures/7828.pdf (accessed November 2019).

Operational air pollutant emission impacts are those associated with stationary sources and mobile sources involving any project-related changes. The proposed project would result in area-, energy-, and mobile-source emissions. Area sources include architectural coatings, consumer products, hearths, and landscaping. Energy sources include natural gas consumption for heating. The average daily trips (ADTs) for the proposed project were generated using trip rates from the ITE *Trip Generation Manual*, 10th Edition (2017) and with 40 high density residences would generate approximately 293 ADTs.¹

AIR QUALITY ANALYSIS

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

a) ***Conflict with or obstruct implementation of the applicable air quality plan?***

Less than Significant. The project site is within the South Coast Air Basin (Basin), which includes (among other areas) the City of Stanton. The SCAQMD is the local agency responsible for the administration and enforcement of air quality regulations in the basin. The applicable air quality plan for the project area is the *2016 Air Quality Management Plan (2016 AQMP)*² adopted in March 2017 which is designed to satisfy the planning requirements of both the federal and State Clean Air Acts. The main purpose of an Air Quality Management Plan (AQMP) is to describe air pollution control strategies to be taken by a city, county, or region classified as a nonattainment area. A nonattainment area is considered to have worse air quality than the National Ambient Air Quality Standards (NAAQS) and/or the California Ambient Air Quality Standards (CAAQS), as defined in the federal Clean Air Act. The Basin is in nonattainment for the federal and State standards for ozone (O₃), and particulate matter less than 2.5 microns in diameter (PM_{2.5}). In addition, the Basin is in nonattainment for the State particulate matter less than 10 microns in diameter (PM₁₀) standard, and in attainment/maintenance for the federal PM₁₀, carbon monoxide (CO), and nitrogen dioxide (NO₂) standards.

Southern California Association of Governments (SCAG) addresses regional issues relating to transportation, economy, community development, and environment in the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura. With regard to air quality planning, SCAG has prepared the Road to Greater Mobility and Sustainable Growth, Chapter 5, of the Regional Transportation Plan/Sustainable Community Strategy (RTP/SCS) that form the basis for the land use and transportation control portions of the 2016 AQMP. These documents are used in the preparation of the air quality forecasts and consistency analysis included in the AQMP. Both the RTP/SCS and AQMP are based, in part, on projections originating with county and city general plans.

Consistency with the 2016 AQMP for the Basin would be achieved if a project is consistent with the goals, objectives, and assumptions in the respective plan to achieve the federal and State air quality

¹ Rick Engineering Company. 2019. *KB Home Lighthouse Project Traffic Assessment*. November 2019.

² *Final 2016 Air Quality Management Plan*. South Coast Air Quality Management District, March 2016.

standards. Per the SCAQMD's *CEQA Air Quality Handbook* (April 1993)¹, there are two main indicators of a project's consistency with the applicable AQMP: (1) whether the project would increase the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay timely attainment of air quality standards or the interim emission reductions specified in the 2016 AQMP; and (2) whether the project would exceed the 2016 AQMP's assumptions for 2030 or yearly increments based on the year of project buildout and phasing. For the proposed project to be consistent with the AQMP, the pollutants emitted from the project should not exceed the SCAQMD daily threshold or cause a significant impact on air quality. Additionally, if feasible mitigation measures are implemented and are shown to reduce the impact level from significant to less than significant, a project may be deemed consistent with the AQMP.

The proposed project involves construction of 40 residential units. Based on the City's average household size of 3.58, the 40 proposed units would introduce up to 143 additional residents within the City. Although the proposed project would generate population growth through its provision of a residential development, the project's potential growth-inducing impacts would be considered less than significant since the 143 additional residents represent only a 0.3 percent increase from the City's current population of 39,470 persons. In comparison to the General Plan buildout assumptions, the project would increase the City's housing stock by 40 dwelling units a (0.5 percent increase) and population by 143 persons (a 0.5 percent increase), which is within the SCAG 2040 population growth forecast (27 percent increase) by 2040. Thus, the project would be consistent with the types, intensity, and patterns of land use envisioned for the site vicinity in the RTP/SCS. As these units would provide housing for the growing population in the AQMP, the proposed project would be consistent with the General Plan or an amendment to the General Plan, and would not conflict with the 2016 AQMP. Furthermore, as discussed in Responses b) through d), emissions generated by the proposed project would be below emissions thresholds established in SCAQMD's *Air Quality Significance Thresholds* (March 2015)² and would not be expected to result in significant air quality impacts. As the SCAQMD has incorporated these same projections into the 2016 AQMP, it can be concluded that the project would be consistent with the projections. Therefore, the proposed project would not conflict with the AQMP and would not conflict with or obstruct implementation of the AQMP. No impact would occur. No mitigation is required.

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

Less than Significant. The South Coast Air Basin is in nonattainment for the federal and State standards for O₃ and PM_{2.5}. In addition, the Basin is in nonattainment for the State PM₁₀ standard, and is in attainment/maintenance for the federal PM₁₀, CO, and NO₂ standards. Specific criteria for determining whether the potential air quality impacts of a project are significant are set forth in

¹ SCAQMD 1993. *CEQA Air Quality Handbook*. Website: [http://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook/ceqa-air-quality-handbook-\(1993\)](http://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook/ceqa-air-quality-handbook-(1993)), accessed November 2019.

² SCAQMD 2015. *SCAQMD Air Quality Significance Thresholds*. Website: www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf (accessed November 2019).

SCAQMD's *Air Quality Significance Thresholds* (March 2015)¹. The criteria include emission thresholds, compliance with State and national air quality standards, and conformity with the existing State Implementation Plan (SIP) or consistency with the current AQMP. A summary of the specific criteria established by the SCAQMD is presented in Table A below.

Projects in the Basin with emissions that exceed any of the mass daily emission thresholds as shown in Table A would be considered significant by the SCAQMD.

Table A: SCAQMD Significance Thresholds

| Air Pollutant | Construction Phase | Operational Phase |
|-------------------|--------------------|-------------------|
| VOCs | 75 lbs/day | 55 lbs/day |
| CO | 550 lbs/day | 550 lbs/day |
| NO _x | 100 lbs/day | 55 lbs/day |
| SO _x | 150 lbs/day | 150 lbs/day |
| PM ₁₀ | 150 lbs/day | 150 lbs/day |
| PM _{2.5} | 55 lbs/day | 55 lbs/day |

Source: South Coast Air Quality Management District. *Air Quality Significance Thresholds* (March 2015).

CO = carbon monoxide

lbs = pounds

NO_x = nitrogen oxides

PM_{2.5} = particulate matter less than 2.5 microns in size

PM₁₀ = particulate matter less than 10 microns in size

ROCs = reactive organic compounds

SCAQMD = South Coast Air Quality Management District

SO_x = sulfur oxides

Construction Emissions. Air quality impacts could occur during demolition and construction of the proposed project due to soil disturbance and equipment exhaust. Major sources of emissions during demolition, grading, building construction and site work, building erection, paving and architectural coatings include: (1) exhaust emissions from construction vehicles, (2) equipment and fugitive dust generated by vehicles and equipment traveling over exposed surfaces, and (3) soil disturbances from compacting and cement paving. The following summarizes construction emissions and associated impacts of the proposed project.

Construction of the proposed project would include the following tasks: demolition, site preparation, grading, concrete, building erection, building construction, and architectural coatings. The project phasing would generally start with the demolition of the existing buildings on the project site, site grading, construction of the model homes, Phase 1 building construction, and continue with the construction of the last phase of the proposed project. It is anticipated that construction activities would take approximately up to 16 months. Peak daily emissions were analyzed using CalEEMod. Project-specific information provided by the project applicant was used where available, including building details, construction schedule, materials, and grading requirements. It is anticipated that approximately 12,684 sf of demolished building materials and net 200 cy of soil would be exported, and the estimated number of truck trips is estimated to be approximately 58 and 25 trips during demolition and grading activities, respectively. The following default equipment from CalEEMod was utilized in the analysis: industrial saws, dozers, loaders, graders, cement and mortar mixers, backhoes,

¹ SCAQMD 2015. *SCAQMD Air Quality Significance Thresholds*. Website: www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf (accessed November 2019).

cranes, forklifts, compressors, paving equipment, pavers, and rollers. The equipment assumptions including usage hours were based on the level gradient of the project site, minimal on-site vegetation, and the overall acreage of the project site.

Fugitive dust emissions would be substantially reduced by compliance with SCAQMD Rules 402 and 403. Implementation of these rules, including measures such as on-site watering at least two times daily was accounted for in the project emission estimates.

Table B presents the peak daily construction emissions based on the CalEEMod emission estimates.

Table B: Peak Daily Construction Emissions (lbs/day)

| Peak Construction Emissions | VOC | NO _x | CO | SO ₂ | PM ₁₀ (total) | PM _{2.5} (total) |
|--|--------------|-----------------|---------------|-----------------|-----------------------------|------------------------------|
| Demolition | 2.23 | 22.60 | 15.49 | 0.03 | 1.89 | 1.22 |
| Site Preparation | 1.69 | 19.94 | 11.53 | 0.03 | 1.19 | 0.77 |
| Grading | 2.00 | 22.53 | 10.55 | 0.02 | 3.74 | 2.28 |
| Building Construction - Model | 2.43 | 17.93 | 15.96 | 0.03 | 1.30 | 1.01 |
| Paving - Model | 1.28 | 11.63 | 12.30 | 0.02 | 0.83 | 0.65 |
| Architectural Coating - Model | 5.27 | 1.70 | 2.03 | 0.00 | 0.18 | 0.13 |
| Building Construction - Phase I | 2.43 | 17.93 | 15.96 | 0.03 | 1.30 | 1.01 |
| Paving - Phase I | 1.18 | 10.68 | 12.23 | 0.02 | 0.75 | 0.58 |
| Architectural Coating - Phase 1 | 10.25 | 1.54 | 1.92 | 0.00 | 0.16 | 0.11 |
| Building Construction - Last Phase | 2.17 | 16.47 | 15.49 | 0.03 | 1.17 | 1.14 |
| Paving - Last Phase | 1.18 | 10.68 | 12.20 | 0.02 | 0.75 | 0.58 |
| Architectural Coating - Last Phase | 10.25 | 1.54 | 1.92 | 0.00 | 0.16 | 0.11 |
| Highest Peak Daily Emissions | 10.25 | 22.60 | 15.96 | 0.03 | 3.74 | 2.28 |
| SCAQMD Construction Emissions Threshold | 75.00 | 100.00 | 550.00 | 150.00 | 150.00 | 55.00 |
| Exceed Significance? | No | No | No | No | No | No |

Source: Compiled by LSA (March 2020).

Note: Column totals may not add up due to rounding.

CO = carbon monoxide

lbs/day = pounds per day

NO_x = nitrogen oxide

PM_{2.5} = particulate matter less than 2.5 microns in diameter

PM₁₀ = particulate matter less than 10 microns in diameter

ROG = reactive organic gases

SCAQMD = South Coast Air Quality Management District

SO₂ = sulfur dioxide

Table B shows that construction equipment/vehicle emissions during construction periods would not exceed any of the SCAQMD daily emissions thresholds. Therefore, no air quality impacts would occur.

Operational Emissions. Long-term air emission impacts are those impacts associated with any change in permanent use of the project site by on-site stationary and off-site mobile sources that increase emissions. Stationary-source emissions include emissions associated with electricity consumption and natural gas usage. Mobile-source emissions result from vehicle trips associated with a project.

Based on the CalEEMod estimates, the project would generate 293 total daily trips during project operations (Rick Engineering 2019).¹ Long-term operational emissions associated with the proposed project are shown in Table C. As shown in Table C, the operational emission results indicate that the increase of all criteria pollutants would not exceed the corresponding SCAQMD daily emission thresholds for any criteria pollutants. Therefore, no air quality impacts would occur.

Table C: Peak Daily Operational Emissions (lbs/day)

| Source | Pollutant Emissions (lbs/day) | | | | | |
|--------------------------|-------------------------------|-----------------|--------------|-----------------|------------------|-------------------|
| | ROG | NO _x | CO | SO _x | PM ₁₀ | PM _{2.5} |
| Area Sources | 1.03 | 0.60 | 3.55 | <0.01 | 0.06 | 0.06 |
| Energy Sources | 0.02 | 0.17 | 0.07 | <0.01 | 0.01 | 0.01 |
| Mobile Sources | 0.42 | 1.65 | 5.50 | 0.02 | 1.95 | 0.53 |
| Total | 1.47 | 2.42 | 9.12 | 0.02 | 2.03 | 0.61 |
| SCAQMD Thresholds | 55.0 | 55.0 | 550.0 | 150.0 | 150.0 | 55.0 |
| Significant? | No | No | No | No | No | No |

Source: Compiled by LSA (March 2020).

CO = carbon monoxide

lbs/day = pounds per day

NO_x = nitrogen oxides

PM_{2.5} = particulate matter less than 2.5 microns in size

PM₁₀ = particulate matter less than 10 microns in size

ROCs = reactive organic gases

SCAQMD = South Coast Air Quality Management District

SO_x = sulfur oxides

The projected emissions of criteria pollutants as a result of the proposed project are expected to be below the emissions thresholds established for the region. Therefore, there would be no cumulatively considerable net increase of the criteria pollutants that are in nonattainment status in the Basin. No mitigation is required.

c) Expose sensitive receptors to substantial pollutant concentrations?

Less than Significant. As described in Response b), the proposed project would not significantly increase long-term emissions within the project area. Project implementation may expose surrounding sensitive receptors to airborne particulates, as well as a small quantity of construction equipment pollutants (i.e., usually diesel-fueled vehicles and equipment). However, construction contractors would be required to implement measures to reduce or eliminate emissions by following the SCAQMD's standard construction practices (Rules 402 and 403). Rule 402 requires implementation of dust suppression techniques to prevent fugitive dust from creating a nuisance off site. Rule 403 requires that fugitive dust be controlled with best available control measures so that the presence of such dust does not remain visible in the atmosphere beyond the property line of the emission source. Some of the applicable dust suppression techniques from Rule 403 are summarized as follows:

- Apply nontoxic chemical soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for 10 days or more).

¹ Rick Engineering Company 2019. *KB Home Lighthouse Project Traffic Assessment*. November 2019.

- Water active sites at least twice daily (locations where grading is to occur will be thoroughly watered prior to earthmoving).
- All trucks hauling demolished material, dirt, sand, soil, or other loose materials are to be covered or should maintain at least 2 feet (ft) of freeboard in accordance with the requirements of California Vehicle Code Section 23114 (freeboard means vertical space between the top of the load and top of the trailer).

SCAQMD has issued guidance on applying CalEEMod results to localized impacts analyses.¹ In cases where proximate receptors may be closer than 82 ft (25 meters [m]), as per this guidance, a value of 82 ft (25 m) is to be used in the analysis as a worst-case scenario. Sensitive receptors include residences, schools, and similar uses that are sensitive to adverse air quality. The sensitive receptors nearest to the proposed project are single-family residences located 25 ft to the north of the project site. Table D shows that the construction emission rates would not exceed the localized significance thresholds (LSTs) for the nearest sensitive receptors in the project area.

Table D: Construction Localized Emissions (lbs/day)

| Emissions Sources | NO _x | CO | PM ₁₀ | PM _{2.5} |
|------------------------|-----------------|-----|------------------|-------------------|
| On-Site Emissions | 21 | 15 | 3.5 | 2.2 |
| LST | 115 | 715 | 6.0 | 4.0 |
| Significant Emissions? | No | No | No | No |

Source: Compiled by LSA (March 2020).

Note: Source Receptor Area – Central Orange County, 2 acres, receptors at 25 meters.

CO = carbon monoxide

NO_x = nitrogen oxides

lbs/day = pounds per day

PM_{2.5} = particulate matter less than 2.5 microns in size

LSTs = localized significance threshold

PM₁₀ = particulate matter less than 10 microns in size

Table E shows that the operational emission rates would not exceed the LSTs for sensitive receptors in the project area. Therefore, the proposed operational activity would not result in a locally significant air quality impact.

Table E: Operational Localized Emissions (lbs/day)

| Emissions Sources | NO _x | CO | PM ₁₀ | PM _{2.5} |
|------------------------|-----------------|--------|------------------|-------------------|
| On-Site Emissions | 0.69 | 3.80 | 0.16 | 0.09 |
| LST | 115.00 | 715.00 | 2.00 | 1.00 |
| Significant Emissions? | No | No | No | No |

Source: Compiled by LSA (March 2020).

Note: Source Receptor Area – Central Orange County, 2 acres, receptors at 25 meters.

CO = carbon monoxide

PM_{2.5} = particulate matter less than 2.5 microns in size

LSTs = local significance thresholds

PM₁₀ = particulate matter less than 10 microns in size

NO_x = nitrogen oxides

As evaluated above, the project's on-site emissions would be below the SCAQMD's localized significance thresholds for construction and operations. Therefore, the project would not exceed the most stringent applicable federal or State ambient air quality standards for emissions of NO_x, CO,

¹ South Coast Air Quality Management District (SCAQMD). Fact Sheet for Applying CalEEMod to Localized Significance Thresholds. Website: <http://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/caleemod-guidance.pdf> (accessed June 2018).

PM₁₀, or PM_{2.5}. It should be noted that the ambient air quality standards are developed and represent levels at which the most susceptible persons (e.g., children and the elderly) are protected. In other words, the ambient air quality standards are purposefully set in a stringent manner to protect children, elderly, and those with existing respiratory problems. Thus, an air quality health impact would be less than significant in this regard, and no mitigation is required.

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

Less than Significant. SCAQMD's *CEQA Air Quality Handbook* (SCAQMD 1993)¹ identifies various secondary significance criteria related to odorous air contaminants. Substantial odor-generating sources include land uses such as agricultural activities, feedlots, wastewater treatment facilities, landfills, or heavy manufacturing uses. Pursuant to SCAQMD Rule 402, these sources shall include a quantitative assessment of potential odors and meteorological conditions. The project does not propose any such uses or activities that would result in potentially significant odor impacts. Some nuisance odors may emanate from the operation of diesel-powered construction equipment during construction of the proposed project. Additionally, operators of off-road vehicles (i.e., self-propelled diesel-fueled vehicles 25 horsepower and up that were not designed to be driven on road) are required to limit vehicle idling to five minutes or less; register and label vehicles in accordance with the California Air Resources Board (CARB) Diesel Off-Road Online Reporting System; restrict the inclusion of older vehicles into fleets; and retire, replace, or repower older engines or install Verified Diesel Emission Control Strategies (i.e., exhaust retrofits). These odors would be limited to the construction period and would disperse quickly; therefore, these no odor impact would occur.

The proposed project is a residential project, which does not typically produce nuisance odors. Therefore, no significant impacts related to nuisance odors would result from the proposed project, and no mitigation is required.

GREENHOUSE GAS EMISSIONS

Would the project:

a) *Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?*

Less than Significant. Global climate change refers to changes in average climatic conditions on Earth as a whole, including temperature, wind patterns, precipitation, and storms. Global temperatures are moderated by naturally occurring atmospheric gases, including water vapor, carbon dioxide, methane, nitrous oxide, and ozone. These gases, known as greenhouse gases (GHGs), allow solar radiation (sunlight) into the Earth's atmosphere, but prevent radiative heat from escaping, thus warming the Earth's atmosphere. GHGs are emitted by both natural processes and human activities and the accumulation of GHGs in the atmosphere regulates the Earth's temperature. Emissions of GHGs in excess of natural ambient concentrations are thought to be responsible for the enhancement

¹ SCAQMD 1993. *CEQA Air Quality Handbook*. Website: [http://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook/ceqa-air-quality-handbook-\(1993\)](http://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook/ceqa-air-quality-handbook-(1993)), accessed November 2019.

of the greenhouse effect and contributing to what is termed “global warming;” the trend of warming of the Earth’s climate from anthropogenic activities. Unlike localized air emissions, which are a temporal issue, global warming is an ongoing global issue. As global climate change impacts are by nature cumulative, direct impacts cannot be evaluated because the impacts themselves are global rather than localized. Therefore, the analysis herein addresses cumulative impacts.

The City does not identify any criteria to evaluate GHG emissions impacts. The potential for the proposed project to result in impacts from GHG emissions is based on the *State CEQA Guidelines* Appendix G thresholds. For CEQA purposes, the City has discretion to select an appropriate significance criterion, based on substantial evidence.

On December 5, 2008, the SCAQMD adopted GHG significance thresholds for Stationary Sources, Rules, and Plans where the SCAQMD is lead agency. The threshold uses a tiered approach. A proposed project is compared with the requirements of each tier sequentially and would not result in a significant impact if it complies with any tier. Tier 1 excludes projects that are specifically exempt from SB 97 from resulting in a significant impact. Tier 2 excludes projects that are consistent with a GHG reduction plan that has a certified final CEQA document and complies with AB 32 GHG reduction goals. Tier 3 excludes projects with annual emissions lower than a screening threshold. For all non-industrial projects, the SCAQMD is proposing a screening threshold of 3,000 metric tons of carbon dioxide equivalent (MTCO₂e) per year for residential land uses. SCAQMD concluded that projects with emissions less than the screening thresholds would not result in a significant cumulative impact. The City has selected this significance criterion that has been supported by substantial evidence during SCAQMD adoption of its interim standards.

GHG emissions associated with the proposed project would be confined to short-term emissions associated with construction activities, including emissions generated by stationary and mobile construction equipment, off-site trucks hauling construction materials, and worker trips. The equipment that would be used for project construction activities is already present within the County; no new emissions sources would be created by transport of construction equipment. Construction-related GHG emissions would occur during construction of the project, which would occur over an approximate 16-month period. Project-related GHG emissions were estimated using the CalEEMod model. Construction GHG emissions are estimated to total 395 MTCO₂e over the entire period of construction. If emissions are amortized over a 30-year period, construction GHG emissions of 13.16 metric tons would be negligible.

Operation of the proposed project would generate GHG emissions from area and mobile sources and indirect emissions from stationary sources associated with energy consumption. Mobile-source emissions of GHGs would include project-generated vehicle trips associated with on-site uses. Area-source emissions would be associated with activities including landscaping and maintenance of proposed land uses, natural gas for heating, and other sources. Increases in stationary-source emissions would also occur at off-site utility providers as a result of demand for electricity, natural gas, and water by the proposed uses.

The proposed project would result in the generation of approximately 450 MT CO₂e per year. With the combined construction and operational GHG emissions, the proposed project’s GHG emissions of

464 MT CO₂e per year would be well below the 3,000 MT CO₂e per year significance threshold recommended by the SCAQMD for residential projects¹.

As discussed, construction and operations of the proposed project would have negligible GHG emissions. Construction and operational emissions, therefore, would have no cumulatively considerable contribution to global climate change impacts, and therefore, no GHG impact would occur. No mitigation is required.

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

Less than Significant. See response to a) above. As discussed, construction and operations of the proposed project would result in negligible GHG emissions. The potential for the proposed project to result in impacts from GHG emissions is based on the *State CEQA Guidelines* Appendix G thresholds. To answer the above question, the City would consider whether the project is consistent with the California 2017 Climate Change Scoping Plan (Scoping Plan)².

The Scoping Plan identifies strategies to reduce California's GHG emissions in support of AB 32 – The Global Warming Solution Act. Many of the strategies identified in the Scoping Plan are not applicable at the project level, such as long-term technological improvements to reduce emissions from vehicles. Some measures are applicable and supported by the project, such as energy efficiency. While some measures are not directly applicable, the project would not conflict with their implementation. The City does not currently have any adopted plans for reducing GHG emissions. Furthermore, as described under Section a) above, the project's combined long-term operational and amortized construction emissions would not exceed the applicable SCAQMD's threshold of significance. Although these thresholds have not been formally adopted at the time of this analysis, they are considered the allowable amount of emissions for the project to ensure the project does not impede regional and/or State GHG reduction goals. To facilitate implementation of the Scoping Plan, the City adopted the Green Building Code. The proposed project would comply with performance-based standards included in the Green Building Code (e.g., the 2019 Building Energy Efficiency Standards)³.

In summary, the regulatory compliance analysis provided above demonstrates that the proposed project's design measures comply with the regulations and reduction actions/strategies outlined in the California Scoping Plan. The proposed project would, therefore, not result in emissions that would impede or conflict with Statewide attainment of GHG emission reduction goals as described in Assembly Bill 32 (to reduce GHG emissions to 1990 levels by 2020), Senate Bill 32 (reduce GHG

¹ SCAQMD 2010. Minutes for the GHG CEQA Significance Threshold. Website: [http://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-\(ghg\)-ceqa-significance-thresholds/year-2008-2009/ghg-meeting-15/ghg-meeting-15-minutes.pdf](http://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-(ghg)-ceqa-significance-thresholds/year-2008-2009/ghg-meeting-15/ghg-meeting-15-minutes.pdf) (accessed November 2019).

² California Air Resources Board 2018. California's 2017 Climate Change Scoping Plan. Website: <https://www.arb.ca.gov/cc/scopingplan/scopingplan.htm> (accessed November 2019).

³ California Energy Commission 2019. 2019 Building Energy Efficiency Standards. Website: <https://www.energy.ca.gov/programs-and-topics/programs/building-energy-efficiency-standards/2019-building-energy-efficiency> (accessed November 2019).

emissions 40 percent below 1990 levels by 2030), and Executive Order B-03-05 (reduce GHG emissions 80 percent below 1990 levels by 2050). In addition to the fact that the proposed project would not conflict with AB 32, SB 32, or executive orders, they also would not conflict with any other applicable plans, policies, or regulations intended to reduce GHG emissions. Therefore, no GHG impact would occur, and no mitigation is required.

Attachment: CalEEMod Emission Output Files

KB Home Lighthouse Project - Orange County, Annual

KB Home Lighthouse Project

Orange County, Annual

1.0 Project Characteristics

1.1 Land Usage

| Land Uses | Size | Metric | Lot Acreage | Floor Surface Area | Population |
|-----------------|-------|---------------|-------------|--------------------|------------|
| Condo/Townhouse | 40.00 | Dwelling Unit | 2.12 | 40,000.00 | 114 |
| Parking Lot | 26.00 | Space | 0.23 | 10,400.00 | 0 |

1.2 Other Project Characteristics

| | | | | | |
|--------------|-------|------------------|-----|---------------------------|------|
| Urbanization | Urban | Wind Speed (m/s) | 2.2 | Precipitation Freq (Days) | 30 |
| Climate Zone | 8 | | | Operational Year | 2022 |

Utility Company Southern California Edison

| | | | | | |
|----------------------------|--------|----------------------------|-------|----------------------------|-------|
| CO2 Intensity (lb/MWhr) | 502.65 | CH4 Intensity (lb/MWhr) | 0.029 | N2O Intensity (lb/MWhr) | 0.006 |
|----------------------------|--------|----------------------------|-------|----------------------------|-------|

1.3 User Entered Comments & Non-Default Data

KB Home Lighthouse Project - Orange County, Annual

Project Characteristics - SCE CO2 Intensity Factor

Land Use - Parcel is 2.35 acres

Construction Phase - Anticipated construction schedule provided by KB Home (Oct 2019)

Demolition - Estimated 12,684 sq ft building demolition

Grading - Cut and fill grading - net export 200cy

Vehicle Trips - Trip generation rate obtained from Rick Engineering Co. (Nov 2019)

Woodstoves - No wood stoves or fireplace

Energy Use -

Construction Off-road Equipment Mitigation -

Mobile Land Use Mitigation - 17 units/ac on parcel

Architectural Coating - 3 phase developments - assume 20% model, 40% phase 1 and last phase

Area Mitigation - Natural gas hearth and low VOC cleaning supply

Energy Mitigation - Comply with 2019 Title 24 building energy efficiency standards and energy efficient appliances

Water Mitigation - Utilized low-flow water fixtures and water irrigation systems

Waste Mitigation - Utilized waste recycling and composting bins

| Table Name | Column Name | Default Value | New Value |
|--------------------------|--------------------------------|---------------|-----------|
| tbl/ArchitecturalCoating | ConstArea_Residential_Exterior | 27,000.00 | 5,400.00 |
| tbl/ArchitecturalCoating | ConstArea_Residential_Exterior | 27,000.00 | 10,800.00 |
| tbl/ArchitecturalCoating | ConstArea_Residential_Exterior | 27,000.00 | 10,800.00 |
| tbl/ArchitecturalCoating | ConstArea_Residential_Interior | 81,000.00 | 16,200.00 |
| tbl/ArchitecturalCoating | ConstArea_Residential_Interior | 81,000.00 | 32,400.00 |
| tbl/ArchitecturalCoating | ConstArea_Residential_Interior | 81,000.00 | 32,400.00 |
| tbl/ConstructionPhase | NumDays | 220.00 | 32.00 |
| tbl/ConstructionPhase | NumDays | 20.00 | 10.00 |
| tbl/ConstructionPhase | NumDays | 220.00 | 76.00 |
| tbl/ConstructionPhase | NumDays | 220.00 | 170.00 |

KB Home Lighthouse Project - Orange County, Annual

| | | | |
|---------------------------|--------------------|-----------|-----------|
| tblConstructionPhase | PhaseEndDate | 7/12/2021 | 10/7/2020 |
| tblConstructionPhase | PhaseEndDate | 6/14/2021 | 9/9/2020 |
| tblConstructionPhase | PhaseEndDate | 7/28/2020 | 7/14/2020 |
| tblConstructionPhase | PhaseEndDate | 8/10/2020 | 7/27/2020 |
| tblConstructionPhase | PhaseEndDate | 6/28/2021 | 9/23/2020 |
| tblConstructionPhase | PhaseEndDate | 7/31/2020 | 7/17/2020 |
| tblConstructionPhase | PhaseStartDate | 6/29/2021 | 9/24/2020 |
| tblConstructionPhase | PhaseStartDate | 8/11/2020 | 7/28/2020 |
| tblConstructionPhase | PhaseStartDate | 8/1/2020 | 7/20/2020 |
| tblConstructionPhase | PhaseStartDate | 6/15/2021 | 9/10/2020 |
| tblConstructionPhase | PhaseStartDate | 7/29/2020 | 7/15/2020 |
| tblFireplaces | NumberNoFireplace | 4.00 | 0.00 |
| tblFireplaces | NumberWood | 2.00 | 0.00 |
| tblGrading | AcresOfGrading | 4.50 | 2.35 |
| tblGrading | MaterialExported | 0.00 | 200.00 |
| tblLandUse | LotAcreage | 2.50 | 2.12 |
| tblProjectCharacteristics | CO2IntensityFactor | 702.44 | 502.65 |
| tblVehicleTrips | ST_TR | 5.67 | 7.32 |
| tblVehicleTrips | SU_TR | 4.84 | 7.32 |
| tblVehicleTrips | WD_TR | 5.81 | 7.32 |
| tblWoodstoves | NumberCatalytic | 2.00 | 0.00 |
| tblWoodstoves | NumberNoncatalytic | 2.00 | 0.00 |

2.0 Emissions Summary

KB Home Lighthouse Project - Orange County, Annual

2.1 Overall Construction**Unmitigated Construction**

| Year | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---------|--------|--------|--------|-------------|---------------|--------------|------------|----------------|---------------|-------------|----------|-----------|-----------|--------|--------|----------|
| tons/yr | | | | | | | | | | | | | | | | |
| 2020 | 0.1610 | 1.0845 | 0.9137 | 1.6800e-003 | 0.0457 | 0.0567 | 0.1023 | 0.0161 | 0.0539 | 0.0700 | 0.0000 | 143.6525 | 143.6525 | 0.0281 | 0.0000 | 144.3540 |
| 2021 | 0.3176 | 1.6714 | 1.5992 | 2.9500e-003 | 0.0346 | 0.0839 | 0.1185 | 9.2400e-003 | 0.0802 | 0.0894 | 0.0000 | 249.2505 | 249.2505 | 0.0448 | 0.0000 | 250.3705 |
| Maximum | 0.3176 | 1.6714 | 1.5992 | 2.9500e-003 | 0.0457 | 0.0839 | 0.1185 | 0.0161 | 0.0802 | 0.0894 | 0.0000 | 249.2505 | 249.2505 | 0.0448 | 0.0000 | 250.3705 |
| MT/yr | | | | | | | | | | | | | | | | |

Mitigated Construction

| Year | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|-------------------|--------|--------|--------|-------------|---------------|--------------|------------|----------------|---------------|-------------|----------|-----------|-----------|--------|--------|----------|
| tons/yr | | | | | | | | | | | | | | | | |
| 2020 | 0.1610 | 1.0845 | 0.9137 | 1.6800e-003 | 0.0291 | 0.0567 | 0.0857 | 9.3100e-003 | 0.0539 | 0.0632 | 0.0000 | 143.6523 | 143.6523 | 0.0281 | 0.0000 | 144.3539 |
| 2021 | 0.3176 | 1.6714 | 1.5992 | 2.9500e-003 | 0.0346 | 0.0839 | 0.1185 | 9.2400e-003 | 0.0802 | 0.0894 | 0.0000 | 249.2502 | 249.2502 | 0.0448 | 0.0000 | 250.3703 |
| Maximum | 0.3176 | 1.6714 | 1.5992 | 2.9500e-003 | 0.0346 | 0.0839 | 0.1185 | 9.3100e-003 | 0.0802 | 0.0894 | 0.0000 | 249.2502 | 249.2502 | 0.0448 | 0.0000 | 250.3703 |
| MT/yr | | | | | | | | | | | | | | | | |
| Percent Reduction | | | | | | | | | | | | | | | | |
| | 0.00 | 0.00 | 0.00 | 0.00 | 20.65 | 0.00 | 7.51 | 26.88 | 0.00 | 4.28 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

KB Home Lighthouse Project - Orange County, Annual

| Quarter | Start Date | End Date | Maximum Unmitigated ROG + NOX (tons/quarter) | Maximum Mitigated ROG + NOX (tons/quarter) |
|---------|------------|------------|--|--|
| 1 | 7-1-2020 | 9-30-2020 | 0.6186 | 0.6186 |
| 2 | 10-1-2020 | 12-31-2020 | 0.5990 | 0.5990 |
| 3 | 1-1-2021 | 3-31-2021 | 0.5312 | 0.5312 |
| 4 | 4-1-2021 | 6-30-2021 | 0.6054 | 0.6054 |
| 5 | 7-1-2021 | 9-30-2021 | 0.6120 | 0.6120 |
| | | Highest | 0.6186 | 0.6186 |

2.2 Overall Operational

Unmitigated Operational

| Category | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|----------|-------------|--------|--------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|----------|-----------|-----------|-------------|-------------|----------|
| tons/yr | | | | | | | | | | | | | | | | |
| MT/yr | | | | | | | | | | | | | | | | |
| Area | 0.1711 | 0.0118 | 0.4163 | 7.0000e-006 | | 2.8500e-003 | 2.8500e-003 | | 2.8500e-003 | 2.8500e-003 | 0.0000 | 8.8391 | 8.8391 | 8.1000e-004 | 1.5000e-004 | 8.9039 |
| Energy | 3.8100e-003 | 0.0325 | 0.0138 | 2.1000e-004 | | 2.6300e-003 | 2.6300e-003 | | 2.6300e-003 | 2.6300e-003 | 0.0000 | 82.9781 | 82.9781 | 3.3400e-003 | 1.2300e-003 | 83.4284 |
| Mobile | 0.0753 | 0.3312 | 1.0446 | 4.0900e-003 | 0.3795 | 3.0100e-003 | 0.3825 | 0.1016 | 2.8000e-003 | 0.1044 | 0.0000 | 377.2133 | 377.2133 | 0.0153 | 0.0000 | 377.5967 |
| Waste | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 3.7350 | 0.0000 | 3.7350 | 0.2207 | 0.0000 | 9.2534 |
| Water | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.8268 | 11.8989 | 12.7258 | 0.0856 | 2.1500e-003 | 15.5058 |
| Total | 0.2502 | 0.3756 | 1.4747 | 4.3700e-003 | 0.3795 | 8.4900e-003 | 0.3880 | 0.1016 | 8.2800e-003 | 0.1099 | 4.5618 | 480.9294 | 485.4913 | 0.3258 | 3.5300e-003 | 494.6883 |

KB Home Lighthouse Project - Orange County, Annual

2.2 Overall Operational**Mitigated Operational**

| Category | COG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|----------|-------------|--------|--------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|----------|-----------|-----------|-------------|-------------|----------|
| tons/yr | | | | | | | | | | | | | | | | |
| Area | 0.1711 | 0.0118 | 0.4163 | 7.0000e-005 | | 2.8500e-003 | 2.8500e-003 | | 2.8500e-003 | 2.8500e-003 | 0.0000 | 8.8391 | 8.8391 | 8.1000e-004 | 1.5000e-004 | 8.9039 |
| Energy | 3.6200e-003 | 0.0310 | 0.0132 | 2.0000e-004 | | 2.5000e-003 | 2.5000e-003 | | 2.5000e-003 | 2.5000e-003 | 0.0000 | 79.8553 | 79.8553 | 3.2300e-003 | 1.1800e-003 | 80.2883 |
| Mobile | 0.0725 | 0.3136 | 0.9705 | 3.7500e-003 | 0.3466 | 2.7700e-003 | 0.3494 | 0.0928 | 2.5800e-003 | 0.0954 | 0.0000 | 345.8480 | 345.8480 | 0.0142 | 0.0000 | 346.2029 |
| Waste | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.9338 | 0.0000 | 0.9338 | 0.0552 | 0.0000 | 2.3134 |
| Water | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.6615 | 10.0976 | 10.7591 | 0.0685 | 1.7200e-003 | 12.9861 |
| Total | 0.2472 | 0.3564 | 1.3999 | 4.0200e-003 | 0.3466 | 8.1200e-003 | 0.3548 | 0.0928 | 7.9300e-003 | 0.1008 | 1.5952 | 444.6400 | 446.2352 | 0.1419 | 3.0500e-003 | 450.6946 |

| Category | COG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|-------------------|------|------|------|------|---------------|--------------|------------|----------------|---------------|-------------|----------|-----------|-----------|-------|-------|------|
| Percent Reduction | 1.19 | 5.11 | 5.07 | 8.01 | 8.66 | 4.36 | 8.56 | 8.66 | 4.23 | 8.32 | 65.03 | 7.55 | 8.09 | 56.44 | 13.60 | 8.89 |

3.0 Construction Detail**Construction Phase**

KB Home Lighthouse Project - Orange County, Annual

| Phase Number | Phase Name | Phase Type | Start Date | End Date | Num Days Week | Num Days | Phase Description |
|--------------|------------------------------------|-----------------------|------------|------------|---------------|----------|-------------------|
| 1 | Demolition | Demolition | 7/1/2020 | 7/14/2020 | 5 | 10 | |
| 2 | Site Preparation | Site Preparation | 7/15/2020 | 7/17/2020 | 5 | 3 | |
| 3 | Grading | Grading | 7/20/2020 | 7/27/2020 | 5 | 6 | |
| 4 | Building Construction - Model | Building Construction | 7/28/2020 | 9/9/2020 | 5 | 32 | |
| 5 | Paving - Model | Paving | 9/10/2020 | 9/23/2020 | 5 | 10 | |
| 6 | Architectural Coating - Model | Architectural Coating | 9/24/2020 | 10/7/2020 | 5 | 10 | |
| 7 | Building Construction - Phase I | Building Construction | 10/13/2020 | 1/26/2021 | 5 | 76 | |
| 8 | Paving - Phase I | Paving | 1/27/2021 | 2/9/2021 | 5 | 10 | |
| 9 | Architectural Coating - Phase I | Architectural Coating | 2/10/2021 | 2/23/2021 | 5 | 10 | |
| 10 | Building Construction - Last Phase | Building Construction | 2/24/2021 | 10/19/2021 | 5 | 170 | |
| 11 | Paving - Last Phase | Paving | 10/19/2021 | 11/1/2021 | 5 | 10 | |
| 12 | Architectural Coating - Last Phase | Architectural Coating | 11/2/2021 | 11/15/2021 | 5 | 10 | |

Acres of Grading (Site Preparation Phase): 2.35

Acres of Grading (Grading Phase): 3

Acres of Paving: 0.23

Residential Indoor: 16,200; Residential Outdoor: 5,400; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0
(Architectural Coating – sqft)

OffRoad Equipment

| Phase Name | Offroad Equipment Type | Amount | Usage Hours | Horse Power | Load Factor |
|-------------------------------|--------------------------|--------|-------------|-------------|-------------|
| Architectural Coating - Model | Air Compressors | 1 | 6.00 | 78 | 0.48 |
| Paving - Model | Cement and Mortar Mixers | 1 | 8.00 | 9 | 0.56 |
| Demolition | Concrete/Industrial Saws | 1 | 8.00 | 81 | 0.73 |
| Building Construction - Model | Generator Sets | 1 | 8.00 | 84 | 0.74 |

KB Home Lighthouse Project - Orange County, Annual

| | | | | | |
|------------------------------------|---------------------------|---|------|-----|------|
| Building Construction - Model | Cranes | 1 | 8.00 | 231 | 0.29 |
| Building Construction - Model | Forklifts | 2 | 7.00 | 89 | 0.20 |
| Site Preparation | Graders | 1 | 8.00 | 187 | 0.41 |
| Paving - Model | Pavers | 1 | 8.00 | 130 | 0.42 |
| Paving - Model | Rollers | 2 | 8.00 | 80 | 0.38 |
| Demolition | Rubber Tired Dozers | 1 | 8.00 | 247 | 0.40 |
| Grading | Rubber Tired Dozers | 1 | 8.00 | 247 | 0.40 |
| Building Construction - Model | Tractors/Loaders/Backhoes | 1 | 6.00 | 97 | 0.37 |
| Demolition | Tractors/Loaders/Backhoes | 3 | 8.00 | 97 | 0.37 |
| Grading | Tractors/Loaders/Backhoes | 2 | 7.00 | 97 | 0.37 |
| Paving - Model | Tractors/Loaders/Backhoes | 1 | 8.00 | 97 | 0.37 |
| Site Preparation | Tractors/Loaders/Backhoes | 1 | 7.00 | 97 | 0.37 |
| Grading | Graders | 1 | 8.00 | 187 | 0.41 |
| Paving - Model | Paving Equipment | 1 | 8.00 | 132 | 0.36 |
| Site Preparation | Scrapers | 1 | 8.00 | 367 | 0.48 |
| Building Construction - Model | Welders | 3 | 8.00 | 46 | 0.45 |
| Architectural Coating - Last Phase | Air Compressors | 1 | 6.00 | 78 | 0.48 |
| Architectural Coating - Phase I | Air Compressors | 1 | 6.00 | 78 | 0.48 |
| Paving - Last Phase | Cement and Mortar Mixers | 1 | 8.00 | 9 | 0.56 |
| Paving - Phase I | Cement and Mortar Mixers | 1 | 8.00 | 9 | 0.56 |
| Building Construction - Last Phase | Cranes | 1 | 8.00 | 231 | 0.29 |
| Building Construction - Phase I | Cranes | 1 | 8.00 | 231 | 0.29 |
| Building Construction - Last Phase | Forklifts | 2 | 7.00 | 89 | 0.20 |
| Building Construction - Phase I | Forklifts | 2 | 7.00 | 89 | 0.20 |
| Building Construction - Last Phase | Generator Sets | 1 | 8.00 | 84 | 0.74 |
| Building Construction - Phase I | Generator Sets | 1 | 8.00 | 84 | 0.74 |
| Paving - Last Phase | Pavers | 1 | 8.00 | 130 | 0.42 |

KB Home Lighthouse Project - Orange County, Annual

| | | | | | |
|------------------------------------|---------------------------|---|------|-----|------|
| Paving - Phase I | Pavers | 1 | 8.00 | 130 | 0.42 |
| Paving - Last Phase | Paving Equipment | 1 | 8.00 | 132 | 0.36 |
| Paving - Phase I | Paving Equipment | 1 | 8.00 | 132 | 0.36 |
| Paving - Last Phase | Rollers | 2 | 8.00 | 80 | 0.38 |
| Paving - Phase I | Rollers | 2 | 8.00 | 80 | 0.38 |
| Building Construction - Last Phase | Tractors/Loaders/Backhoes | 1 | 6.00 | 97 | 0.37 |
| Building Construction - Phase I | Tractors/Loaders/Backhoes | 1 | 6.00 | 97 | 0.37 |
| Paving - Last Phase | Tractors/Loaders/Backhoes | 1 | 8.00 | 97 | 0.37 |
| Paving - Phase I | Tractors/Loaders/Backhoes | 1 | 8.00 | 97 | 0.37 |
| Building Construction - Last Phase | Welders | 3 | 8.00 | 46 | 0.45 |
| Building Construction - Phase I | Welders | 3 | 8.00 | 46 | 0.45 |

Trips and VMT

| Phase Name | Offroad Equipment Count | Worker Trip Number | Vendor Trip Number | Hauling Trip Number | Worker Trip Length | Vendor Trip Length | Hauling Trip Length | Worker Vehicle Class | Vendor Vehicle Class | Hauling Vehicle Class |
|------------------------------------|-------------------------|--------------------|--------------------|---------------------|--------------------|--------------------|---------------------|----------------------|----------------------|-----------------------|
| Demolition | 5 | 13.00 | 0.00 | 0.00 | 14.70 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Site Preparation | 3 | 8.00 | 0.00 | 0.00 | 14.70 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Grading | 4 | 10.00 | 0.00 | 0.00 | 14.70 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Building Construction - Model | 8 | 29.00 | 4.00 | 0.00 | 14.70 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Paving - Model | 6 | 15.00 | 0.00 | 0.00 | 14.70 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Architectural Coating - Model | 1 | 6.00 | 0.00 | 0.00 | 14.70 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Architectural Coating - Last Phase | 1 | 6.00 | 0.00 | 0.00 | 14.70 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Architectural Coating - Phase I | 1 | 6.00 | 0.00 | 0.00 | 14.70 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Building Construction - Last Phase | 8 | 29.00 | 4.00 | 0.00 | 14.70 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Building Construction - Phase I | 8 | 29.00 | 4.00 | 0.00 | 14.70 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Paving - Last Phase | 6 | 15.00 | 0.00 | 0.00 | 14.70 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Paving - Phase I | 6 | 15.00 | 0.00 | 0.00 | 14.70 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |

KB Home Lighthouse Project - Orange County, Annual

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Demolition - 2020**Unmitigated Construction On-Site**

| Category | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---------------|--------|--------|--------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|----------|-----------|-----------|-------------|--------|---------|
| tons/yr | | | | | | | | | | | | | | | | |
| Fugitive Dust | | | | | 6.2400e-003 | 0.0000 | 6.2400e-003 | 9.5000e-004 | 0.0000 | 9.5000e-004 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0106 | 0.1047 | 0.0733 | 1.2000e-004 | | 5.7600e-003 | 5.7600e-003 | 5.3800e-003 | | 5.3800e-003 | 0.0000 | 10.5338 | 10.5338 | 2.7100e-003 | 0.0000 | 10.6015 |
| Total | 0.0106 | 0.1047 | 0.0733 | 1.2000e-004 | 6.2400e-003 | 5.7600e-003 | 0.0120 | 9.5000e-004 | 5.3800e-003 | 6.3300e-003 | 0.0000 | 10.5338 | 10.5338 | 2.7100e-003 | 0.0000 | 10.6015 |

MT/yr

KB Home Lighthouse Project - Orange County, Annual

3.2 Demolition - 2020

Unmitigated Construction Off-Site

| Category | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|----------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|----------|-----------|-----------|-------------|--------|--------|
| | | | | | | | | | | | | | | | | |
| Hauling | 2.2000e-004 | 8.2300e-003 | 2.0600e-003 | 2.0000e-005 | 5.0000e-004 | 3.0000e-005 | 5.2000e-004 | 1.4000e-004 | 2.0000e-005 | 1.6000e-004 | 0.0000 | 2.2300 | 2.2300 | 2.4000e-004 | 0.0000 | 2.2359 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 2.5000e-004 | 1.8000e-004 | 2.0100e-003 | 1.0000e-005 | 7.1000e-004 | 0.0000 | 7.2000e-004 | 1.9000e-004 | 0.0000 | 1.9000e-004 | 0.0000 | 0.6176 | 0.6176 | 1.0000e-005 | 0.0000 | 0.6180 |
| Total | 4.7000e-004 | 8.4100e-003 | 4.0700e-003 | 3.0000e-005 | 1.2100e-003 | 3.0000e-005 | 1.2400e-003 | 3.3000e-004 | 2.0000e-005 | 3.5000e-004 | 0.0000 | 2.8476 | 2.8476 | 2.5000e-004 | 0.0000 | 2.8539 |

Mitigated Construction On-Site

| Category | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---------------|--------|--------|--------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|----------|-----------|-----------|-------------|--------|---------|
| | | | | | | | | | | | | | | | | |
| Fugitive Dust | | | | | 2.4300e-003 | 0.0000 | 2.4300e-003 | 3.7000e-004 | 0.0000 | 3.7000e-004 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0106 | 0.1047 | 0.0733 | 1.2000e-004 | | 5.7600e-003 | 5.7600e-003 | 5.3800e-003 | 5.3800e-003 | 5.3800e-003 | 0.0000 | 10.5338 | 10.5338 | 2.7100e-003 | 0.0000 | 10.6015 |
| Total | 0.0106 | 0.1047 | 0.0733 | 1.2000e-004 | 2.4300e-003 | 5.7600e-003 | 8.1900e-003 | 3.7000e-004 | 5.3800e-003 | 5.7500e-003 | 0.0000 | 10.5338 | 10.5338 | 2.7100e-003 | 0.0000 | 10.6015 |

KB Home Lighthouse Project - Orange County, Annual

3.2 Demolition - 2020**Mitigated Construction Off-Site**

| Category | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|---------------|---------------|---------------|--------------------|---------------|---------------|
| | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 2.2000e-004 | 8.2300e-003 | 2.0600e-003 | 2.0000e-005 | 5.0000e-004 | 3.0000e-005 | 5.2000e-004 | 1.4000e-004 | 2.0000e-005 | 1.6000e-004 | 0.0000 | 2.2300 | 2.2300 | 2.4000e-004 | 0.0000 | 2.2359 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 2.5000e-004 | 1.8000e-004 | 2.0100e-003 | 1.0000e-005 | 7.1000e-004 | 0.0000 | 7.2000e-004 | 1.9000e-004 | 0.0000 | 1.9000e-004 | 0.0000 | 0.6176 | 0.6176 | 1.0000e-005 | 0.0000 | 0.6180 |
| Total | 4.7000e-004 | 8.4100e-003 | 4.0700e-003 | 3.0000e-005 | 1.2100e-003 | 3.0000e-005 | 1.2400e-003 | 3.3000e-004 | 2.0000e-005 | 3.5000e-004 | 0.0000 | 2.8476 | 2.8476 | 2.5000e-004 | 0.0000 | 2.8539 |

3.3 Site Preparation - 2020**Unmitigated Construction On-Site**

| Category | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---------------|--------------------|---------------|---------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|---------------|---------------|---------------|--------------------|---------------|---------------|
| | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Fugitive Dust | | | | | 1.2500e-003 | 0.0000 | 1.2500e-003 | 1.3000e-004 | 0.0000 | 1.3000e-004 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 2.4800e-003 | 0.0289 | 0.0169 | 4.0000e-005 | | 1.1700e-003 | 1.1700e-003 | 1.0700e-003 | 1.0700e-003 | 1.0700e-003 | 0.0000 | 3.2290 | 3.2290 | 1.0400e-003 | 0.0000 | 3.2551 |
| Total | 2.4800e-003 | 0.0289 | 0.0169 | 4.0000e-005 | 1.2500e-003 | 1.1700e-003 | 2.4200e-003 | 1.3000e-004 | 1.0700e-003 | 1.2000e-003 | 0.0000 | 3.2290 | 3.2290 | 1.0400e-003 | 0.0000 | 3.2551 |

Unmitigated Construction Off-Site

Mitigated Construction On-Site

| Category | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---------------|--------------------|---------------|---------------|--------------------|--------------------|--------------------|---------------|--------------------|--------------------|--------------------|---------------|---------------|---------------|--------------------|---------------|---------------|
| | | | | | | | | | | | | | | | | |
| Fugitive Dust | | | | | 7.6700e-003 | 0.0000 | 7.6700e-003 | 3.9400e-003 | 0.0000 | 3.9400e-003 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 5.7700e-003 | 0.0640 | 0.0298 | 6.0000e-005 | 2.9700e-003 | 2.9700e-003 | 2.9700e-003 | 2.7300e-003 | 2.7300e-003 | 2.7300e-003 | 0.0000 | 5.4333 | 5.4333 | 1.7600e-003 | 0.0000 | 5.4773 |
| Total | 5.7760e-003 | 0.0640 | 0.0298 | 6.0000e-005 | 7.6700e-003 | 2.9700e-003 | 0.0106 | 3.9400e-003 | 2.7300e-003 | 6.6700e-003 | 0.0000 | 5.4333 | 5.4333 | 1.7600e-003 | 0.0000 | 5.4773 |

KB Home Lighthouse Project - Orange County, Annual

3.4 Grading - 2020**Mitigated Construction Off-Site**

| Category | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|---------------|---------------|---------------|--------------------|---------------|---------------|
| | | | | | | | | | | | | | | | | |
| Hauling | 1.0000e-004 | 3.5500e-003 | 8.9000e-004 | 1.0000e-005 | 2.1000e-004 | 1.0000e-005 | 2.3000e-004 | 6.0000e-005 | 1.0000e-005 | 7.0000e-005 | 0.0000 | 0.9612 | 0.9612 | 1.0000e-004 | 0.0000 | 0.9638 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 1.2000e-004 | 8.0000e-005 | 9.3000e-004 | 0.0000 | 3.3000e-004 | 0.0000 | 3.3000e-004 | 9.0000e-005 | 0.0000 | 9.0000e-005 | 0.0000 | 0.2851 | 0.2851 | 1.0000e-005 | 0.0000 | 0.2852 |
| Total | 2.2000e-004 | 3.6300e-003 | 1.8200e-003 | 1.0000e-005 | 5.4000e-004 | 1.0000e-005 | 5.6000e-004 | 1.5000e-004 | 1.0000e-005 | 1.6000e-004 | 0.0000 | 1.2463 | 1.2463 | 1.1000e-004 | 0.0000 | 1.2490 |

3.5 Building Construction - Model - 2020**Unmitigated Construction On-Site**

| Category | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|---------------|---------------|---------------|--------------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|----------------|----------------|--------------------|---------------|----------------|
| | | | | | | | | | | | | | | | | |
| Off-Road | 0.0366 | 0.2789 | 0.2384 | 4.0000e-004 | | 0.0152 | 0.0152 | | 0.0145 | 0.0145 | 0.0000 | 33.2231 | 33.2231 | 6.7400e-003 | 0.0000 | 33.3917 |
| Total | 0.0366 | 0.2789 | 0.2384 | 4.0000e-004 | | 0.0152 | 0.0152 | | 0.0145 | 0.0145 | 0.0000 | 33.2231 | 33.2231 | 6.7400e-003 | 0.0000 | 33.3917 |

KB Home Lighthouse Project - Orange County, Annual

3.5 Building Construction - Model - 2020**Unmitigated Construction Off-Site**

| Category | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|----------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|----------|-----------|-----------|-------------|--------|--------|
| tons/yr | | | | | | | | | | | | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 2.1000e-004 | 6.7900e-003 | 1.8500e-003 | 2.0000e-005 | 4.0000e-004 | 4.0000e-005 | 4.4000e-004 | 1.2000e-004 | 3.0000e-005 | 1.5000e-004 | 0.0000 | 1.5579 | 1.5579 | 1.3000e-004 | 0.0000 | 1.5612 |
| Worker | 1.8100e-003 | 1.2700e-003 | 0.0144 | 5.0000e-005 | 5.0900e-003 | 3.0000e-005 | 5.1300e-003 | 1.3500e-003 | 3.0000e-005 | 1.3800e-003 | 0.0000 | 4.4087 | 4.4087 | 1.0000e-004 | 0.0000 | 4.4113 |
| Total | 2.0200e-003 | 8.0600e-003 | 0.0162 | 7.0000e-005 | 5.4900e-003 | 7.0000e-005 | 5.5700e-003 | 1.4700e-003 | 6.0000e-005 | 1.5300e-003 | 0.0000 | 5.9667 | 5.9667 | 2.3000e-004 | 0.0000 | 5.9724 |

Mitigated Construction On-Site

| Category | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|----------|--------|--------|--------|-------------|---------------|--------------|------------|----------------|---------------|-------------|----------|-----------|-----------|-------------|--------|---------|
| tons/yr | | | | | | | | | | | | | | | | |
| Off-Road | 0.0366 | 0.2789 | 0.2384 | 4.0000e-004 | | 0.0152 | 0.0152 | | 0.0145 | 0.0145 | 0.0000 | 33.2231 | 33.2231 | 6.7400e-003 | 0.0000 | 33.3916 |
| Total | 0.0366 | 0.2789 | 0.2384 | 4.0000e-004 | | 0.0152 | 0.0152 | | 0.0145 | 0.0145 | 0.0000 | 33.2231 | 33.2231 | 6.7400e-003 | 0.0000 | 33.3916 |

KB Home Lighthouse Project - Orange County, Annual

3.5 Building Construction - Model - 2020**Mitigated Construction Off-Site**

| Category | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|--------------------|--------------------|---------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|---------------|---------------|---------------|--------------------|---------------|---------------|
| tons/yr | | | | | | | | | | | | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 2.1000e-004 | 6.7900e-003 | 1.8500e-003 | 2.0000e-005 | 4.0000e-004 | 4.0000e-005 | 4.4000e-004 | 1.2000e-004 | 3.0000e-005 | 1.5000e-004 | 0.0000 | 1.5579 | 1.5579 | 1.3000e-004 | 0.0000 | 1.5612 |
| Worker | 1.8100e-003 | 1.2700e-003 | 0.0144 | 5.0000e-005 | 5.0800e-003 | 3.0000e-005 | 5.1300e-003 | 1.3500e-003 | 3.0000e-005 | 1.3800e-003 | 0.0000 | 4.4087 | 4.4087 | 1.0000e-004 | 0.0000 | 4.4113 |
| Total | 2.0200e-003 | 8.0600e-003 | 0.0162 | 7.0000e-005 | 5.4900e-003 | 7.0000e-005 | 5.5700e-003 | 1.4700e-003 | 6.0000e-005 | 1.5300e-003 | 0.0000 | 5.9667 | 5.9667 | 2.3000e-004 | 0.0000 | 5.9724 |

3.6 Paving - Model - 2020**Unmitigated Construction On-Site**

| Category | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|--------------------|---------------|---------------|--------------------|---------------|--------------------|--------------------|----------------|--------------------|--------------------|---------------|---------------|---------------|--------------------|---------------|---------------|
| tons/yr | | | | | | | | | | | | | | | | |
| Off-Road | 5.7700e-003 | 0.0579 | 0.0590 | 9.0000e-005 | | 3.2800e-003 | 3.2800e-003 | | 3.0300e-003 | 3.0300e-003 | 0.0000 | 7.7529 | 7.7529 | 2.4600e-003 | 0.0000 | 7.8143 |
| Paving | 3.0000e-004 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Total | 6.0700e-003 | 0.0579 | 0.0590 | 9.0000e-005 | | 3.2800e-003 | 3.2800e-003 | | 3.0300e-003 | 3.0300e-003 | 0.0000 | 7.7529 | 7.7529 | 2.4600e-003 | 0.0000 | 7.8143 |

KB Home Lighthouse Project - Orange County, Annual

3.6 Paving - Model - 2020**Unmitigated Construction Off-Site**

| Category | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|----------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|----------|-----------|-----------|-------------|--------|--------|
| tons/yr | | | | | | | | | | | | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 2.9000e-004 | 2.0000e-004 | 2.3200e-003 | 1.0000e-005 | 8.2000e-004 | 1.0000e-005 | 8.3000e-004 | 2.2000e-004 | 1.0000e-005 | 2.2000e-004 | 0.0000 | 0.7126 | 0.7126 | 2.0000e-005 | 0.0000 | 0.7130 |
| Total | 2.9000e-004 | 2.0000e-004 | 2.3200e-003 | 1.0000e-005 | 8.2000e-004 | 1.0000e-005 | 8.3000e-004 | 2.2000e-004 | 1.0000e-005 | 2.2000e-004 | 0.0000 | 0.7126 | 0.7126 | 2.0000e-005 | 0.0000 | 0.7130 |

Mitigated Construction On-Site

| Category | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|----------|-------------|--------|--------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|----------|-----------|-----------|-------------|--------|--------|
| tons/yr | | | | | | | | | | | | | | | | |
| Off-Road | 5.7700e-003 | 0.0579 | 0.0590 | 9.0000e-005 | | 3.2800e-003 | 3.2800e-003 | | 3.0300e-003 | 3.0300e-003 | 0.0000 | 7.7529 | 7.7529 | 2.4600e-003 | 0.0000 | 7.8143 |
| Paving | 3.0000e-004 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Total | 6.0700e-003 | 0.0579 | 0.0590 | 9.0000e-005 | | 3.2800e-003 | 3.2800e-003 | | 3.0300e-003 | 3.0300e-003 | 0.0000 | 7.7529 | 7.7529 | 2.4600e-003 | 0.0000 | 7.8143 |

KB Home Lighthouse Project - Orange County, Annual

3.7 Architectural Coating - Model - 2020

Unmitigated Construction Off-Site

| Category | ROG | NOx | CO | SO ₂ | Fugitive PM ₁₀ | Exhaust PM ₁₀ | PM ₁₀ Total | Fugitive PM _{2.5} | Exhaust PM _{2.5} | PM _{2.5} Total | Bio- CO ₂ | NBio- CO ₂ | Total CO ₂ | CH ₄ | N ₂ O | CO ₂ e |
|----------|-------------|-------------|-------------|-----------------|---------------------------|--------------------------|------------------------|----------------------------|---------------------------|-------------------------|----------------------|-----------------------|-----------------------|-----------------|------------------|-------------------|
| tons/yr | | | | | | | | | | | | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 1.2000e-004 | 8.0000e-005 | 9.3000e-004 | 0.0000 | 3.3000e-004 | 0.0000 | 3.3000e-004 | 9.0000e-005 | 0.0000 | 9.0000e-005 | 0.0000 | 0.2851 | 0.2851 | 1.0000e-005 | 0.0000 | 0.2852 |
| Total | 1.2000e-004 | 8.0000e-005 | 9.3000e-004 | 0.0000 | 3.3000e-004 | 0.0000 | 3.3000e-004 | 9.0000e-005 | 0.0000 | 9.0000e-005 | 0.0000 | 0.2851 | 0.2851 | 1.0000e-005 | 0.0000 | 0.2852 |

Mitigated Construction On-Site

| Category | ROG | NOx | CO | SO ₂ | Fugitive PM ₁₀ | Exhaust PM ₁₀ | PM ₁₀ Total | Fugitive PM _{2.5} | Exhaust PM _{2.5} | PM _{2.5} Total | Bio- CO ₂ | NBio- CO ₂ | Total CO ₂ | CH ₄ | N ₂ O | CO ₂ e |
|-----------------|-------------|-------------|-------------|-----------------|---------------------------|--------------------------|------------------------|----------------------------|---------------------------|-------------------------|----------------------|-----------------------|-----------------------|-----------------|------------------|-------------------|
| tons/yr | | | | | | | | | | | | | | | | |
| Archit. Coating | 0.0250 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 1.2100e-003 | 8.4200e-003 | 9.1600e-003 | 1.0000e-005 | | 5.5000e-004 | 5.5000e-004 | | 5.5000e-004 | 5.5000e-004 | 0.0000 | 1.2766 | 1.2766 | 1.0000e-004 | 0.0000 | 1.2791 |
| Total | 0.0262 | 8.4200e-003 | 9.1600e-003 | 1.0000e-005 | | 5.5000e-004 | 5.5000e-004 | | 5.5000e-004 | 5.5000e-004 | 0.0000 | 1.2766 | 1.2766 | 1.0000e-004 | 0.0000 | 1.2791 |

KB Home Lighthouse Project - Orange County, Annual

3.7 Architectural Coating - Model - 2020**Mitigated Construction Off-Site**

| Category | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|----------|-------------|-------------|-------------|--------|---------------|--------------|-------------|----------------|---------------|-------------|----------|-----------|-----------|-------------|--------|--------|
| | | | | | | | | | | | | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 1.2000e-004 | 8.0000e-005 | 9.3000e-004 | 0.0000 | 3.3000e-004 | 0.0000 | 3.3000e-004 | 9.0000e-005 | 0.0000 | 9.0000e-005 | 0.0000 | 0.2851 | 0.2851 | 1.0000e-005 | 0.0000 | 0.2852 |
| Total | 1.2000e-004 | 8.0000e-005 | 9.3000e-004 | 0.0000 | 3.3000e-004 | 0.0000 | 3.3000e-004 | 9.0000e-005 | 0.0000 | 9.0000e-005 | 0.0000 | 0.2851 | 0.2851 | 1.0000e-005 | 0.0000 | 0.2852 |

3.8 Building Construction - Phase I - 2020**Unmitigated Construction On-Site**

| Category | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|----------|--------|--------|--------|-------------|---------------|--------------|------------|----------------|---------------|-------------|----------|-----------|-----------|--------|--------|---------|
| | | | | | | | | | | | | | | | | |
| Off-Road | 0.0664 | 0.5056 | 0.4320 | 7.3000e-004 | | 0.0275 | 0.0275 | | 0.0264 | 0.0264 | 0.0000 | 60.2169 | 60.2169 | 0.0122 | 0.0000 | 60.5224 |
| Total | 0.0664 | 0.5056 | 0.4320 | 7.3000e-004 | | 0.0275 | 0.0275 | | 0.0264 | 0.0264 | 0.0000 | 60.2169 | 60.2169 | 0.0122 | 0.0000 | 60.5224 |

| Category | tons/yr | | | | | | | | | | MT/yr | | | | | | |
|----------|---------|--------|--------|-------------|---------------|--------------|------------|----------------|---------------|-------------|----------|-----------|-----------|--------|--------|---------|--|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e | |
| Off-Road | 0.0664 | 0.5056 | 0.4320 | 7.3000e-004 | | 0.0275 | 0.0275 | | 0.0264 | 0.0264 | 0.0000 | 60.2168 | 60.2168 | 0.0122 | 0.0000 | 60.5223 | |
| Total | 0.0664 | 0.5056 | 0.4320 | 7.3000e-004 | | 0.0275 | 0.0275 | | 0.0264 | 0.0264 | 0.0000 | 60.2168 | 60.2168 | 0.0122 | 0.0000 | 60.5223 | |

KB Home Lighthouse Project - Orange County, Annual

3.8 Building Construction - Phase I - 2020**Mitigated Construction Off-Site**

| Category | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|----------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|----------|-----------|-----------|-------------|--------|---------|
| | | | | | | | | | | | | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 3.8000e-004 | 0.0123 | 3.3500e-003 | 3.0000e-005 | 7.3000e-004 | 6.0000e-005 | 7.9000e-004 | 2.1000e-004 | 6.0000e-005 | 2.7000e-004 | 0.0000 | 2.8237 | 2.8237 | 2.4000e-004 | 0.0000 | 2.8286 |
| Worker | 3.2800e-003 | 2.3000e-003 | 0.0261 | 9.0000e-005 | 9.2300e-003 | 6.0000e-005 | 9.2900e-003 | 2.4500e-003 | 6.0000e-005 | 2.5100e-003 | 0.0000 | 7.9909 | 7.9909 | 1.8000e-004 | 0.0000 | 7.9954 |
| Total | 3.6600e-003 | 0.0146 | 0.0294 | 1.2000e-004 | 9.9600e-003 | 1.2000e-004 | 0.0101 | 2.6600e-003 | 1.2000e-004 | 2.7800e-003 | 0.0000 | 10.8146 | 10.8146 | 4.2000e-004 | 0.0000 | 10.8250 |

3.8 Building Construction - Phase I - 2021**Unmitigated Construction On-Site**

| Category | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|----------|--------|--------|--------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|----------|-----------|-----------|-------------|--------|---------|
| | | | | | | | | | | | | | | | | |
| Off-Road | 0.0184 | 0.1443 | 0.1311 | 2.3000e-004 | | 7.3600e-003 | 7.3600e-003 | | 7.0500e-003 | 7.0500e-003 | 0.0000 | 18.6884 | 18.6884 | 3.6800e-003 | 0.0000 | 18.7803 |
| Total | 0.0184 | 0.1443 | 0.1311 | 2.3000e-004 | | 7.3600e-003 | 7.3600e-003 | | 7.0500e-003 | 7.0500e-003 | 0.0000 | 18.6884 | 18.6884 | 3.6800e-003 | 0.0000 | 18.7803 |

KB Home Lighthouse Project - Orange County, Annual

3.8 Building Construction - Phase I - 2021**Unmitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|----------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|----------|-----------|-----------|-------------|--------|--------|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 1.0000e-004 | 3.4300e-003 | 9.6000e-004 | 1.0000e-005 | 2.3000e-004 | 1.0000e-005 | 2.3000e-004 | 7.0000e-005 | 1.0000e-005 | 7.0000e-005 | 0.0000 | 0.8688 | 0.8688 | 7.0000e-005 | 0.0000 | 0.8705 |
| Worker | 9.6000e-004 | 6.4000e-004 | 7.5000e-003 | 3.0000e-005 | 2.8700e-003 | 2.0000e-005 | 2.8800e-003 | 7.6000e-004 | 2.0000e-005 | 7.8000e-004 | 0.0000 | 2.3939 | 2.3939 | 5.0000e-005 | 0.0000 | 2.3952 |
| Total | 1.0600e-003 | 4.0700e-003 | 8.4600e-003 | 4.0000e-005 | 3.1000e-003 | 3.0000e-005 | 3.1100e-003 | 8.3000e-004 | 3.0000e-005 | 8.5000e-004 | 0.0000 | 3.2626 | 3.2626 | 1.2000e-004 | 0.0000 | 3.2657 |

Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|----------|---------|--------|--------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|----------|-----------|-----------|-------------|--------|---------|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Off-Road | 0.0184 | 0.1443 | 0.1311 | 2.3000e-004 | | 7.3600e-003 | 7.3600e-003 | | 7.0500e-003 | 7.0500e-003 | 0.0000 | 18.6884 | 18.6884 | 3.6800e-003 | 0.0000 | 18.7803 |
| Total | 0.0184 | 0.1443 | 0.1311 | 2.3000e-004 | | 7.3600e-003 | 7.3600e-003 | | 7.0500e-003 | 7.0500e-003 | 0.0000 | 18.6884 | 18.6884 | 3.6800e-003 | 0.0000 | 18.7803 |

KB Home Lighthouse Project - Orange County, Annual

3.10 Architectural Coating - Phase I - 2021**Unmitigated Construction Off-Site**

| Category | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|----------|-------------|-------------|-------------|--------|---------------|--------------|-------------|----------------|---------------|-------------|----------|-----------|-----------|-------------|--------|--------|
| tons/yr | | | | | | | | | | | | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 1.1000e-004 | 7.0000e-005 | 8.6000e-004 | 0.0000 | 3.3000e-004 | 0.0000 | 3.3000e-004 | 9.0000e-005 | 0.0000 | 9.0000e-005 | 0.0000 | 0.2752 | 0.2752 | 1.0000e-005 | 0.0000 | 0.2753 |
| Total | 1.1000e-004 | 7.0000e-005 | 8.6000e-004 | 0.0000 | 3.3000e-004 | 0.0000 | 3.3000e-004 | 9.0000e-005 | 0.0000 | 9.0000e-005 | 0.0000 | 0.2752 | 0.2752 | 1.0000e-005 | 0.0000 | 0.2753 |

Mitigated Construction On-Site

| Category | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|-----------------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|----------|-----------|-----------|-------------|--------|--------|
| tons/yr | | | | | | | | | | | | | | | | |
| Archit. Coating | 0.0501 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 1.0900e-003 | 7.6300e-003 | 9.0900e-003 | 1.0000e-005 | 4.7000e-004 | 4.7000e-004 | 4.7000e-004 | 4.7000e-004 | 4.7000e-004 | 4.7000e-004 | 0.0000 | 1.2766 | 1.2766 | 9.0000e-005 | 0.0000 | 1.2788 |
| Total | 0.0512 | 7.6300e-003 | 9.0900e-003 | 1.0000e-005 | 4.7000e-004 | 4.7000e-004 | 4.7000e-004 | 4.7000e-004 | 4.7000e-004 | 4.7000e-004 | 0.0000 | 1.2766 | 1.2766 | 9.0000e-005 | 0.0000 | 1.2788 |

KB Home Lighthouse Project - Orange County, Annual

3.11 Building Construction - Last Phase - 2021**Unmitigated Construction Off-Site**

| Category | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|----------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|----------|-----------|-----------|-------------|--------|---------|
| tons/yr | | | | | | | | | | | | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 9.3000e-004 | 0.0324 | 9.0800e-003 | 8.0000e-005 | 2.1400e-003 | 7.0000e-005 | 2.2100e-003 | 6.2000e-004 | 6.0000e-005 | 6.8000e-004 | 0.0000 | 8.2052 | 8.2052 | 6.6000e-004 | 0.0000 | 8.2218 |
| Worker | 9.0300e-003 | 6.0700e-003 | 0.0708 | 2.5000e-004 | 0.0271 | 1.8000e-004 | 0.0272 | 7.1900e-003 | 1.6000e-004 | 7.3500e-003 | 0.0000 | 22.6087 | 22.6087 | 4.8000e-004 | 0.0000 | 22.6208 |
| Total | 9.9600e-003 | 0.0385 | 0.0799 | 3.3000e-004 | 0.0292 | 2.5000e-004 | 0.0295 | 7.8100e-003 | 2.2000e-004 | 8.0300e-003 | 0.0000 | 30.8139 | 30.8139 | 1.1400e-003 | 0.0000 | 30.8426 |

Mitigated Construction On-Site

| Category | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|----------|--------|--------|--------|-------------|---------------|--------------|------------|----------------|---------------|-------------|----------|-----------|-----------|--------|--------|----------|
| tons/yr | | | | | | | | | | | | | | | | |
| Off-Road | 0.1738 | 1.3623 | 1.2379 | 2.1300e-003 | | 0.0695 | 0.0695 | | 0.0666 | 0.0666 | 0.0000 | 176.5012 | 176.5012 | 0.0347 | 0.0000 | 177.3693 |
| Total | 0.1738 | 1.3623 | 1.2379 | 2.1300e-003 | | 0.0695 | 0.0695 | | 0.0666 | 0.0666 | 0.0000 | 176.5012 | 176.5012 | 0.0347 | 0.0000 | 177.3693 |

KB Home Lighthouse Project - Orange County, Annual

3.12 Paving - Last Phase - 2021**Mitigated Construction Off-Site**

| Category | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|----------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|----------|-----------|-----------|-------------|--------|--------|
| tons/yr | | | | | | | | | | | | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 2.7000e-004 | 1.8000e-004 | 2.1500e-003 | 1.0000e-005 | 8.2000e-004 | 1.0000e-005 | 8.3000e-004 | 2.2000e-004 | 0.0000 | 2.2000e-004 | 0.0000 | 0.6879 | 0.6879 | 1.0000e-005 | 0.0000 | 0.6883 |
| Total | 2.7000e-004 | 1.8000e-004 | 2.1500e-003 | 1.0000e-005 | 8.2000e-004 | 1.0000e-005 | 8.3000e-004 | 2.2000e-004 | 0.0000 | 2.2000e-004 | 0.0000 | 0.6879 | 0.6879 | 1.0000e-005 | 0.0000 | 0.6883 |

3.13 Architectural Coating - Last Phase - 2021**Unmitigated Construction On-Site**

| Category | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|-----------------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|----------|-----------|-----------|-------------|--------|--------|
| tons/yr | | | | | | | | | | | | | | | | |
| Archit. Coating | 0.0501 | | | | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 1.0900e-003 | 7.6300e-003 | 9.0900e-003 | 1.0000e-005 | 4.7000e-004 | 4.7000e-004 | 4.7000e-004 | 4.7000e-004 | 4.7000e-004 | 4.7000e-004 | 0.0000 | 1.2766 | 1.2766 | 9.0000e-005 | 0.0000 | 1.2788 |
| Total | 0.0512 | 7.6300e-003 | 9.0900e-003 | 1.0000e-005 | 4.7000e-004 | 4.7000e-004 | 4.7000e-004 | 4.7000e-004 | 4.7000e-004 | 4.7000e-004 | 0.0000 | 1.2766 | 1.2766 | 9.0000e-005 | 0.0000 | 1.2788 |

KB Home Lighthouse Project - Orange County, Annual

3.13 Architectural Coating - Last Phase - 2021

Unmitigated Construction Off-Site

| Category | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|----------|-------------|-------------|-------------|--------|---------------|--------------|-------------|----------------|---------------|-------------|----------|-----------|-----------|-------------|--------|--------|
| tons/yr | | | | | | | | | | | | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 1.1000e-004 | 7.0000e-005 | 8.6000e-004 | 0.0000 | 3.3000e-004 | 0.0000 | 3.3000e-004 | 9.0000e-005 | 0.0000 | 9.0000e-005 | 0.0000 | 0.2752 | 0.2752 | 1.0000e-005 | 0.0000 | 0.2753 |
| Total | 1.1000e-004 | 7.0000e-005 | 8.6000e-004 | 0.0000 | 3.3000e-004 | 0.0000 | 3.3000e-004 | 9.0000e-005 | 0.0000 | 9.0000e-005 | 0.0000 | 0.2752 | 0.2752 | 1.0000e-005 | 0.0000 | 0.2753 |

Mitigated Construction On-Site

| Category | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|-----------------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|----------|-----------|-----------|-------------|--------|--------|
| tons/yr | | | | | | | | | | | | | | | | |
| Archit. Coating | 0.0501 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 1.0900e-003 | 7.6300e-003 | 9.0900e-003 | 1.0000e-005 | | 4.7000e-004 | 4.7000e-004 | 4.7000e-004 | 4.7000e-004 | 4.7000e-004 | 0.0000 | 1.2766 | 1.2766 | 9.0000e-005 | 0.0000 | 1.2788 |
| Total | 0.0512 | 7.6300e-003 | 9.0900e-003 | 1.0000e-005 | | 4.7000e-004 | 4.7000e-004 | 4.7000e-004 | 4.7000e-004 | 4.7000e-004 | 0.0000 | 1.2766 | 1.2766 | 9.0000e-005 | 0.0000 | 1.2788 |

KB Home Lighthouse Project - Orange County, Annual

3.13 Architectural Coating - Last Phase - 2021**Mitigated Construction Off-Site**

| Category | COG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|--------------------|--------------------|--------------------|---------------|--------------------|---------------|--------------------|--------------------|---------------|--------------------|---------------|---------------|---------------|--------------------|---------------|---------------|
| | | | | | | | | | | | | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 1.1000e-004 | 7.0000e-005 | 8.6000e-004 | 0.0000 | 3.3000e-004 | 0.0000 | 3.3000e-004 | 9.0000e-005 | 0.0000 | 9.0000e-005 | 0.0000 | 0.2752 | 0.2752 | 1.0000e-005 | 0.0000 | 0.2753 |
| Total | 1.1000e-004 | 7.0000e-005 | 8.6000e-004 | 0.0000 | 3.3000e-004 | 0.0000 | 3.3000e-004 | 9.0000e-005 | 0.0000 | 9.0000e-005 | 0.0000 | 0.2752 | 0.2752 | 1.0000e-005 | 0.0000 | 0.2753 |

4.0 Operational Detail - Mobile**4.1 Mitigation Measures Mobile**

Increase Density

KB Home Lighthouse Project - Orange County, Annual

| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
|-------------|---------|--------|--------|-------------|---------------|--------------|------------|----------------|---------------|-------------|----------|-----------|-----------|--------|--------|----------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
| Mitigated | 0.0725 | 0.3136 | 0.9705 | 3.7500e-003 | 0.3466 | 2.7700e-003 | 0.3494 | 0.0928 | 2.5800e-003 | 0.0954 | 0.0000 | 345.8480 | 345.8480 | 0.0142 | 0.0000 | 346.2029 |
| Unmitigated | 0.0753 | 0.3312 | 1.0446 | 4.0900e-003 | 0.3795 | 3.0100e-003 | 0.3825 | 0.1016 | 2.8000e-003 | 0.1044 | 0.0000 | 377.2133 | 377.2133 | 0.0153 | 0.0000 | 377.5967 |

4.2 Trip Summary Information

| Land Use | Average Daily Trip Rate | | | Unmitigated Annual VMT | Mitigated Annual VMT |
|-----------------|-------------------------|----------|--------|------------------------|----------------------|
| | Weekday | Saturday | Sunday | | |
| Condo/Townhouse | 292.80 | 292.80 | 292.80 | 1,000,542 | 913,916 |
| Total | 292.80 | 292.80 | 292.80 | 1,000,542 | 913,916 |

4.3 Trip Type Information

| Land Use | Miles | | | | Trip % | | | Trip Purpose % | | |
|-----------------|------------|------------|-------------|------------|------------|-------------|---------|----------------|---------|--|
| | H-W or C-W | H-S or C-C | H-O or C-NW | H-W or C-W | H-S or C-C | H-O or C-NW | Primary | Diversified | Pass-by | |
| Condo/Townhouse | 14.70 | 5.90 | 8.70 | 40.20 | 19.20 | 40.60 | 86 | 11 | 3 | |

4.4 Fleet Mix

| Land Use | LDA | LDT1 | LDT2 | MDV | LHD1 | LHD2 | MHD | HHD | OBUS | UBUS | MCY | SBUS | MH |
|-----------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| Condo/Townhouse | 0.561378 | 0.043284 | 0.209473 | 0.111826 | 0.015545 | 0.005795 | 0.025829 | 0.017125 | 0.001747 | 0.001542 | 0.004926 | 0.000594 | 0.000934 |

5.0 Energy Detail

Historical Energy Use: N

KB Home Lighthouse Project - Orange County, Annual

5.1 Mitigation Measures Energy

Exceed Title 24

Install Energy Efficient Appliances

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|-------------------------|-------------|--------|--------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|----------|-----------|-----------|-------------|-------------|---------|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Electricity Mitigated | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 44.0022 | 44.0022 | 2.5400e-003 | 5.3000e-004 | 44.2221 |
| Electricity Unmitigated | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 45.3126 | 45.3126 | 2.6100e-003 | 5.4000e-004 | 45.5391 |
| Natural Gas Mitigated | 3.6200e-003 | 0.0310 | 0.0132 | 2.0000e-004 | | 2.5000e-003 | 2.5000e-003 | | 2.5000e-003 | 2.5000e-003 | 0.0000 | 35.8531 | 35.8531 | 6.9000e-004 | 6.6000e-004 | 36.0662 |
| Natural Gas Unmitigated | 3.8100e-003 | 0.0325 | 0.0138 | 2.1000e-004 | | 2.6300e-003 | 2.6300e-003 | | 2.6300e-003 | 2.6300e-003 | 0.0000 | 37.6655 | 37.6655 | 7.2000e-004 | 6.9000e-004 | 37.8894 |

KB Home Lighthouse Project - Orange County, Annual

5.2 Energy by Land Use - Natural Gas

Unmitigated

| Land Use | Natural Gas Use kBtu/yr | ROG | NOx | CO | SO ₂ | Fugitive PM10 tons/yr | Exhaust PM10 tons/yr | PM10 Total tons/yr | Fugitive PM2.5 tons/yr | Exhaust PM2.5 tons/yr | PM2.5 Total tons/yr | Bio-CO ₂ | NBio-CO ₂ | Total CO ₂ | CH ₄ | N ₂ O | CO ₂ e |
|-----------------|----------------------------|-------------|--------|--------|-----------------|--------------------------|-------------------------|-----------------------|---------------------------|--------------------------|------------------------|---------------------|----------------------|-----------------------|-----------------|------------------|-------------------|
| Condo/Townhouse | 705825 | 3.8100e-003 | 0.0325 | 0.0138 | 2.1000e-004 | 2.6300e-003 | 2.6300e-003 | 2.6300e-003 | | 2.6300e-003 | 2.6300e-003 | 0.0000 | 37.6655 | 37.6655 | 7.2000e-004 | 6.9000e-004 | 37.8894 |
| Total | | 3.8100e-003 | 0.0325 | 0.0138 | 2.1000e-004 | 2.6300e-003 | 2.6300e-003 | 2.6300e-003 | | 2.6300e-003 | 2.6300e-003 | 0.0000 | 37.6655 | 37.6655 | 7.2000e-004 | 6.9000e-004 | 37.8894 |

Mitigated

| Land Use | Natural Gas Use kBtu/yr | ROG | NOx | CO | SO ₂ | Fugitive PM10 tons/yr | Exhaust PM10 tons/yr | PM10 Total tons/yr | Fugitive PM2.5 tons/yr | Exhaust PM2.5 tons/yr | PM2.5 Total tons/yr | Bio-CO ₂ | NBio-CO ₂ | Total CO ₂ | CH ₄ | N ₂ O | CO ₂ e |
|-----------------|----------------------------|-------------|--------|--------|-----------------|--------------------------|-------------------------|-----------------------|---------------------------|--------------------------|------------------------|---------------------|----------------------|-----------------------|-----------------|------------------|-------------------|
| Condo/Townhouse | 671862 | 3.6200e-003 | 0.0310 | 0.0132 | 2.0000e-004 | 2.5000e-003 | 2.5000e-003 | 2.5000e-003 | | 2.5000e-003 | 2.5000e-003 | 0.0000 | 35.8531 | 35.8531 | 6.9000e-004 | 6.6000e-004 | 36.0662 |
| Total | | 3.6200e-003 | 0.0310 | 0.0132 | 2.0000e-004 | 2.5000e-003 | 2.5000e-003 | 2.5000e-003 | | 2.5000e-003 | 2.5000e-003 | 0.0000 | 35.8531 | 35.8531 | 6.9000e-004 | 6.6000e-004 | 36.0662 |

KB Home Lighthouse Project - Orange County, Annual

5.3 Energy by Land Use - Electricity**Unmitigated**

| Land Use | Electricity Use | Total CO ₂ | CH ₄ | N ₂ O | CO ₂ e |
|-----------------|-----------------|-----------------------|--------------------|--------------------|-------------------|
| | kWh/yr | MT/yr | | | |
| Condo/Townhouse | 198741 | 45.3126 | 2.6100e-003 | 5.4000e-004 | 45.5391 |
| Total | | 45.3126 | 2.6100e-003 | 5.4000e-004 | 45.5391 |

Mitigated

| Land Use | Electricity Use | Total CO ₂ | CH ₄ | N ₂ O | CO ₂ e |
|-----------------|-----------------|-----------------------|--------------------|--------------------|-------------------|
| | kWh/yr | MT/yr | | | |
| Condo/Townhouse | 192993 | 44.0022 | 2.5400e-003 | 5.3000e-004 | 44.2221 |
| Total | | 44.0022 | 2.5400e-003 | 5.3000e-004 | 44.2221 |

6.0 Area Detail**6.1 Mitigation Measures Area**

KB Home Lighthouse Project - Orange County, Annual

Use only Natural Gas Hearths
Use Low VOC Cleaning Supplies

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|-------------|---------|--------|--------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|----------|-----------|-----------|-------------|-------------|--------|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Mitigated | 0.1711 | 0.0118 | 0.4163 | 7.0000e-005 | | 2.8500e-003 | 2.8500e-003 | | 2.8500e-003 | 2.8500e-003 | 0.0000 | 8.8391 | 8.8391 | 8.1000e-004 | 1.5000e-004 | 8.9039 |
| Unmitigated | 0.1711 | 0.0118 | 0.4163 | 7.0000e-005 | | 2.8500e-003 | 2.8500e-003 | | 2.8500e-003 | 2.8500e-003 | 0.0000 | 8.8391 | 8.8391 | 8.1000e-004 | 1.5000e-004 | 8.9039 |

KB Home Lighthouse Project - Orange County, Annual

6.2 Area by SubCategory**Unmitigated**

| SubCategory | tons/yr | | | | | | | | | | MT/yr | | | | | | |
|-----------------------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|----------|-----------|-----------|-------------|-------------|--------|--|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e | |
| Architectural Coating | 0.0125 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | |
| Consumer Products | 0.1452 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | |
| Hearth | 8.3000e-004 | 7.0500e-003 | 3.0000e-003 | 4.0000e-005 | | 5.7000e-004 | 5.7000e-004 | | 5.7000e-004 | 5.7000e-004 | 0.0000 | 8.1647 | 8.1647 | 1.6000e-004 | 1.5000e-004 | 8.2132 | |
| Landscaping | 0.0125 | 4.7700e-003 | 0.4133 | 2.0000e-005 | | 2.2800e-003 | 2.2800e-003 | | 2.2800e-003 | 2.2800e-003 | 0.0000 | 0.6745 | 0.6745 | 6.5000e-004 | 0.0000 | 0.6908 | |
| Total | 0.1711 | 0.0118 | 0.4163 | 6.0000e-005 | | 2.8500e-003 | 2.8500e-003 | | 2.8500e-003 | 2.8500e-003 | 0.0000 | 8.8391 | 8.8391 | 8.1000e-004 | 1.5000e-004 | 8.9039 | |

KB Home Lighthouse Project - Orange County, Annual

6.2 Area by SubCategory**Mitigated**

| SubCategory | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|-----------------------|---------------|---------------|---------------|--------------------|---------------|--------------------|--------------------|----------------|--------------------|--------------------|---------------|---------------|---------------|--------------------|--------------------|---------------|
| | | | | | | | | | | | | | | | | |
| Architectural Coating | 0.0125 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Consumer Products | 0.1452 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Hearth | 8.3000e-004 | 7.0500e-003 | 3.0000e-003 | 4.0000e-005 | 5.7000e-004 | 5.7000e-004 | 5.7000e-004 | | 5.7000e-004 | 5.7000e-004 | 0.0000 | 8.1647 | 8.1647 | 1.6000e-004 | 1.5000e-004 | 8.2132 |
| Landscaping | 0.0125 | 4.7700e-003 | 0.4133 | 2.0000e-005 | 2.2800e-003 | 2.2800e-003 | 2.2800e-003 | | 2.2800e-003 | 2.2800e-003 | 0.0000 | 0.6745 | 0.6745 | 5.5000e-004 | 0.0000 | 0.6908 |
| Total | 0.1711 | 0.0118 | 0.4163 | 6.0000e-005 | | 2.8500e-003 | 2.8500e-003 | | 2.8500e-003 | 2.8500e-003 | 0.0000 | 8.8391 | 8.8391 | 8.1000e-004 | 1.5000e-004 | 8.9039 |

7.0 Water Detail**7.1 Mitigation Measures Water**

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Use Water Efficient Irrigation System

KB Home Lighthouse Project - Orange County, Annual

| Category | Total CO2 | CH4 | N2O | CO2e |
|-------------|-----------|--------|-------------|---------|
| MT/yr | | | | |
| Mitigated | 10.7591 | 0.0685 | 1.7200e-003 | 12.9861 |
| Unmitigated | 12.7258 | 0.0856 | 2.1500e-003 | 15.5058 |

7.2 Water by Land Use

Unmitigated

| Land Use | Indoor/Outdoor Use | Total CO2 | CH4 | N2O | CO2e |
|-----------------|--------------------|-----------|--------|-------------|---------|
| Mgal | | MT/yr | | | |
| Condo/Townhouse | 2.60616 / 1.64301 | 12.7258 | 0.0856 | 2.1500e-003 | 15.5058 |
| Total | | 12.7258 | 0.0856 | 2.1500e-003 | 15.5058 |

KB Home Lighthouse Project - Orange County, Annual

7.2 Water by Land Use**Mitigated**

| | Indoor/Outdoor Use | Total CO ₂ | CH ₄ | N ₂ O | CO ₂ e |
|-----------------|--------------------|-----------------------|-----------------|--------------------|-------------------|
| Land Use | Mgal | MT/yr | | | |
| Condo/Townhouse | 2,084,937 | 10.7591 | 0.0685 | 1.7200e-003 | 12.9861 |
| | 1,542,794 | | | | |
| Total | | 10.7591 | 0.0685 | 1.7200e-003 | 12.9861 |

8.0 Waste Detail**8.1 Mitigation Measures Waste**

Institute Recycling and Composting Services

KB Home Lighthouse Project - Orange County, Annual

Category/Year

| | Total CO2 | CH4 | N2O | CO2e |
|-------------|-----------|--------|--------|--------|
| | MT/yr | | | |
| Mitigated | 0.9338 | 0.0552 | 0.0000 | 2.3134 |
| Unmitigated | 3.7350 | 0.2207 | 0.0000 | 9.2534 |

8.2 Waste by Land UseUnmitigated

| | Waste Disposed | Total CO2 | CH4 | N2O | CO2e |
|-----------------|-------------------|-----------|--------|--------|--------|
| Land Use | tons | MT/yr | | | |
| Condo/Townhouse | 18.4 | 3.7350 | 0.2207 | 0.0000 | 9.2534 |
| Total | | 3.7350 | 0.2207 | 0.0000 | 9.2534 |

KB Home Lighthouse Project - Orange County, Annual

8.2 Waste by Land Use**Mitigated**

| Land Use | Waste Disposed tons | Total CO ₂ | CH ₄ | N ₂ O | CO ₂ e |
|-----------------|------------------------|-----------------------|-----------------|------------------|-------------------|
| | | | | | MT/yr |
| Condo/Townhouse | 4.6 | 0.9338 | 0.0552 | 0.0000 | 2.3134 |
| Total | | 0.9338 | 0.0552 | 0.0000 | 2.3134 |

9.0 Operational Offroad

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

10.0 Stationary Equipment**Fire Pumps and Emergency Generators**

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

Boilers

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

User Defined Equipment

| Equipment Type | Number |
|----------------|--------|
|----------------|--------|

11.0 Vegetation

KB Home Lighthouse Project - Orange County, Annual

KB Home Lighthouse Project - Orange County, Summer

KB Home Lighthouse Project Orange County, Summer

1.0 Project Characteristics

1.1 Land Usage

| Land Uses | Size | Metric | Lot Acreage | Floor Surface Area | Population |
|-----------------|-------|---------------|-------------|--------------------|------------|
| Condo/Townhouse | 40.00 | Dwelling Unit | 2.12 | 40,000.00 | 114 |
| Parking Lot | 26.00 | Space | 0.23 | 10,400.00 | 0 |

1.2 Other Project Characteristics

| | | | | | |
|--------------|-------|------------------|-----|---------------------------|------|
| Urbanization | Urban | Wind Speed (m/s) | 2.2 | Precipitation Freq (Days) | 30 |
| Climate Zone | 8 | | | Operational Year | 2022 |

Utility Company Southern California Edison

| | | | | | |
|----------------------------|--------|----------------------------|-------|----------------------------|-------|
| CO2 Intensity (lb/MWhr) | 502.65 | CH4 Intensity (lb/MWhr) | 0.029 | N2O Intensity (lb/MWhr) | 0.006 |
|----------------------------|--------|----------------------------|-------|----------------------------|-------|

1.3 User Entered Comments & Non-Default Data

KB Home Lighthouse Project - Orange County, Summer

Project Characteristics - SCE CO2 Intensity Factor

Land Use - Parcel is 2.35 acres

Construction Phase - Anticipated construction schedule provided by KB Home (Oct 2019)

Demolition - Estimated 12,684 sq ft building demolition

Grading - Cut and fill grading - net export 200cy

Vehicle Trips - Trip generation rate obtained from Rick Engineering Co. (Nov 2019)

Woodstoves - No wood stoves or fireplace

Energy Use -

Construction Off-road Equipment Mitigation -

Mobile Land Use Mitigation - 17 units/ac on parcel

Architectural Coating - 3 phase developments - assume 20% model, 40% phase 1 and last phase

Area Mitigation - Natural gas hearth and low VOC cleaning supply

Energy Mitigation - Comply with 2019 Title 24 building energy efficiency standards and energy efficient appliances

Water Mitigation - Utilized low-flow water fixtures and water irrigation systems

Waste Mitigation - Utilized waste recycling and composting bins

| Table Name | Column Name | Default Value | New Value |
|--------------------------|--------------------------------|---------------|-----------|
| tbl/ArchitecturalCoating | ConstArea_Residential_Exterior | 27,000.00 | 5,400.00 |
| tbl/ArchitecturalCoating | ConstArea_Residential_Exterior | 27,000.00 | 10,800.00 |
| tbl/ArchitecturalCoating | ConstArea_Residential_Exterior | 27,000.00 | 10,800.00 |
| tbl/ArchitecturalCoating | ConstArea_Residential_Interior | 81,000.00 | 16,200.00 |
| tbl/ArchitecturalCoating | ConstArea_Residential_Interior | 81,000.00 | 32,400.00 |
| tbl/ArchitecturalCoating | ConstArea_Residential_Interior | 81,000.00 | 32,400.00 |
| tbl/ConstructionPhase | NumDays | 220.00 | 32.00 |
| tbl/ConstructionPhase | NumDays | 20.00 | 10.00 |
| tbl/ConstructionPhase | NumDays | 220.00 | 76.00 |
| tbl/ConstructionPhase | NumDays | 220.00 | 170.00 |

KB Home Lighthouse Project - Orange County, Summer

| | | | |
|---------------------------|--------------------|-----------|-----------|
| tblConstructionPhase | PhaseEndDate | 7/12/2021 | 10/7/2020 |
| tblConstructionPhase | PhaseEndDate | 6/14/2021 | 9/9/2020 |
| tblConstructionPhase | PhaseEndDate | 7/28/2020 | 7/14/2020 |
| tblConstructionPhase | PhaseEndDate | 8/10/2020 | 7/27/2020 |
| tblConstructionPhase | PhaseEndDate | 6/28/2021 | 9/23/2020 |
| tblConstructionPhase | PhaseEndDate | 7/31/2020 | 7/17/2020 |
| tblConstructionPhase | PhaseStartDate | 6/29/2021 | 9/24/2020 |
| tblConstructionPhase | PhaseStartDate | 8/11/2020 | 7/28/2020 |
| tblConstructionPhase | PhaseStartDate | 8/1/2020 | 7/20/2020 |
| tblConstructionPhase | PhaseStartDate | 6/15/2021 | 9/10/2020 |
| tblConstructionPhase | PhaseStartDate | 7/29/2020 | 7/15/2020 |
| tblFireplaces | NumberNoFireplace | 4.00 | 0.00 |
| tblFireplaces | NumberWood | 2.00 | 0.00 |
| tblGrading | AcresOfGrading | 4.50 | 2.35 |
| tblGrading | MaterialExported | 0.00 | 200.00 |
| tblLandUse | LotAcreage | 2.50 | 2.12 |
| tblProjectCharacteristics | CO2IntensityFactor | 702.44 | 502.65 |
| tblVehicleTrips | ST_TR | 5.67 | 7.32 |
| tblVehicleTrips | SU_TR | 4.84 | 7.32 |
| tblVehicleTrips | WD_TR | 5.81 | 7.32 |
| tblWoodstoves | NumberCatalytic | 2.00 | 0.00 |
| tblWoodstoves | NumberNoncatalytic | 2.00 | 0.00 |

2.0 Emissions Summary

KB Home Lighthouse Project - Orange County, Summer

2.1 Overall Construction (Maximum Daily Emission)**Unmitigated Construction**

| Year | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---------|---------|---------|---------|--------|---------------|--------------|------------|----------------|---------------|-------------|----------|------------------------|------------------------|--------|--------|------------------------|
| 2020 | 5.2710 | 22.5726 | 15.9564 | 0.0300 | 6.7404 | 1.1586 | 7.7351 | 3.4176 | 1.0820 | 4.3327 | 0.0000 | 2,958.791 ₉ | 2,958.791 ₉ | 0.7694 | 0.0000 | 2,975.078 ₅ |
| 2021 | 10.2522 | 27.1467 | 27.7768 | 0.0485 | 0.5174 | 1.4038 | 1.9212 | 0.1378 | 1.3239 | 1.4617 | 0.0000 | 4,568.528 ₇ | 4,568.528 ₇ | 1.0103 | 0.0000 | 4,593.787 ₀ |
| Maximum | 10.2522 | 27.1467 | 27.7768 | 0.0485 | 6.7404 | 1.4038 | 7.7351 | 3.4176 | 1.3239 | 4.3327 | 0.0000 | 4,568.528 ₇ | 4,568.528 ₇ | 1.0103 | 0.0000 | 4,593.787 ₀ |

Mitigated Construction

| Year | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---------|---------|---------|---------|--------|---------------|--------------|------------|----------------|---------------|-------------|----------|------------------------|------------------------|--------|--------|------------------------|
| 2020 | 5.2710 | 22.5726 | 15.9564 | 0.0300 | 2.7412 | 1.1586 | 3.7358 | 1.3630 | 1.0820 | 2.2782 | 0.0000 | 2,958.791 ₉ | 2,958.791 ₉ | 0.7694 | 0.0000 | 2,975.078 ₅ |
| 2021 | 10.2522 | 27.1467 | 27.7768 | 0.0485 | 0.5174 | 1.4038 | 1.9212 | 0.1378 | 1.3239 | 1.4617 | 0.0000 | 4,568.528 ₆ | 4,568.528 ₆ | 1.0103 | 0.0000 | 4,593.787 ₀ |
| Maximum | 10.2522 | 27.1467 | 27.7768 | 0.0485 | 2.7412 | 1.4038 | 3.7358 | 1.3630 | 1.3239 | 2.2782 | 0.0000 | 4,568.528 ₆ | 4,568.528 ₆ | 1.0103 | 0.0000 | 4,593.787 ₀ |

| Percent Reduction | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|-------------------|------|------|------|------|---------------|--------------|------------|----------------|---------------|-------------|----------|-----------|-----------|------|------|------|
| | 0.00 | 0.00 | 0.00 | 0.00 | 55.10 | 0.00 | 41.42 | 57.79 | 0.00 | 35.46 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

KB Home Lighthouse Project - Orange County, Summer

2.2 Overall Operational**Unmitigated Operational**

| Category | ROG | NOx | CO | SO ₂ | Fugitive PM ₁₀ | Exhaust PM ₁₀ | PM ₁₀ Total | Fugitive PM _{2.5} | Exhaust PM _{2.5} | PM _{2.5} Total | Bio- CO ₂ | NBio- CO ₂ | Total CO ₂ | CH ₄ | N ₂ O | CO ₂ e |
|----------|--------|--------|--------|-----------------|---------------------------|--------------------------|------------------------|----------------------------|---------------------------|-------------------------|----------------------|------------------------|------------------------|-----------------|------------------|------------------------|
| lb/day | | | | | | | | | | | | | | | | |
| Area | 1.0303 | 0.6021 | 3.5463 | 3.7700e-003 | | 0.0639 | 0.0639 | | 0.0639 | 0.0639 | 0.0000 | 725.9478 | 725.9478 | 0.0196 | 0.0132 | 730.3701 |
| Energy | 0.0209 | 0.1762 | 0.0758 | 1.1400e-003 | | 0.0144 | 0.0144 | | 0.0144 | 0.0144 | | 227.5021 | 227.5021 | 4.3600e-003 | 4.1700e-003 | 228.8540 |
| Mobile | 0.4331 | 1.7392 | 5.9352 | 0.0233 | 2.1225 | 0.0165 | 2.1390 | 0.5676 | 0.0164 | 0.5829 | | 2,361.309 ₉ | 2,361.309 ₉ | 0.0935 | | 2,363.647 ₃ |
| Total | 1.4842 | 2.5196 | 9.5572 | 0.0282 | 2.1225 | 0.0948 | 2.2172 | 0.5676 | 0.0936 | 0.6612 | 0.0008 | 3,314.759 ₈ | 3,314.759 ₈ | 0.1174 | 0.0174 | 3,322.871 ₄ |

Mitigated Operational

| Category | ROG | NOx | CO | SO ₂ | Fugitive PM ₁₀ | Exhaust PM ₁₀ | PM ₁₀ Total | Fugitive PM _{2.5} | Exhaust PM _{2.5} | PM _{2.5} Total | Bio- CO ₂ | NBio- CO ₂ | Total CO ₂ | CH ₄ | N ₂ O | CO ₂ e |
|----------|--------|--------|--------|-----------------|---------------------------|--------------------------|------------------------|----------------------------|---------------------------|-------------------------|----------------------|------------------------|------------------------|-----------------|------------------|------------------------|
| lb/day | | | | | | | | | | | | | | | | |
| Area | 1.0303 | 0.6021 | 3.5463 | 3.7700e-003 | | 0.0639 | 0.0639 | | 0.0639 | 0.0639 | 0.0000 | 725.9478 | 725.9478 | 0.0196 | 0.0132 | 730.3701 |
| Energy | 0.0199 | 0.1696 | 0.0722 | 1.0800e-003 | | 0.0137 | 0.0137 | | 0.0137 | 0.0137 | | 216.5551 | 216.5551 | 4.1500e-003 | 3.9700e-003 | 217.8420 |
| Mobile | 0.4176 | 1.6496 | 5.5000 | 0.0213 | 1.9387 | 0.0152 | 1.9539 | 0.5184 | 0.0142 | 0.5326 | | 2,164.958 ₈ | 2,164.958 ₈ | 0.0865 | | 2,167.120 ₆ |
| Total | 1.4677 | 2.4213 | 9.1184 | 0.0262 | 1.9387 | 0.0928 | 2.0315 | 0.5184 | 0.0917 | 0.6102 | 0.0000 | 3,107.461 ₇ | 3,107.461 ₇ | 0.1102 | 0.0172 | 3,115.332 ₇ |

KB Home Lighthouse Project - Orange County, Summer

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|-------------------|------|------|------|------|---------------|--------------|------------|----------------|---------------|-------------|----------|----------|-----------|------|------|------|
| Percent Reduction | 1.11 | 3.90 | 4.59 | 7.10 | 8.66 | 2.09 | 8.38 | 8.66 | 2.03 | 7.72 | 0.00 | 6.25 | 6.25 | 6.17 | 1.15 | 6.25 |

3.0 Construction Detail**Construction Phase**

| Phase Number | Phase Name | Phase Type | Start Date | End Date | Num Days Week | Num Days | Phase Description |
|--------------|------------------------------------|-----------------------|------------|------------|---------------|----------|-------------------|
| 1 | Demolition | Demolition | 7/1/2020 | 7/14/2020 | 5 | 10 | |
| 2 | Site Preparation | Site Preparation | 7/15/2020 | 7/17/2020 | 5 | 3 | |
| 3 | Grading | Grading | 7/20/2020 | 7/27/2020 | 5 | 6 | |
| 4 | Building Construction - Model | Building Construction | 7/28/2020 | 9/9/2020 | 5 | 32 | |
| 5 | Paving - Model | Paving | 9/10/2020 | 9/23/2020 | 5 | 10 | |
| 6 | Architectural Coating - Model | Architectural Coating | 9/24/2020 | 10/7/2020 | 5 | 10 | |
| 7 | Building Construction - Phase I | Building Construction | 10/13/2020 | 1/26/2021 | 5 | 76 | |
| 8 | Paving - Phase I | Paving | 1/27/2021 | 2/9/2021 | 5 | 10 | |
| 9 | Architectural Coating - Phase I | Architectural Coating | 2/10/2021 | 2/23/2021 | 5 | 10 | |
| 10 | Building Construction - Last Phase | Building Construction | 2/24/2021 | 10/19/2021 | 5 | 170 | |
| 11 | Paving - Last Phase | Paving | 10/19/2021 | 11/1/2021 | 5 | 10 | |
| 12 | Architectural Coating - Last Phase | Architectural Coating | 11/2/2021 | 11/15/2021 | 5 | 10 | |

Acres of Grading (Site Preparation Phase): 2.35

Acres of Grading (Grading Phase): 3

Acres of Paving: 0.23

Residential Indoor: 16,200; Residential Outdoor: 5,400; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating -- sqft)

KB Home Lighthouse Project - Orange County, Summer

OffRoad Equipment

| Phase Name | Offroad Equipment Type | Amount | Usage Hours | Horse Power | Load Factor |
|------------------------------------|---------------------------|--------|-------------|-------------|-------------|
| Architectural Coating - Model | Air Compressors | 1 | 6.00 | 78 | 0.48 |
| Paving - Model | Cement and Mortar Mixers | 1 | 8.00 | 9 | 0.56 |
| Demolition | Concrete/Industrial Saws | 1 | 8.00 | 81 | 0.73 |
| Building Construction - Model | Generator Sets | 1 | 8.00 | 84 | 0.74 |
| Building Construction - Model | Cranes | 1 | 8.00 | 231 | 0.29 |
| Building Construction - Model | Forklifts | 2 | 7.00 | 89 | 0.20 |
| Site Preparation | Graders | 1 | 8.00 | 187 | 0.41 |
| Paving - Model | Pavers | 1 | 8.00 | 130 | 0.42 |
| Paving - Model | Rollers | 2 | 8.00 | 80 | 0.38 |
| Demolition | Rubber Tired Dozers | 1 | 8.00 | 247 | 0.40 |
| Grading | Rubber Tired Dozers | 1 | 8.00 | 247 | 0.40 |
| Building Construction - Model | Tractors/Loaders/Backhoes | 1 | 6.00 | 97 | 0.37 |
| Demolition | Tractors/Loaders/Backhoes | 3 | 8.00 | 97 | 0.37 |
| Grading | Tractors/Loaders/Backhoes | 2 | 7.00 | 97 | 0.37 |
| Paving - Model | Tractors/Loaders/Backhoes | 1 | 8.00 | 97 | 0.37 |
| Site Preparation | Tractors/Loaders/Backhoes | 1 | 7.00 | 97 | 0.37 |
| Grading | Graders | 1 | 8.00 | 187 | 0.41 |
| Paving - Model | Paving Equipment | 1 | 8.00 | 132 | 0.36 |
| Site Preparation | Scrapers | 1 | 8.00 | 367 | 0.48 |
| Building Construction - Model | Welders | 3 | 8.00 | 46 | 0.45 |
| Architectural Coating - Last Phase | Air Compressors | 1 | 6.00 | 78 | 0.48 |
| Architectural Coating - Phase I | Air Compressors | 1 | 6.00 | 78 | 0.48 |
| Paving - Last Phase | Cement and Mortar Mixers | 1 | 8.00 | 9 | 0.56 |
| Paving - Phase I | Cement and Mortar Mixers | 1 | 8.00 | 9 | 0.56 |
| Building Construction - Last Phase | Cranes | 1 | 8.00 | 231 | 0.29 |

KB Home Lighthouse Project - Orange County, Summer

| | | | | | |
|------------------------------------|---------------------------|---|------|-----|------|
| Building Construction - Phase I | Cranes | 1 | 8.00 | 231 | 0.29 |
| Building Construction - Last Phase | Forklifts | 2 | 7.00 | 89 | 0.20 |
| Building Construction - Phase I | Forklifts | 2 | 7.00 | 89 | 0.20 |
| Building Construction - Last Phase | Generator Sets | 1 | 8.00 | 84 | 0.74 |
| Building Construction - Phase I | Generator Sets | 1 | 8.00 | 84 | 0.74 |
| Paving - Last Phase | Pavers | 1 | 8.00 | 130 | 0.42 |
| Paving - Phase I | Pavers | 1 | 8.00 | 130 | 0.42 |
| Paving - Last Phase | Paving Equipment | 1 | 8.00 | 132 | 0.36 |
| Paving - Phase I | Paving Equipment | 1 | 8.00 | 132 | 0.36 |
| Paving - Last Phase | Rollers | 2 | 8.00 | 80 | 0.38 |
| Paving - Phase I | Rollers | 2 | 8.00 | 80 | 0.38 |
| Building Construction - Last Phase | Tractors/Loaders/Backhoes | 1 | 6.00 | 97 | 0.37 |
| Building Construction - Phase I | Tractors/Loaders/Backhoes | 1 | 6.00 | 97 | 0.37 |
| Paving - Last Phase | Tractors/Loaders/Backhoes | 1 | 8.00 | 97 | 0.37 |
| Paving - Phase I | Tractors/Loaders/Backhoes | 1 | 8.00 | 97 | 0.37 |
| Building Construction - Last Phase | Welders | 3 | 8.00 | 46 | 0.45 |
| Building Construction - Phase I | Welders | 3 | 8.00 | 46 | 0.45 |

Trips and VMI

KB Home Lighthouse Project - Orange County, Summer

| Phase Name | Offroad Equipment Count | Worker Trip Number | Vendor Trip Number | Hauling Trip Number | Worker Trip Length | Vendor Trip Length | Hauling Trip Length | Worker Vehicle Class | Vendor Vehicle Class | Hauling Vehicle Class |
|------------------------------------|-------------------------|--------------------|--------------------|---------------------|--------------------|--------------------|---------------------|----------------------|----------------------|-----------------------|
| Demolition | 5 | 13.00 | 0.00 | 58.00 | 14.70 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Site Preparation | 3 | 8.00 | 0.00 | 0.00 | 14.70 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Grading | 4 | 10.00 | 0.00 | 25.00 | 14.70 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Building Construction - Model | 8 | 29.00 | 4.00 | 0.00 | 14.70 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Paving - Model | 6 | 15.00 | 0.00 | 0.00 | 14.70 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Architectural Coating - Model | 1 | 6.00 | 0.00 | 0.00 | 14.70 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Architectural Coating - Last Phase | 1 | 6.00 | 0.00 | 0.00 | 14.70 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Architectural Coating - Phase 1 | 1 | 6.00 | 0.00 | 0.00 | 14.70 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Building Construction - Last Phase | 8 | 29.00 | 4.00 | 0.00 | 14.70 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Building Construction - Phase 1 | 8 | 29.00 | 4.00 | 0.00 | 14.70 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Paving - Last Phase | 6 | 15.00 | 0.00 | 0.00 | 14.70 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Paving - Phase 1 | 6 | 15.00 | 0.00 | 0.00 | 14.70 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |

3.1 Mitigation Measures Construction

Water Exposed Area

KB Home Lighthouse Project - Orange County, Summer

3.2 Demolition - 2020**Unmitigated Construction On-Site**

| Category | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---------------|---------------|----------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|----------|------------------------------|------------------------------|---------------|-----|------------------------------|
| Fugitive Dust | | | | | 1.2486 | 0.0000 | 1.2486 | 0.1890 | 0.0000 | 0.1890 | | | 0.0000 | | | 0.0000 |
| Off-Road | 2.1262 | 20.9463 | 14.6573 | 0.0241 | | 1.1525 | 1.1525 | | 1.0761 | 1.0761 | | 2.322.312 ₇ | 2.322.312 ₇ | 0.5970 | | 2,337.236 ₃ |
| Total | 2.1262 | 20.9463 | 14.6573 | 0.0241 | 1.2486 | 1.1525 | 2.4010 | 0.1890 | 1.0761 | 1.2652 | | 2,322.312₇ | 2,322.312₇ | 0.5970 | | 2,337.236₃ |

Unmitigated Construction Off-Site

| Category | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|---------------|---------------|---------------|--------------------|---------------|--------------------|---------------|----------------|--------------------|---------------|----------|-----------------|-----------------|---------------|-----|-----------------|
| Hauling | 0.0438 | 1.5948 | 0.4030 | 4.4400e-003 | 0.1010 | 5.1600e-003 | 0.1062 | 0.0277 | 4.9400e-003 | 0.0326 | | 494.7736 | 494.7736 | 0.0513 | | 496.0558 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0500 | 0.0315 | 0.4255 | 1.4200e-003 | 0.1453 | 9.6000e-004 | 0.1463 | 0.0385 | 8.8000e-004 | 0.0394 | | 141.7057 | 141.7057 | 3.2300e-003 | | 141.7864 |
| Total | 0.0938 | 1.6263 | 0.8285 | 5.8600e-003 | 0.2463 | 6.1200e-003 | 0.2524 | 0.0662 | 5.8200e-003 | 0.0720 | | 636.4793 | 636.4793 | 0.0545 | | 637.8422 |

KB Home Lighthouse Project - Orange County, Summer

3.2 Demolition - 2020**Mitigated Construction On-Site**

| Category | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---------------|--------|---------|---------|--------|---------------|--------------|------------|----------------|---------------|-------------|----------|------------------------|------------------------|--------|-----|------------------------|
| lb/day | | | | | | | | | | | | | | | | |
| Fugitive Dust | | | | | 0.4869 | 0.0000 | 0.4869 | 0.0737 | 0.0000 | 0.0737 | | | 0.0000 | | | 0.0000 |
| Off-Road | 2.1262 | 20.9463 | 14.6573 | 0.0241 | | 1.1525 | 1.1525 | | 1.0761 | 1.0761 | 0.0000 | 2,322.312 ₇ | 2,322.312 ₇ | 0.5970 | | 2,337.236 ₃ |
| Total | 2.1262 | 20.9463 | 14.6573 | 0.0241 | 0.4869 | 1.1525 | 1.6394 | 0.0737 | 1.0761 | 1.1499 | 0.0000 | 2,322.312 ₇ | 2,322.312 ₇ | 0.5970 | | 2,337.236 ₃ |

Mitigated Construction Off-Site

| Category | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|----------|--------|--------|--------|-------------|---------------|--------------|------------|----------------|---------------|-------------|----------|-----------|-----------|-------------|-----|----------|
| lb/day | | | | | | | | | | | | | | | | |
| Hauling | 0.0438 | 1.5948 | 0.4030 | 4.4400e-003 | 0.1010 | 5.1600e-003 | 0.1062 | 0.0277 | 4.9400e-003 | 0.0326 | | | 494.7736 | 0.0513 | | 496.0558 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0500 | 0.0315 | 0.4255 | 1.4200e-003 | 0.1453 | 9.6000e-004 | 0.1463 | 0.0385 | 8.8000e-004 | 0.0394 | | | 141.7057 | 3.2300e-003 | | 141.7864 |
| Total | 0.0938 | 1.6263 | 0.8285 | 5.8600e-003 | 0.2463 | 6.1200e-003 | 0.2524 | 0.0662 | 5.8200e-003 | 0.0720 | | | 636.4793 | 0.0545 | | 637.8422 |

KB Home Lighthouse Project - Orange County, Summer

3.3 Site Preparation - 2020

Unmitigated Construction On-Site

| Category | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---------------|--------|---------|---------|--------|---------------|--------------|------------|----------------|---------------|-------------|----------|----------------|----------------|--------|-----|----------------|
| Fugitive Dust | | | | | 0.8307 | 0.0000 | 0.8307 | 0.0897 | 0.0000 | 0.0897 | | | 0.0000 | | | 0.0000 |
| Off-Road | 1.6521 | 19.9196 | 11.2678 | 0.0245 | | 0.7771 | 0.7771 | 0.7149 | 0.7149 | 0.7149 | | 2,372.906 2 | 2,372.906 2 | 0.7675 | | 2,392.092 4 |
| Total | 1.6521 | 19.9196 | 11.2678 | 0.0245 | 0.8307 | 0.7771 | 1.6078 | 0.0897 | 0.7149 | 0.8046 | | 2,372.906 2 | 2,372.906 2 | 0.7675 | | 2,392.092 4 |

Unmitigated Construction Off-Site

| Category | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|----------|--------|--------|--------|-------------|---------------|--------------|------------|----------------|---------------|-------------|----------|-----------|-----------|-------------|-----|---------|
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0307 | 0.0194 | 0.2619 | 8.7000e-004 | 0.0894 | 5.9000e-004 | 0.0900 | 0.0237 | 5.4000e-004 | 0.0243 | | 87.2035 | 87.2035 | 1.9900e-003 | | 87.2532 |
| Total | 0.0307 | 0.0194 | 0.2619 | 8.7000e-004 | 0.0894 | 5.9000e-004 | 0.0900 | 0.0237 | 5.4000e-004 | 0.0243 | | 87.2035 | 87.2035 | 1.9900e-003 | | 87.2532 |

KB Home Lighthouse Project - Orange County, Summer

3.3 Site Preparation - 2020**Mitigated Construction On-Site**

| Category | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---------------|---------------|----------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|-------------------|-------------------|---------------|--------|-------------------|
| lb/day | | | | | | | | | | | | | | | | |
| Fugitive Dust | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.3240 | 0.0000 | 0.3240 | 0.0350 | 0.0000 | 0.0350 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 1.6521 | 19.9196 | 11.2678 | 0.0245 | 0.7771 | 0.7771 | 0.7771 | 0.7149 | 0.7149 | 0.7149 | 0.0000 | 2,372.9062 | 2,372.9062 | 0.7675 | | 2,392.0924 |
| Total | 1.6521 | 19.9196 | 11.2678 | 0.0245 | 0.3240 | 0.7771 | 1.1011 | 0.0350 | 0.7149 | 0.7499 | 0.0000 | 2,372.9062 | 2,372.9062 | 0.7675 | | 2,392.0924 |

Mitigated Construction Off-Site

| Category | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|---------------|---------------|---------------|--------------------|---------------|--------------------|---------------|----------------|--------------------|---------------|----------|----------------|----------------|--------------------|-----|----------------|
| lb/day | | | | | | | | | | | | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0307 | 0.0194 | 0.2619 | 8.7000e-004 | 0.0894 | 5.9000e-004 | 0.0900 | 0.0237 | 5.4000e-004 | 0.0243 | | 87.2035 | 87.2035 | 1.9900e-003 | | 87.2532 |
| Total | 0.0307 | 0.0194 | 0.2619 | 8.7000e-004 | 0.0894 | 5.9000e-004 | 0.0900 | 0.0237 | 5.4000e-004 | 0.0243 | | 87.2035 | 87.2035 | 1.9900e-003 | | 87.2532 |

KB Home Lighthouse Project - Orange County, Summer

3.4 Grading - 2020**Unmitigated Construction On-Site**

| Category | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---------------|---------------|----------------|---------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|----------|-------------------|-------------------|---------------|-----|-------------------|
| lb/day | | | | | | | | | | | | | | | | |
| Fugitive Dust | | | | | 6.5561 | 0.0000 | 6.5561 | 3.3681 | 0.0000 | 3.3681 | | | 0.0000 | | | 0.0000 |
| Off-Road | 1.9219 | 21.3418 | 9.9355 | 0.0206 | | 0.9902 | 0.9902 | | 0.9110 | 0.9110 | | 1,996.4061 | 1,996.4061 | 0.6457 | | 2,012.5480 |
| Total | 1.9219 | 21.3418 | 9.9355 | 0.0206 | 6.5561 | 0.9902 | 7.5463 | 3.3681 | 0.9110 | 4.2790 | | 1,996.4061 | 1,996.4061 | 0.6457 | | 2,012.5480 |

Unmitigated Construction Off-Site

| Category | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|---------------|---------------|---------------|--------------------|---------------|--------------------|---------------|----------------|--------------------|---------------|----------|-----------------|-----------------|---------------|-----|-----------------|
| lb/day | | | | | | | | | | | | | | | | |
| Hauling | 0.0315 | 1.1457 | 0.2895 | 3.1900e-003 | 0.0726 | 3.7100e-003 | 0.0763 | 0.0199 | 3.5500e-003 | 0.0234 | | 355.4408 | 355.4408 | 0.0368 | | 356.3619 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0384 | 0.0242 | 0.3273 | 1.0900e-003 | 0.1118 | 7.4000e-004 | 0.1125 | 0.0296 | 6.8000e-004 | 0.0303 | | 109.0044 | 109.0044 | 2.4800e-003 | | 109.0665 |
| Total | 0.0699 | 1.1699 | 0.6168 | 4.2800e-003 | 0.1843 | 4.4500e-003 | 0.1888 | 0.0495 | 4.2300e-003 | 0.0537 | | 464.4452 | 464.4452 | 0.0393 | | 465.4284 |

KB Home Lighthouse Project - Orange County, Summer

3.4 Grading - 2020**Mitigated Construction On-Site**

| Category | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---------------|--------|---------|--------|-------------|---------------|--------------|------------|----------------|---------------|-------------|----------|------------|------------|--------|-----|------------|
| lb/day | | | | | | | | | | | | | | | | |
| Fugitive Dust | 0.0315 | 1.1457 | 0.2895 | 3.1900e-003 | 0.0726 | 3.7100e-003 | 0.0763 | 0.0199 | 3.5500e-003 | 0.0234 | | 355.4408 | 355.4408 | 0.0368 | | 356.3619 |
| Off-Road | 1.9219 | 21.3418 | 9.9355 | 0.0206 | 0.9902 | 0.9902 | 0.9902 | 0.9110 | 0.9110 | 0.9110 | 0.0000 | 1,996.4061 | 1,996.4061 | 0.6457 | | 2,012.5480 |
| Total | 1.9219 | 21.3418 | 9.9355 | 0.0206 | 2.5569 | 0.9902 | 3.5470 | 1.3135 | 0.9110 | 2.2245 | 0.0000 | 1,996.4061 | 1,996.4061 | 0.6457 | | 2,012.5480 |

Mitigated Construction Off-Site

| Category | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|----------|--------|--------|--------|-------------|---------------|--------------|------------|----------------|---------------|-------------|----------|-----------|-----------|-------------|-----|----------|
| lb/day | | | | | | | | | | | | | | | | |
| Hauling | 0.0315 | 1.1457 | 0.2895 | 3.1900e-003 | 0.0726 | 3.7100e-003 | 0.0763 | 0.0199 | 3.5500e-003 | 0.0234 | | 355.4408 | 355.4408 | 0.0368 | | 356.3619 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0384 | 0.0242 | 0.3273 | 1.0600e-003 | 0.1118 | 7.4000e-004 | 0.1125 | 0.0296 | 6.8000e-004 | 0.0303 | | 109.0044 | 109.0044 | 2.4800e-003 | | 109.0665 |
| Total | 0.0699 | 1.1699 | 0.6168 | 4.2800e-003 | 0.1843 | 4.4500e-003 | 0.1888 | 0.0495 | 4.2300e-003 | 0.0537 | | 464.4452 | 464.4452 | 0.0393 | | 465.4284 |

KB Home Lighthouse Project - Orange County, Summer

3.5 Building Construction - Model - 2020**Unmitigated Construction On-Site**

| Category | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|----------|--------|---------|---------|--------|---------------|--------------|------------|----------------|---------------|-------------|----------|-----------|-----------|--------|-----|-----------|
| lb/day | | | | | | | | | | | | | | | | |
| Off-Road | 2.2879 | 17.4336 | 14.8972 | 0.0250 | | 0.9482 | 0.9482 | | 0.9089 | 0.9089 | | 2,288.887 | 2,288.887 | 0.4646 | | 2,300.501 |
| Total | 2.2879 | 17.4336 | 14.8972 | 0.0250 | | 0.9482 | 0.9482 | | 0.9089 | 0.9089 | | 2,288.887 | 2,288.887 | 0.4646 | | 2,300.501 |

Unmitigated Construction Off-Site

| Category | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|----------|--------|--------|--------|-------------|---------------|--------------|------------|----------------|---------------|-------------|----------|-----------|-----------|-------------|-----|----------|
| lb/day | | | | | | | | | | | | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0128 | 0.4167 | 0.1100 | 1.0000e-003 | 0.0256 | 2.1700e-003 | 0.0277 | 7.3500e-003 | 2.0800e-003 | 9.4300e-003 | | 108.4516 | 108.4516 | 8.7700e-003 | | 108.6709 |
| Worker | 0.1115 | 0.0702 | 0.9493 | 3.1700e-003 | 0.3242 | 2.1400e-003 | 0.3263 | 0.0860 | 1.9700e-003 | 0.0879 | | 316.1127 | 316.1127 | 7.2100e-003 | | 316.2928 |
| Total | 0.1242 | 0.4869 | 1.0592 | 4.1700e-003 | 0.3497 | 4.3100e-003 | 0.3540 | 0.0933 | 4.0500e-003 | 0.0974 | | 424.5642 | 424.5642 | 0.0160 | | 424.9637 |

KB Home Lighthouse Project - Orange County, Summer

3.5 Building Construction - Model - 2020

Mitigated Construction On-Site

| Category | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|----------|--------|---------|---------|--------|---------------|--------------|------------|----------------|---------------|-------------|----------|-----------|-----------|--------|-----|-----------|
| Off-Road | 2.2879 | 17.4336 | 14.8972 | 0.0250 | | 0.9482 | 0.9482 | | 0.9089 | 0.9089 | 0.0000 | 2,288.887 | 2,288.887 | 0.4646 | | 2,300.501 |
| Total | 2.2879 | 17.4336 | 14.8972 | 0.0250 | | 0.9482 | 0.9482 | | 0.9089 | 0.9089 | 0.0000 | 2,288.887 | 2,288.887 | 0.4646 | | 2,300.501 |

Mitigated Construction Off-Site

| Category | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|----------|--------|--------|--------|-------------|---------------|--------------|------------|----------------|---------------|-------------|----------|-----------|-----------|-------------|-----|----------|
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0128 | 0.4167 | 0.1100 | 1.0000e-003 | 0.0256 | 2.1700e-003 | 0.0277 | 7.3500e-003 | 2.0800e-003 | 9.4300e-003 | | 108.4516 | 108.4516 | 8.7700e-003 | | 108.6709 |
| Worker | 0.1115 | 0.0702 | 0.9493 | 3.1700e-003 | 0.3242 | 2.1400e-003 | 0.3263 | 0.0860 | 1.9700e-003 | 0.0879 | | 316.1127 | 316.1127 | 7.2100e-003 | | 316.2828 |
| Total | 0.1242 | 0.4869 | 1.0592 | 4.1700e-003 | 0.3497 | 4.3100e-003 | 0.3540 | 0.0933 | 4.0500e-003 | 0.0974 | | 424.5642 | 424.5642 | 0.0160 | | 424.9637 |

KB Home Lighthouse Project - Orange County, Summer

3.6 Paving - Model - 2020**Unmitigated Construction On-Site**

| Category | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|---------------|----------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|----------|------------------------|------------------------|---------------|-----|------------------------|
| Off-Road | 1.1547 | 11.5873 | 11.8076 | 0.0178 | | 0.6565 | 0.6565 | | 0.6051 | 0.6051 | | 1,709.218 0 | 1,709.218 0 | 0.5417 | | 1,722.760 5 |
| Paving | 0.0603 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Total | 1.2149 | 11.5873 | 11.8076 | 0.0178 | | 0.6565 | 0.6565 | | 0.6051 | 0.6051 | | 1,709.218 0 | 1,709.218 0 | 0.5417 | | 1,722.760 5 |

Unmitigated Construction Off-Site

| Category | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|---------------|---------------|---------------|--------------------|---------------|--------------------|---------------|----------------|--------------------|---------------|----------|-----------------|-----------------|--------------------|-----|-----------------|
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0576 | 0.0363 | 0.4910 | 1.6400e-003 | 0.1677 | 1.1100e-003 | 0.1688 | 0.0445 | 1.0200e-003 | 0.0455 | | 163.5065 | 163.5065 | 3.7300e-003 | | 163.5997 |
| Total | 0.0576 | 0.0363 | 0.4910 | 1.6400e-003 | 0.1677 | 1.1100e-003 | 0.1688 | 0.0445 | 1.0200e-003 | 0.0455 | | 163.5065 | 163.5065 | 3.7300e-003 | | 163.5997 |

KB Home Lighthouse Project - Orange County, Summer

3.6 Paving - Model - 2020**Mitigated Construction On-Site**

| Category | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|---------------|----------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|-------------------|-------------------|---------------|-----|-------------------|
| lb/day | | | | | | | | | | | | | | | | |
| Off-Road | 1.1547 | 11.5873 | 11.8076 | 0.0178 | | 0.6565 | 0.6565 | | 0.6051 | 0.6051 | 0.0000 | 1,709.2180 | 1,709.2180 | 0.5417 | | 1,722.7605 |
| Paving | 0.0603 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Total | 1.2149 | 11.5873 | 11.8076 | 0.0178 | | 0.6565 | 0.6565 | | 0.6051 | 0.6051 | 0.0000 | 1,709.2180 | 1,709.2180 | 0.5417 | | 1,722.7605 |

Mitigated Construction Off-Site

| Category | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|---------------|---------------|---------------|--------------------|---------------|--------------------|---------------|----------------|--------------------|---------------|----------|-----------------|-----------------|--------------------|-----|-----------------|
| lb/day | | | | | | | | | | | | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0576 | 0.0363 | 0.4910 | 1.6400e-003 | 0.1677 | 1.1100e-003 | 0.1688 | 0.0445 | 1.0200e-003 | 0.0455 | | 163.5065 | 163.5065 | 3.7300e-003 | | 163.5997 |
| Total | 0.0576 | 0.0363 | 0.4910 | 1.6400e-003 | 0.1677 | 1.1100e-003 | 0.1688 | 0.0445 | 1.0200e-003 | 0.0455 | | 163.5065 | 163.5065 | 3.7300e-003 | | 163.5997 |

KB Home Lighthouse Project - Orange County, Summer

3.7 Architectural Coating - Model - 2020**Unmitigated Construction On-Site**

| Category | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|-----------------|---------------|---------------|---------------|--------------------|---------------|---------------|---------------|----------------|---------------|---------------|----------|-----------------|-----------------|---------------|-----|-----------------|
| lb/day | | | | | | | | | | | | | | | | |
| Archit. Coating | 5.0058 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Off-Road | 0.2422 | 1.6838 | 1.8314 | 2.9700e-003 | | 0.1109 | 0.1109 | | 0.1109 | 0.1109 | | 281.4481 | 281.4481 | 0.0218 | | 281.9928 |
| Total | 5.2480 | 1.6838 | 1.8314 | 2.9700e-003 | | 0.1109 | 0.1109 | | 0.1109 | 0.1109 | | 281.4481 | 281.4481 | 0.0218 | | 281.9928 |

Unmitigated Construction Off-Site

| Category | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|---------------|---------------|---------------|--------------------|---------------|--------------------|---------------|----------------|--------------------|---------------|----------|----------------|----------------|--------------------|-----|----------------|
| lb/day | | | | | | | | | | | | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0231 | 0.0145 | 0.1964 | 6.6000e-004 | 0.0671 | 4.4000e-004 | 0.0675 | 0.0178 | 4.1000e-004 | 0.0182 | | 65.4026 | 65.4026 | 1.4900e-003 | | 65.4399 |
| Total | 0.0231 | 0.0145 | 0.1964 | 6.6000e-004 | 0.0671 | 4.4000e-004 | 0.0675 | 0.0178 | 4.1000e-004 | 0.0182 | | 65.4026 | 65.4026 | 1.4900e-003 | | 65.4399 |

KB Home Lighthouse Project - Orange County, Summer

3.7 Architectural Coating - Model - 2020**Mitigated Construction On-Site**

| Category | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|-----------------|---------------|---------------|---------------|--------------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|-----------------|-----------------|---------------|-----|-----------------|
| lb/day | | | | | | | | | | | | | | | | |
| Archit. Coating | 5.0058 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Off-Road | 0.2422 | 1.6838 | 1.8314 | 2.9700e-003 | | 0.1109 | 0.1109 | | 0.1109 | 0.1109 | 0.0000 | 281.4481 | 281.4481 | 0.0218 | | 281.9928 |
| Total | 5.2480 | 1.6838 | 1.8314 | 2.9700e-003 | | 0.1109 | 0.1109 | | 0.1109 | 0.1109 | 0.0000 | 281.4481 | 281.4481 | 0.0218 | | 281.9928 |

Mitigated Construction Off-Site

| Category | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|---------------|---------------|---------------|--------------------|---------------|--------------------|---------------|----------------|--------------------|---------------|----------|----------------|----------------|--------------------|-----|----------------|
| lb/day | | | | | | | | | | | | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0231 | 0.0145 | 0.1964 | 6.6000e-004 | 0.0671 | 4.4000e-004 | 0.0675 | 0.0178 | 4.1000e-004 | 0.0182 | | 65.4026 | 65.4026 | 1.4900e-003 | | 65.4399 |
| Total | 0.0231 | 0.0145 | 0.1964 | 6.6000e-004 | 0.0671 | 4.4000e-004 | 0.0675 | 0.0178 | 4.1000e-004 | 0.0182 | | 65.4026 | 65.4026 | 1.4900e-003 | | 65.4399 |

KB Home Lighthouse Project - Orange County, Summer

3.8 Building Construction - Phase I - 2020**Unmitigated Construction On-Site**

| Category | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|----------|--------|---------|---------|--------|---------------|--------------|------------|----------------|---------------|-------------|----------|-----------|-----------|--------|-----|-----------|
| lb/day | | | | | | | | | | | | | | | | |
| Off-Road | 2.2879 | 17.4336 | 14.8972 | 0.0250 | | 0.9482 | 0.9482 | | 0.9089 | 0.9089 | | 2,288.887 | 2,288.887 | 0.4646 | | 2,300.501 |
| Total | 2.2879 | 17.4336 | 14.8972 | 0.0250 | | 0.9482 | 0.9482 | | 0.9089 | 0.9089 | | 2,288.887 | 2,288.887 | 0.4646 | | 2,300.501 |

Unmitigated Construction Off-Site

| Category | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|----------|--------|--------|--------|-------------|---------------|--------------|------------|----------------|---------------|-------------|----------|-----------|-----------|-------------|-----|----------|
| lb/day | | | | | | | | | | | | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0128 | 0.4167 | 0.1100 | 1.0000e-003 | 0.0256 | 2.1700e-003 | 0.0277 | 7.3500e-003 | 2.0800e-003 | 9.4300e-003 | | 108.4516 | 108.4516 | 8.7700e-003 | | 108.6709 |
| Worker | 0.1115 | 0.0702 | 0.9493 | 3.1700e-003 | 0.3242 | 2.1400e-003 | 0.3263 | 0.0860 | 1.9700e-003 | 0.0879 | | 316.1127 | 316.1127 | 7.2100e-003 | | 316.2928 |
| Total | 0.1242 | 0.4869 | 1.0592 | 4.1700e-003 | 0.3497 | 4.3100e-003 | 0.3540 | 0.0933 | 4.0500e-003 | 0.0974 | | 424.5642 | 424.5642 | 0.0160 | | 424.9637 |

KB Home Lighthouse Project - Orange County, Summer

3.8 Building Construction - Phase I - 2020

Mitigated Construction On-Site

| Category | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|---------------|----------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|-------------------|-------------------|---------------|-----|-------------------|
| Off-Road | 2.2879 | 17.4336 | 14.8972 | 0.0250 | | 0.9482 | 0.9482 | | 0.9089 | 0.9089 | 0.0000 | 2,288.8877 | 2,288.8877 | 0.4646 | | 2,300.5014 |
| Total | 2.2879 | 17.4336 | 14.8972 | 0.0250 | | 0.9482 | 0.9482 | | 0.9089 | 0.9089 | 0.0000 | 2,288.8877 | 2,288.8877 | 0.4646 | | 2,300.5014 |

Mitigated Construction Off-Site

| Category | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|---------------|---------------|---------------|--------------------|---------------|--------------------|---------------|----------------|--------------------|---------------|----------|-----------------|-----------------|---------------|-----|-----------------|
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0128 | 0.4167 | 0.1100 | 1.0000e-003 | 0.0256 | 2.1700e-003 | 0.0277 | 7.3500e-003 | 2.0800e-003 | 9.4300e-003 | | 108.4516 | 108.4516 | 8.7700e-003 | | 108.6709 |
| Worker | 0.1115 | 0.0702 | 0.9493 | 3.1700e-003 | 0.3242 | 2.1400e-003 | 0.3263 | 0.0860 | 1.9700e-003 | 0.0879 | | 316.1127 | 316.1127 | 7.2100e-003 | | 316.2928 |
| Total | 0.1242 | 0.4869 | 1.0592 | 4.1700e-003 | 0.3497 | 4.3100e-003 | 0.3540 | 0.0933 | 4.0500e-003 | 0.0974 | | 424.5642 | 424.5642 | 0.0160 | | 424.9637 |

KB Home Lighthouse Project - Orange County, Summer

3.8 Building Construction - Phase I - 2021**Unmitigated Construction On-Site**

| Category | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|---------------|----------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|----------|-------------------|-------------------|---------------|-----|-------------------|
| Off-Road | 2.0451 | 16.0275 | 14.5629 | 0.0250 | | 0.8173 | 0.8173 | | 0.7831 | 0.7831 | | 2,288.9355 | 2,288.9355 | 0.4503 | | 2,300.1935 |
| Total | 2.0451 | 16.0275 | 14.5629 | 0.0250 | | 0.8173 | 0.8173 | | 0.7831 | 0.7831 | | 2,288.9355 | 2,288.9355 | 0.4503 | | 2,300.1935 |

Unmitigated Construction Off-Site

| Category | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|---------------|---------------|---------------|--------------------|---------------|--------------------|---------------|----------------|--------------------|---------------|----------|-----------------|-----------------|---------------|-----|-----------------|
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0107 | 0.3753 | 0.1018 | 9.9000e-004 | 0.0256 | 7.8000e-004 | 0.0263 | 7.3500e-003 | 7.5000e-004 | 8.1000e-003 | | 107.5170 | 107.5170 | 8.4300e-003 | | 107.7278 |
| Worker | 0.1047 | 0.0633 | 0.8808 | 3.0600e-003 | 0.3242 | 2.1000e-003 | 0.3263 | 0.0860 | 1.9300e-003 | 0.0879 | | 305.1363 | 305.1363 | 6.5300e-003 | | 305.2997 |
| Total | 0.1153 | 0.4386 | 0.9826 | 4.0500e-003 | 0.3497 | 2.8800e-003 | 0.3526 | 0.0933 | 2.6800e-003 | 0.0960 | | 412.6533 | 412.6533 | 0.0150 | | 413.0274 |

KB Home Lighthouse Project - Orange County, Summer

3.8 Building Construction - Phase I - 2021

Mitigated Construction On-Site

| Category | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|----------|--------|---------|---------|--------|---------------|--------------|------------|----------------|---------------|-------------|----------|------------|------------|--------|-----|------------|
| lb/day | | | | | | | | | | | | | | | | |
| Off-Road | 2.0451 | 16.0275 | 14.5629 | 0.0250 | | 0.8173 | 0.8173 | | 0.7831 | 0.7831 | 0.0000 | 2,288.9355 | 2,288.9355 | 0.4503 | | 2,300.1935 |
| Total | 2.0451 | 16.0275 | 14.5629 | 0.0250 | | 0.8173 | 0.8173 | | 0.7831 | 0.7831 | 0.0000 | 2,288.9355 | 2,288.9355 | 0.4503 | | 2,300.1935 |

Mitigated Construction Off-Site

| Category | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|----------|--------|--------|--------|-------------|---------------|--------------|------------|----------------|---------------|-------------|----------|-----------|-----------|-------------|-----|----------|
| lb/day | | | | | | | | | | | | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0107 | 0.3753 | 0.1018 | 9.9000e-004 | 0.0256 | 7.8000e-004 | 0.0263 | 7.3500e-003 | 7.5000e-004 | 8.1000e-003 | | 107.5170 | 107.5170 | 8.4300e-003 | | 107.7278 |
| Worker | 0.1047 | 0.0633 | 0.8808 | 3.0600e-003 | 0.3242 | 2.1000e-003 | 0.3263 | 0.0860 | 1.9300e-003 | 0.0879 | | 305.1363 | 305.1363 | 6.5300e-003 | | 305.2997 |
| Total | 0.1153 | 0.4386 | 0.9826 | 4.0500e-003 | 0.3497 | 2.8800e-003 | 0.3526 | 0.0933 | 2.6800e-003 | 0.0960 | | 412.6533 | 412.6533 | 0.0150 | | 413.0274 |

KB Home Lighthouse Project - Orange County, Summer

3.9 Paving - Phase I - 2021**Unmitigated Construction On-Site**

| Category | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|---------------|----------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|----------|------------------------------|------------------------------|---------------|-----|------------------------------|
| lb/day | | | | | | | | | | | | | | | | |
| Off-Road | 1.0633 | 10.6478 | 11.7756 | 0.0178 | | 0.5826 | 0.5826 | | 0.5371 | 0.5371 | | 1,709.110 ₇ | 1,709.110 ₇ | 0.5417 | | 1,722.652 ₄ |
| Paving | 0.0603 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Total | 1.1236 | 10.6478 | 11.7756 | 0.0178 | | 0.5826 | 0.5826 | | 0.5371 | 0.5371 | | 1,709.110₇ | 1,709.110₇ | 0.5417 | | 1,722.652₄ |

Unmitigated Construction Off-Site

| Category | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|---------------|---------------|---------------|--------------------|---------------|--------------------|---------------|----------------|--------------------|---------------|----------|-----------------|-----------------|--------------------|-----|-----------------|
| lb/day | | | | | | | | | | | | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0541 | 0.0328 | 0.4556 | 1.5800e-003 | 0.1677 | 1.0900e-003 | 0.1688 | 0.0445 | 1.0000e-003 | 0.0455 | | 157.8291 | 157.8291 | 3.3800e-003 | | 157.9136 |
| Total | 0.0541 | 0.0328 | 0.4556 | 1.5800e-003 | 0.1677 | 1.0900e-003 | 0.1688 | 0.0445 | 1.0000e-003 | 0.0455 | | 157.8291 | 157.8291 | 3.3800e-003 | | 157.9136 |

KB Home Lighthouse Project - Orange County, Summer

3.9 Paving - Phase I - 2021**Mitigated Construction On-Site**

| Category | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|----------|--------|---------|---------|--------|---------------|--------------|------------|----------------|---------------|-------------|----------|------------------------|------------------------|--------|-----|------------------------|
| lb/day | | | | | | | | | | | | | | | | |
| Off-Road | 1.0633 | 10.6478 | 11.7756 | 0.0178 | | 0.5826 | 0.5826 | | 0.5371 | 0.5371 | 0.0000 | 1,709.110 ₇ | 1,709.110 ₇ | 0.5417 | | 1,722.652 ₄ |
| Paving | 0.0603 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Total | 1.1236 | 10.6478 | 11.7756 | 0.0178 | | 0.5826 | 0.5826 | | 0.5371 | 0.5371 | 0.0000 | 1,709.110 ₇ | 1,709.110 ₇ | 0.5417 | | 1,722.652 ₄ |

Mitigated Construction Off-Site

| Category | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|----------|--------|--------|--------|-------------|---------------|--------------|------------|----------------|---------------|-------------|----------|-----------|-----------|-------------|-----|----------|
| lb/day | | | | | | | | | | | | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0541 | 0.0328 | 0.4556 | 1.5800e-003 | 0.1677 | 1.0900e-003 | 0.1688 | 0.0445 | 1.0000e-003 | 0.0455 | | 157.8291 | 157.8291 | 3.3800e-003 | | 157.9136 |
| Total | 0.0541 | 0.0328 | 0.4556 | 1.5800e-003 | 0.1677 | 1.0900e-003 | 0.1688 | 0.0445 | 1.0000e-003 | 0.0455 | | 157.8291 | 157.8291 | 3.3800e-003 | | 157.9136 |

KB Home Lighthouse Project - Orange County, Summer

3.10 Architectural Coating - Phase I - 2021**Unmitigated Construction On-Site**

| Category | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|-----------------|----------------|---------------|---------------|--------------------|---------------|---------------|---------------|----------------|---------------|---------------|----------|-----------------|-----------------|---------------|-----|-----------------|
| Archit. Coating | 10.0116 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Off-Road | 0.2189 | 1.5268 | 1.8176 | 2.9700e-003 | | 0.0941 | 0.0941 | | 0.0941 | 0.0941 | | 281.4481 | 281.4481 | 0.0193 | | 281.9309 |
| Total | 10.2305 | 1.5268 | 1.8176 | 2.9700e-003 | | 0.0941 | 0.0941 | | 0.0941 | 0.0941 | | 281.4481 | 281.4481 | 0.0193 | | 281.9309 |

Unmitigated Construction Off-Site

| Category | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|---------------|---------------|---------------|--------------------|---------------|--------------------|---------------|----------------|--------------------|---------------|----------|----------------|----------------|--------------------|-----|----------------|
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0217 | 0.0131 | 0.1822 | 6.3000e-004 | 0.0671 | 4.3000e-004 | 0.0675 | 0.0178 | 4.0000e-004 | 0.0182 | | 63.1317 | 63.1317 | 1.3500e-003 | | 63.1655 |
| Total | 0.0217 | 0.0131 | 0.1822 | 6.3000e-004 | 0.0671 | 4.3000e-004 | 0.0675 | 0.0178 | 4.0000e-004 | 0.0182 | | 63.1317 | 63.1317 | 1.3500e-003 | | 63.1655 |

KB Home Lighthouse Project - Orange County, Summer

3.10 Architectural Coating - Phase I - 2021

Mitigated Construction On-Site

| Category | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|-----------------|----------------|---------------|---------------|--------------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|-----------------|-----------------|---------------|-----|-----------------|
| lb/day | | | | | | | | | | | | | | | | |
| Archit. Coating | 10.0116 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Off-Road | 0.2189 | 1.5268 | 1.8176 | 2.9700e-003 | | 0.0941 | 0.0941 | | 0.0941 | 0.0941 | 0.0000 | 281.4481 | 281.4481 | 0.0193 | | 281.9309 |
| Total | 10.2305 | 1.5268 | 1.8176 | 2.9700e-003 | | 0.0941 | 0.0941 | | 0.0941 | 0.0941 | 0.0000 | 281.4481 | 281.4481 | 0.0193 | | 281.9309 |

Mitigated Construction Off-Site

| Category | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|---------------|---------------|---------------|--------------------|---------------|--------------------|---------------|----------------|--------------------|---------------|----------|----------------|----------------|--------------------|-----|----------------|
| lb/day | | | | | | | | | | | | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0217 | 0.0131 | 0.1822 | 6.3000e-004 | 0.0671 | 4.3000e-004 | 0.0675 | 0.0178 | 4.0000e-004 | 0.0182 | | 63.1317 | 63.1317 | 1.3500e-003 | | 63.1655 |
| Total | 0.0217 | 0.0131 | 0.1822 | 6.3000e-004 | 0.0671 | 4.3000e-004 | 0.0675 | 0.0178 | 4.0000e-004 | 0.0182 | | 63.1317 | 63.1317 | 1.3500e-003 | | 63.1655 |

KB Home Lighthouse Project - Orange County, Summer

3.11 Building Construction - Last Phase - 2021**Unmitigated Construction On-Site**

| Category | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|----------|--------|---------|---------|--------|---------------|--------------|------------|----------------|---------------|-------------|----------|------------|------------|--------|-----|------------|
| Off-Road | 2.0451 | 16.0275 | 14.5629 | 0.0250 | | 0.8173 | 0.8173 | | 0.7831 | 0.7831 | | 2,288.9355 | 2,288.9355 | 0.4503 | | 2,300.1935 |
| Total | 2.0451 | 16.0275 | 14.5629 | 0.0250 | | 0.8173 | 0.8173 | | 0.7831 | 0.7831 | | 2,288.9355 | 2,288.9355 | 0.4503 | | 2,300.1935 |

Unmitigated Construction Off-Site

| Category | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|----------|--------|--------|--------|-------------|---------------|--------------|------------|----------------|---------------|-------------|----------|-----------|-----------|-------------|-----|----------|
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0107 | 0.3753 | 0.1018 | 9.9000e-004 | 0.0256 | 7.8000e-004 | 0.0263 | 7.3500e-003 | 7.5000e-004 | 8.1000e-003 | | 107.5170 | 107.5170 | 8.4300e-003 | | 107.7278 |
| Worker | 0.1047 | 0.0633 | 0.8808 | 3.0600e-003 | 0.3242 | 2.1000e-003 | 0.3263 | 0.0860 | 1.9300e-003 | 0.0879 | | 305.1363 | 305.1363 | 6.5300e-003 | | 305.2997 |
| Total | 0.1153 | 0.4386 | 0.9826 | 4.0500e-003 | 0.3497 | 2.8600e-003 | 0.3526 | 0.0933 | 2.6800e-003 | 0.0960 | | 412.6533 | 412.6533 | 0.0150 | | 413.0274 |

KB Home Lighthouse Project - Orange County, Summer

3.11 Building Construction - Last Phase - 2021**Mitigated Construction On-Site**

| Category | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|----------|--------|---------|---------|--------|---------------|--------------|------------|----------------|---------------|-------------|----------|------------|------------|--------|-----|------------|
| lb/day | | | | | | | | | | | | | | | | |
| Off-Road | 2.0451 | 16.0275 | 14.5629 | 0.0250 | | 0.8173 | 0.8173 | | 0.7831 | 0.7831 | 0.0000 | 2,288.9355 | 2,288.9355 | 0.4503 | | 2,300.1935 |
| Total | 2.0451 | 16.0275 | 14.5629 | 0.0250 | | 0.8173 | 0.8173 | | 0.7831 | 0.7831 | 0.0000 | 2,288.9355 | 2,288.9355 | 0.4503 | | 2,300.1935 |

Mitigated Construction Off-Site

| Category | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|----------|--------|--------|--------|-------------|---------------|--------------|------------|----------------|---------------|-------------|----------|-----------|-----------|-------------|-----|----------|
| lb/day | | | | | | | | | | | | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0107 | 0.3753 | 0.1018 | 9.9000e-004 | 0.0256 | 7.8000e-004 | 0.0263 | 7.3500e-003 | 7.5000e-004 | 8.1000e-003 | | 107.5170 | 107.5170 | 8.4300e-003 | | 107.7278 |
| Worker | 0.1047 | 0.0633 | 0.8808 | 3.0600e-003 | 0.3242 | 2.1000e-003 | 0.3263 | 0.0860 | 1.9300e-003 | 0.0879 | | 305.1363 | 305.1363 | 6.5300e-003 | | 305.2997 |
| Total | 0.1153 | 0.4386 | 0.9826 | 4.0500e-003 | 0.3497 | 2.8800e-003 | 0.3526 | 0.0933 | 2.6800e-003 | 0.0960 | | 412.6533 | 412.6533 | 0.0150 | | 413.0274 |

KB Home Lighthouse Project - Orange County, Summer

3.12 Paving - Last Phase - 2021**Unmitigated Construction On-Site**

| Category | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|---------------|----------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|----------|------------------------------|------------------------------|---------------|-----|------------------------------|
| Off-Road | 1.0633 | 10.6478 | 11.7756 | 0.0178 | | 0.5826 | 0.5826 | | 0.5371 | 0.5371 | | 1,709.110 ₇ | 1,709.110 ₇ | 0.5417 | | 1,722.652 ₄ |
| Paving | 0.0603 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Total | 1.1236 | 10.6478 | 11.7756 | 0.0178 | | 0.5826 | 0.5826 | | 0.5371 | 0.5371 | | 1,709.110₇ | 1,709.110₇ | 0.5417 | | 1,722.652₄ |

Unmitigated Construction Off-Site

| Category | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|---------------|---------------|---------------|--------------------|---------------|--------------------|---------------|----------------|--------------------|---------------|----------|-----------------|-----------------|--------------------|-----|-----------------|
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0541 | 0.0328 | 0.4556 | 1.5800e-003 | 0.1677 | 1.0900e-003 | 0.1688 | 0.0445 | 1.0000e-003 | 0.0455 | | 157.8291 | 157.8291 | 3.3800e-003 | | 157.9136 |
| Total | 0.0541 | 0.0328 | 0.4556 | 1.5800e-003 | 0.1677 | 1.0900e-003 | 0.1688 | 0.0445 | 1.0000e-003 | 0.0455 | | 157.8291 | 157.8291 | 3.3800e-003 | | 157.9136 |

KB Home Lighthouse Project - Orange County, Summer

3.12 Paving - Last Phase - 2021

Mitigated Construction On-Site

| Category | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|----------|--------|---------|---------|--------|---------------|--------------|------------|----------------|---------------|-------------|----------|------------------------|------------------------|--------|-----|------------------------|
| lb/day | | | | | | | | | | | | | | | | |
| Off-Road | 1.0633 | 10.6478 | 11.7756 | 0.0178 | | 0.5826 | 0.5826 | | 0.5371 | 0.5371 | 0.0000 | 1,709.110 ₇ | 1,709.110 ₇ | 0.5417 | | 1,722.652 ₄ |
| Paving | 0.0603 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Total | 1.1236 | 10.6478 | 11.7756 | 0.0178 | | 0.5826 | 0.5826 | | 0.5371 | 0.5371 | 0.0000 | 1,709.110 ₇ | 1,709.110 ₇ | 0.5417 | | 1,722.652 ₄ |

Mitigated Construction Off-Site

| Category | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|----------|--------|--------|--------|-------------|---------------|--------------|------------|----------------|---------------|-------------|----------|-----------|-----------|-------------|-----|----------|
| lb/day | | | | | | | | | | | | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0541 | 0.0328 | 0.4556 | 1.5800e-003 | 0.1677 | 1.0900e-003 | 0.1688 | 0.0445 | 1.0000e-003 | 0.0455 | | 157.8291 | 157.8291 | 3.3800e-003 | | 157.9136 |
| Total | 0.0541 | 0.0328 | 0.4556 | 1.5800e-003 | 0.1677 | 1.0900e-003 | 0.1688 | 0.0445 | 1.0000e-003 | 0.0455 | | 157.8291 | 157.8291 | 3.3800e-003 | | 157.9136 |

KB Home Lighthouse Project - Orange County, Summer

3.13 Architectural Coating - Last Phase - 2021**Unmitigated Construction On-Site**

| Category | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|-----------------|----------------|---------------|---------------|--------------------|---------------|---------------|---------------|----------------|---------------|---------------|----------|-----------------|-----------------|---------------|-----|-----------------|
| lb/day | | | | | | | | | | | | | | | | |
| Archit. Coating | 10.0116 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Off-Road | 0.2189 | 1.5268 | 1.8176 | 2.9700e-003 | | 0.0941 | 0.0941 | | 0.0941 | 0.0941 | | 281.4481 | 281.4481 | 0.0193 | | 281.9309 |
| Total | 10.2305 | 1.5268 | 1.8176 | 2.9700e-003 | | 0.0941 | 0.0941 | | 0.0941 | 0.0941 | | 281.4481 | 281.4481 | 0.0193 | | 281.9309 |

Unmitigated Construction Off-Site

| Category | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|---------------|---------------|---------------|--------------------|---------------|--------------------|---------------|----------------|--------------------|---------------|----------|----------------|----------------|--------------------|-----|----------------|
| lb/day | | | | | | | | | | | | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0217 | 0.0131 | 0.1822 | 6.3000e-004 | 0.0671 | 4.3000e-004 | 0.0675 | 0.0178 | 4.0000e-004 | 0.0182 | | 63.1317 | 63.1317 | 1.3500e-003 | | 63.1655 |
| Total | 0.0217 | 0.0131 | 0.1822 | 6.3000e-004 | 0.0671 | 4.3000e-004 | 0.0675 | 0.0178 | 4.0000e-004 | 0.0182 | | 63.1317 | 63.1317 | 1.3500e-003 | | 63.1655 |

KB Home Lighthouse Project - Orange County, Summer

3.13 Architectural Coating - Last Phase - 2021**Mitigated Construction On-Site**

| Category | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|-----------------|----------------|---------------|---------------|--------------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|-----------------|-----------------|---------------|-----|-----------------|
| lb/day | | | | | | | | | | | | | | | | |
| Archit. Coating | 10.0116 | | | | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Off-Road | 0.2189 | 1.5268 | 1.8176 | 2.9700e-003 | | 0.0941 | 0.0941 | 0.0941 | 0.0941 | 0.0941 | 0.0000 | 281.4481 | 281.4481 | 0.0193 | | 281.9309 |
| Total | 10.2305 | 1.5268 | 1.8176 | 2.9700e-003 | | 0.0941 | 0.0941 | 0.0941 | 0.0941 | 0.0941 | 0.0000 | 281.4481 | 281.4481 | 0.0193 | | 281.9309 |

Mitigated Construction Off-Site

| Category | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|---------------|---------------|---------------|--------------------|---------------|--------------------|---------------|----------------|--------------------|---------------|----------|-----------|----------------|--------------------|-----|----------------|
| lb/day | | | | | | | | | | | | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0217 | 0.0131 | 0.1822 | 6.3000e-004 | 0.0671 | 4.3000e-004 | 0.0675 | 0.0178 | 4.0000e-004 | 0.0182 | | | 63.1317 | 1.3500e-003 | | 63.1655 |
| Total | 0.0217 | 0.0131 | 0.1822 | 6.3000e-004 | 0.0671 | 4.3000e-004 | 0.0675 | 0.0178 | 4.0000e-004 | 0.0182 | | | 63.1317 | 1.3500e-003 | | 63.1655 |

4.0 Operational Detail - Mobile

KB Home Lighthouse Project - Orange County, Summer

4.1 Mitigation Measures Mobile

Increase Density

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|-------------|--------|--------|--------|--------|---------------|--------------|------------|----------------|---------------|-------------|----------|------------|------------|--------|-----|------------|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Mitigated | 0.4176 | 1.6496 | 5.5000 | 0.0213 | 1.9387 | 0.0152 | 1.9539 | 0.5184 | 0.0142 | 0.5326 | | 2,164.9588 | 2,164.9588 | 0.0865 | | 2,167.1206 |
| Unmitigated | 0.4331 | 1.7392 | 5.9352 | 0.0233 | 2.1225 | 0.0165 | 2.1390 | 0.5676 | 0.0154 | 0.5829 | | 2,361.3099 | 2,361.3099 | 0.0935 | | 2,363.6473 |

4.2 Trip Summary Information

| Land Use | Average Daily Trip Rate | | | Unmitigated | | Mitigated | |
|-----------------|-------------------------|----------|--------|-------------|------------|------------|------------|
| | Weekday | Saturday | Sunday | Annual VMT | Annual VMT | Annual VMT | Annual VMT |
| Condo/Townhouse | 292.80 | 292.80 | 292.80 | 1,000,542 | | 913,916 | |
| Total | 292.80 | 292.80 | 292.80 | 1,000,542 | | 913,916 | |

4.3 Trip Type Information

| Land Use | Miles | | | Trip % | | | Trip Purpose % | | |
|-----------------|------------|------------|-------------|------------|------------|-------------|----------------|----------|---------|
| | H-W or C-W | H-S or C-C | H-O or C-NW | H-W or C-W | H-S or C-C | H-O or C-NW | Primary | Diverted | Pass-by |
| Condo/Townhouse | 14.70 | 5.90 | 8.70 | 40.20 | 19.20 | 40.60 | 86 | 11 | 3 |

4.4 Fleet Mix

KB Home Lighthouse Project - Orange County, Summer

5.2 Energy by Land Use - Natural Gas**Unmitigated**

| Land Use | Natural Gas Use (kBtu/yr) | ROG | NOx | CO | SO ₂ | Fugitive PM ₁₀ | Exhaust PM ₁₀ | PM ₁₀ Total | Fugitive PM _{2.5} | Exhaust PM _{2.5} | PM _{2.5} Total | Bio- CO ₂ | NBio- CO ₂ | Total CO ₂ | CH ₄ | N ₂ O | CO ₂ e |
|-----------------|------------------------------|--------|--------|--------|-----------------|---------------------------|--------------------------|------------------------|----------------------------|---------------------------|-------------------------|----------------------|-----------------------|-----------------------|-----------------|------------------|-------------------|
| lb/day | | | | | | | | | | | | | | | | | |
| Condo/Townhouse | 1933.77 | 0.0209 | 0.1782 | 0.0758 | 1.1400e-003 | | 0.0144 | 0.0144 | | 0.0144 | 0.0144 | | 227.5021 | 227.5021 | 4.3600e-003 | 4.1700e-003 | 228.8540 |
| Total | | 0.0209 | 0.1782 | 0.0758 | 1.1400e-003 | | 0.0144 | 0.0144 | | 0.0144 | 0.0144 | | 227.5021 | 227.5021 | 4.3600e-003 | 4.1700e-003 | 228.8540 |

Mitigated

| Land Use | Natural Gas Use (kBtu/yr) | ROG | NOx | CO | SO ₂ | Fugitive PM ₁₀ | Exhaust PM ₁₀ | PM ₁₀ Total | Fugitive PM _{2.5} | Exhaust PM _{2.5} | PM _{2.5} Total | Bio- CO ₂ | NBio- CO ₂ | Total CO ₂ | CH ₄ | N ₂ O | CO ₂ e |
|-----------------|------------------------------|--------|--------|--------|-----------------|---------------------------|--------------------------|------------------------|----------------------------|---------------------------|-------------------------|----------------------|-----------------------|-----------------------|-----------------|------------------|-------------------|
| lb/day | | | | | | | | | | | | | | | | | |
| Condo/Townhouse | 1,840.72 | 0.0199 | 0.1696 | 0.0722 | 1.0800e-003 | | 0.0137 | 0.0137 | | 0.0137 | 0.0137 | | 216.5551 | 216.5551 | 4.1500e-003 | 3.9700e-003 | 217.8420 |
| Total | | 0.0199 | 0.1696 | 0.0722 | 1.0800e-003 | | 0.0137 | 0.0137 | | 0.0137 | 0.0137 | | 216.5551 | 216.5551 | 4.1500e-003 | 3.9700e-003 | 217.8420 |

6.0 Area Detail**6.1 Mitigation Measures Area**

KB Home Lighthouse Project - Orange County, Summer

Use only Natural Gas Hearths

Use Low VOC Cleaning Supplies

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|-------------|--------|--------|--------|-------------|---------------|--------------|------------|----------------|---------------|-------------|----------|-----------|-----------|--------|--------|----------|
| Category | lb/day | | | | | | | | | | | | | | | |
| Mitigated | 1.0303 | 0.6021 | 3.5463 | 3.7700e-003 | | 0.0639 | 0.0639 | | 0.0639 | 0.0639 | 0.0000 | 725.9478 | 725.9478 | 0.0196 | 0.0132 | 730.3701 |
| Unmitigated | 1.0303 | 0.6021 | 3.5463 | 3.7700e-003 | | 0.0639 | 0.0639 | | 0.0639 | 0.0639 | 0.0000 | 725.9478 | 725.9478 | 0.0196 | 0.0132 | 730.3701 |

KB Home Lighthouse Project - Orange County, Summer

6.2 Area by SubCategory**Unmitigated**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|-----------------------|--------|--------|--------|-------------|---------------|--------------|------------|----------------|---------------|-------------|----------|-----------|-----------|-------------|--------|----------|
| SubCategory | lb/day | | | | | | | | | | lb/day | | | | | |
| Architectural Coating | 0.0686 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Consumer Products | 0.7957 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Hearth | 0.0660 | 0.5640 | 0.2400 | 3.6000e-003 | | 0.0456 | 0.0456 | | 0.0456 | 0.0456 | 0.0000 | 720.0000 | 720.0000 | 0.0138 | 0.0132 | 724.2786 |
| Landscaping | 0.1000 | 0.0381 | 3.3063 | 1.7000e-004 | | 0.0183 | 0.0183 | | 0.0183 | 0.0183 | | 5.9478 | 5.9478 | 5.7500e-003 | | 6.0915 |
| Total | 1.0303 | 0.6021 | 3.5463 | 3.7700e-003 | | 0.0639 | 0.0639 | | 0.0639 | 0.0639 | 0.0000 | 725.9478 | 725.9478 | 0.0196 | 0.0132 | 730.3701 |

KB Home Lighthouse Project - Orange County, Summer

6.2 Area by SubCategory**Mitigated**

| SubCategory | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|-----------------------|---------------|---------------|---------------|--------------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|-----------------|-----------------|---------------|---------------|-----------------|
| lb/day | | | | | | | | | | | | | | | | |
| Architectural Coating | 0.0686 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Consumer Products | 0.7957 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Hearth | 0.0660 | 0.5640 | 0.2400 | 3.6000e-003 | | 0.0456 | 0.0456 | | 0.0456 | 0.0456 | 0.0000 | 720.0000 | 720.0000 | 0.0138 | 0.0132 | 724.2786 |
| Landscaping | 0.1000 | 0.0391 | 3.3063 | 1.7000e-004 | | 0.0183 | 0.0183 | | 0.0183 | 0.0183 | | 5.9478 | 5.9478 | 5.7500e-003 | | 6.0915 |
| Total | 1.0303 | 0.6021 | 3.5463 | 3.7700e-003 | | 0.0639 | 0.0639 | | 0.0639 | 0.0639 | 0.0000 | 725.9478 | 725.9478 | 0.0196 | 0.0132 | 730.3701 |

7.0 Water Detail**7.1 Mitigation Measures Water**

Install Low Flow Bathroom Faucet
 Install Low Flow Kitchen Faucet
 Install Low Flow Toilet
 Install Low Flow Shower
 Use Water Efficient Irrigation System

8.0 Waste Detail**8.1 Mitigation Measures Waste**

KB Home Lighthouse Project - Orange County, Summer

Institute Recycling and Composting Services

9.0 Operational Offroad

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

10.0 Stationary Equipment**Fire Pumps and Emergency Generators**

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

Boilers

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

User Defined Equipment

| Equipment Type | Number |
|----------------|--------|
|----------------|--------|

11.0 Vegetation

KB Home Lighthouse Project - Orange County, Winter

KB Home Lighthouse Project

Orange County, Winter

1.0 Project Characteristics**1.1 Land Usage**

| Land Uses | Size | Metric | Lot Acreage | Floor Surface Area | Population |
|-----------------|-------|---------------|-------------|--------------------|------------|
| Condo/Townhouse | 40.00 | Dwelling Unit | 2.12 | 40,000.00 | 114 |
| Parking Lot | 26.00 | Space | 0.23 | 10,400.00 | 0 |

1.2 Other Project Characteristics

| | | | | | |
|--------------|-------|------------------|-----|---------------------------|------|
| Urbanization | Urban | Wind Speed (m/s) | 2.2 | Precipitation Freq (Days) | 30 |
| Climate Zone | 8 | | | Operational Year | 2022 |

Utility Company Southern California Edison

| | | | | | |
|--------------------------|--------|--------------------------|-------|--------------------------|-------|
| CO2 Intensity (lb/MW/hr) | 502.65 | CH4 Intensity (lb/MW/hr) | 0.029 | N2O Intensity (lb/MW/hr) | 0.006 |
|--------------------------|--------|--------------------------|-------|--------------------------|-------|

1.3 User Entered Comments & Non-Default Data

KB Home Lighthouse Project - Orange County, Winter

Project Characteristics - SCE CO2 Intensity Factor

Land Use - Parcel is 2.35 acres

Construction Phase - Anticipated construction schedule provided by KB Home (Oct 2019)

Demolition - Estimated 12,684 sq ft building demolition

Grading - Cut and fill grading - net export 200cy

Vehicle Trips - Trip generation rate obtained from Rick Engineering Co. (Nov 2019)

Woodstoves - No wood stoves or fireplace

Energy Use -

Construction Off-road Equipment Mitigation -

Mobile Land Use Mitigation - 17 units/ac on parcel

Architectural Coating - 3 phase developments - assume 20% model, 40% phase 1 and last phase

Area Mitigation - Natural gas hearth and low VOC cleaning supply

Energy Mitigation - Comply with 2019 Title 24 building energy efficiency standards and energy efficient appliances

Water Mitigation - Utilized low-flow water fixtures and water irrigation systems

Waste Mitigation - Utilized waste recycling and composting bins

| Table Name | Column Name | Default Value | New Value |
|-------------------------|--------------------------------|---------------|-----------|
| tblArchitecturalCoating | ConstArea_Residential_Exterior | 27,000.00 | 5,400.00 |
| tblArchitecturalCoating | ConstArea_Residential_Exterior | 27,000.00 | 10,800.00 |
| tblArchitecturalCoating | ConstArea_Residential_Exterior | 27,000.00 | 10,800.00 |
| tblArchitecturalCoating | ConstArea_Residential_Interior | 81,000.00 | 16,200.00 |
| tblArchitecturalCoating | ConstArea_Residential_Interior | 81,000.00 | 32,400.00 |
| tblArchitecturalCoating | ConstArea_Residential_Interior | 81,000.00 | 32,400.00 |
| tblConstructionPhase | NumDays | 220.00 | 32.00 |
| tblConstructionPhase | NumDays | 20.00 | 10.00 |
| tblConstructionPhase | NumDays | 220.00 | 76.00 |
| tblConstructionPhase | NumDays | 220.00 | 170.00 |

KB Home Lighthouse Project - Orange County, Winter

| | | | |
|---------------------------|--------------------|-----------|-----------|
| tblConstructionPhase | PhaseEndDate | 7/12/2021 | 10/7/2020 |
| tblConstructionPhase | PhaseEndDate | 6/14/2021 | 9/9/2020 |
| tblConstructionPhase | PhaseEndDate | 7/28/2020 | 7/14/2020 |
| tblConstructionPhase | PhaseEndDate | 8/10/2020 | 7/27/2020 |
| tblConstructionPhase | PhaseEndDate | 6/28/2021 | 9/23/2020 |
| tblConstructionPhase | PhaseEndDate | 7/31/2020 | 7/17/2020 |
| tblConstructionPhase | PhaseStartDate | 6/29/2021 | 9/24/2020 |
| tblConstructionPhase | PhaseStartDate | 8/11/2020 | 7/28/2020 |
| tblConstructionPhase | PhaseStartDate | 8/1/2020 | 7/20/2020 |
| tblConstructionPhase | PhaseStartDate | 6/15/2021 | 9/10/2020 |
| tblConstructionPhase | PhaseStartDate | 7/29/2020 | 7/15/2020 |
| tblFireplaces | NumberNoFireplace | 4.00 | 0.00 |
| tblFireplaces | NumberWood | 2.00 | 0.00 |
| tblGrading | AcresOfGrading | 4.50 | 2.35 |
| tblGrading | MaterialExported | 0.00 | 200.00 |
| tblLandUse | LotAcreage | 2.50 | 2.12 |
| tblProjectCharacteristics | CO2IntensityFactor | 702.44 | 502.65 |
| tblVehicleTrips | ST_TR | 5.67 | 7.32 |
| tblVehicleTrips | SU_TR | 4.84 | 7.32 |
| tblVehicleTrips | WD_TR | 5.81 | 7.32 |
| tblWoodstoves | NumberCatalytic | 2.00 | 0.00 |
| tblWoodstoves | NumberNoncatalytic | 2.00 | 0.00 |

2.0 Emissions Summary

KB Home Lighthouse Project - Orange County, Winter

2.1 Overall Construction (Maximum Daily Emission)**Unmitigated Construction**

| Year | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---------|---------|---------|---------|--------|---------------|--------------|------------|----------------|---------------|-------------|----------|------------------------|------------------------|--------|--------|------------------------|
| 2020 | 5.2740 | 22.5958 | 15.8951 | 0.0298 | 6.7404 | 1.1587 | 7.7351 | 3.4176 | 1.0821 | 4.3328 | 0.0000 | 2,943.727 ₈ | 2,943.727 ₈ | 0.7693 | 0.0000 | 2,960.040 ₆ |
| 2021 | 10.2550 | 27.1553 | 27.6834 | 0.0482 | 0.5174 | 1.4038 | 1.9212 | 0.1378 | 1.3239 | 1.4617 | 0.0000 | 4,541.088 ₀ | 4,541.088 ₀ | 1.0102 | 0.0000 | 4,566.343 ₄ |
| Maximum | 10.2550 | 27.1553 | 27.6834 | 0.0482 | 6.7404 | 1.4038 | 7.7351 | 3.4176 | 1.3239 | 4.3328 | 0.0000 | 4,541.088 ₀ | 4,541.088 ₀ | 1.0102 | 0.0000 | 4,566.343 ₄ |

Mitigated Construction

| Year | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---------|---------|---------|---------|--------|---------------|--------------|------------|----------------|---------------|-------------|----------|------------------------|------------------------|--------|--------|------------------------|
| 2020 | 5.2740 | 22.5958 | 15.8951 | 0.0298 | 2.7412 | 1.1587 | 3.7359 | 1.3630 | 1.0821 | 2.2783 | 0.0000 | 2,943.727 ₈ | 2,943.727 ₈ | 0.7693 | 0.0000 | 2,960.040 ₆ |
| 2021 | 10.2550 | 27.1553 | 27.6834 | 0.0482 | 0.5174 | 1.4038 | 1.9212 | 0.1378 | 1.3239 | 1.4617 | 0.0000 | 4,541.088 ₀ | 4,541.088 ₀ | 1.0102 | 0.0000 | 4,566.343 ₃ |
| Maximum | 10.2550 | 27.1553 | 27.6834 | 0.0482 | 2.7412 | 1.4038 | 3.7359 | 1.3630 | 1.3239 | 2.2783 | 0.0000 | 4,541.088 ₀ | 4,541.088 ₀ | 1.0102 | 0.0000 | 4,566.343 ₃ |

| Percent Reduction | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|-------------------|------|------|------|------|---------------|--------------|------------|----------------|---------------|-------------|----------|-----------|-----------|------|------|------|
| | 0.00 | 0.00 | 0.00 | 0.00 | 55.10 | 0.00 | 41.42 | 57.79 | 0.00 | 35.46 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

KB Home Lighthouse Project - Orange County, Winter

2.2 Overall Operational**Unmitigated Operational**

| Category | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|-------------------|-------------------|---------------|---------------|-------------------|
| lb/day | | | | | | | | | | | | | | | | |
| Area | 1.0303 | 0.6021 | 3.5463 | 3.7700e-003 | | 0.0639 | 0.0639 | 0.0639 | 0.0639 | 0.0639 | 0.0000 | 725.9478 | 725.9478 | 0.0196 | 0.0132 | 730.3701 |
| Energy | 0.0209 | 0.1782 | 0.0758 | 1.1400e-003 | | 0.0144 | 0.0144 | 0.0144 | 0.0144 | 0.0144 | | 227.5021 | 227.5021 | 4.3600e-003 | 4.1700e-003 | 228.8540 |
| Mobile | 0.4256 | 1.7891 | 5.6597 | 0.0222 | 2.1225 | 0.0166 | 2.1390 | 0.5676 | 0.0154 | 0.5830 | | 2,257.2086 | 2,257.2086 | 0.0931 | | 2,259.5366 |
| Total | 1.4768 | 2.5694 | 9.2818 | 0.0271 | 2.1225 | 0.0949 | 2.2173 | 0.5676 | 0.0937 | 0.6613 | 0.0000 | 3,210.6585 | 3,210.6585 | 0.1170 | 0.0174 | 3,218.7607 |

Mitigated Operational

| Category | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|-------------------|-------------------|---------------|---------------|-------------------|
| lb/day | | | | | | | | | | | | | | | | |
| Area | 1.0303 | 0.6021 | 3.5463 | 3.7700e-003 | | 0.0639 | 0.0639 | 0.0639 | 0.0639 | 0.0639 | 0.0000 | 725.9478 | 725.9478 | 0.0196 | 0.0132 | 730.3701 |
| Energy | 0.0199 | 0.1696 | 0.0722 | 1.0800e-003 | | 0.0137 | 0.0137 | 0.0137 | 0.0137 | 0.0137 | | 216.5551 | 216.5551 | 4.1500e-003 | 3.9700e-003 | 217.8420 |
| Mobile | 0.4104 | 1.6942 | 5.2624 | 0.0204 | 1.9387 | 0.0153 | 1.9540 | 0.5184 | 0.0142 | 0.5327 | | 2,069.2859 | 2,069.2859 | 0.0863 | | 2,071.4424 |
| Total | 1.4605 | 2.4660 | 8.8808 | 0.0252 | 1.9387 | 0.0929 | 2.0316 | 0.5184 | 0.0918 | 0.6102 | 0.0000 | 3,011.7888 | 3,011.7888 | 0.1100 | 0.0172 | 3,019.6545 |

KB Home Lighthouse Project - Orange County, Winter

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|-------------------|------|------|------|------|---------------|--------------|------------|----------------|---------------|-------------|----------|----------|-----------|------|------|------|
| Percent Reduction | 1.10 | 4.03 | 4.32 | 7.04 | 8.66 | 2.10 | 8.38 | 8.66 | 2.02 | 7.72 | 0.00 | 6.19 | 6.19 | 6.04 | 1.15 | 6.19 |

3.0 Construction Detail**Construction Phase**

| Phase Number | Phase Name | Phase Type | Start Date | End Date | Num Days Week | Num Days | Phase Description |
|--------------|------------------------------------|-----------------------|------------|------------|---------------|----------|-------------------|
| 1 | Demolition | Demolition | 7/1/2020 | 7/14/2020 | 5 | 10 | |
| 2 | Site Preparation | Site Preparation | 7/15/2020 | 7/17/2020 | 5 | 3 | |
| 3 | Grading | Grading | 7/20/2020 | 7/27/2020 | 5 | 6 | |
| 4 | Building Construction - Model | Building Construction | 7/28/2020 | 9/9/2020 | 5 | 32 | |
| 5 | Paving - Model | Paving | 9/10/2020 | 9/23/2020 | 5 | 10 | |
| 6 | Architectural Coating - Model | Architectural Coating | 9/24/2020 | 10/7/2020 | 5 | 10 | |
| 7 | Building Construction - Phase I | Building Construction | 10/13/2020 | 1/26/2021 | 5 | 76 | |
| 8 | Paving - Phase I | Paving | 1/27/2021 | 2/9/2021 | 5 | 10 | |
| 9 | Architectural Coating - Phase I | Architectural Coating | 2/10/2021 | 2/23/2021 | 5 | 10 | |
| 10 | Building Construction - Last Phase | Building Construction | 2/24/2021 | 10/19/2021 | 5 | 170 | |
| 11 | Paving - Last Phase | Paving | 10/19/2021 | 11/1/2021 | 5 | 10 | |
| 12 | Architectural Coating - Last Phase | Architectural Coating | 11/2/2021 | 11/15/2021 | 5 | 10 | |

Acres of Grading (Site Preparation Phase): 2.35

Acres of Grading (Grading Phase): 3

Acres of Paving: 0.23

Residential Indoor: 16,200; Residential Outdoor: 5,400; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating - sqft)

KB Home Lighthouse Project - Orange County, Winter

OffRoad Equipment

| Phase Name | Offroad Equipment Type | Amount | Usage Hours | Horse Power | Load Factor |
|------------------------------------|---------------------------|--------|-------------|-------------|-------------|
| Architectural Coating - Model | Air Compressors | 1 | 6.00 | 78 | 0.48 |
| Paving - Model | Cement and Mortar Mixers | 1 | 8.00 | 9 | 0.56 |
| Demolition | Concrete/Industrial Saws | 1 | 8.00 | 81 | 0.73 |
| Building Construction - Model | Generator Sets | 1 | 8.00 | 84 | 0.74 |
| Building Construction - Model | Cranes | 1 | 8.00 | 231 | 0.29 |
| Building Construction - Model | Forklifts | 2 | 7.00 | 89 | 0.20 |
| Site Preparation | Graders | 1 | 8.00 | 187 | 0.41 |
| Paving - Model | Pavers | 1 | 8.00 | 130 | 0.42 |
| Paving - Model | Rollers | 2 | 8.00 | 80 | 0.38 |
| Demolition | Rubber Tired Dozers | 1 | 8.00 | 247 | 0.40 |
| Grading | Rubber Tired Dozers | 1 | 8.00 | 247 | 0.40 |
| Building Construction - Model | Tractors/Loaders/Backhoes | 1 | 6.00 | 97 | 0.37 |
| Demolition | Tractors/Loaders/Backhoes | 3 | 8.00 | 97 | 0.37 |
| Grading | Tractors/Loaders/Backhoes | 2 | 7.00 | 97 | 0.37 |
| Paving - Model | Tractors/Loaders/Backhoes | 1 | 8.00 | 97 | 0.37 |
| Site Preparation | Tractors/Loaders/Backhoes | 1 | 7.00 | 97 | 0.37 |
| Grading | Graders | 1 | 8.00 | 187 | 0.41 |
| Paving - Model | Paving Equipment | 1 | 8.00 | 132 | 0.36 |
| Site Preparation | Scrapers | 1 | 8.00 | 367 | 0.48 |
| Building Construction - Model | Welders | 3 | 8.00 | 46 | 0.45 |
| Architectural Coating - Last Phase | Air Compressors | 1 | 6.00 | 78 | 0.48 |
| Architectural Coating - Phase I | Air Compressors | 1 | 6.00 | 78 | 0.48 |
| Paving - Last Phase | Cement and Mortar Mixers | 1 | 8.00 | 9 | 0.56 |
| Paving - Phase I | Cement and Mortar Mixers | 1 | 8.00 | 9 | 0.56 |
| Building Construction - Last Phase | Cranes | 1 | 8.00 | 231 | 0.29 |

KB Home Lighthouse Project - Orange County, Winter

| | | | | | |
|------------------------------------|---------------------------|---|------|-----|------|
| Building Construction - Phase I | Cranes | 1 | 8.00 | 231 | 0.29 |
| Building Construction - Last Phase | Forklifts | 2 | 7.00 | 89 | 0.20 |
| Building Construction - Phase I | Forklifts | 2 | 7.00 | 89 | 0.20 |
| Building Construction - Last Phase | Generator Sets | 1 | 8.00 | 84 | 0.74 |
| Building Construction - Phase I | Generator Sets | 1 | 8.00 | 84 | 0.74 |
| Paving - Last Phase | Pavers | 1 | 8.00 | 130 | 0.42 |
| Paving - Phase I | Pavers | 1 | 8.00 | 130 | 0.42 |
| Paving - Last Phase | Paving Equipment | 1 | 8.00 | 132 | 0.36 |
| Paving - Phase I | Paving Equipment | 1 | 8.00 | 132 | 0.36 |
| Paving - Last Phase | Rollers | 2 | 8.00 | 80 | 0.38 |
| Paving - Phase I | Rollers | 2 | 8.00 | 80 | 0.38 |
| Building Construction - Last Phase | Tractors/Loaders/Backhoes | 1 | 6.00 | 97 | 0.37 |
| Building Construction - Phase I | Tractors/Loaders/Backhoes | 1 | 6.00 | 97 | 0.37 |
| Paving - Last Phase | Tractors/Loaders/Backhoes | 1 | 8.00 | 97 | 0.37 |
| Paving - Phase I | Tractors/Loaders/Backhoes | 1 | 8.00 | 97 | 0.37 |
| Building Construction - Last Phase | Welders | 3 | 8.00 | 46 | 0.45 |
| Building Construction - Phase I | Welders | 3 | 8.00 | 46 | 0.45 |

Trips and VMT

KB Home Lighthouse Project - Orange County, Winter

| Phase Name | Offroad Equipment Count | Worker Trip Number | Vendor Trip Number | Hauling Trip Number | Worker Trip Length | Vendor Trip Length | Hauling Trip Length | Worker Vehicle Class | Vendor Vehicle Class | Hauling Vehicle Class |
|------------------------------------|-------------------------|--------------------|--------------------|---------------------|--------------------|--------------------|---------------------|----------------------|----------------------|-----------------------|
| Demolition | 5 | 13.00 | 0.00 | 58.00 | 14.70 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Site Preparation | 3 | 8.00 | 0.00 | 0.00 | 14.70 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Grading | 4 | 10.00 | 0.00 | 25.00 | 14.70 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Building Construction - Model | 8 | 29.00 | 4.00 | 0.00 | 14.70 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Paving - Model | 6 | 15.00 | 0.00 | 0.00 | 14.70 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Architectural Coating - Model | 1 | 6.00 | 0.00 | 0.00 | 14.70 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Architectural Coating - Last Phase | 1 | 6.00 | 0.00 | 0.00 | 14.70 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Architectural Coating - Phase I | 1 | 6.00 | 0.00 | 0.00 | 14.70 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Building Construction - Last Phase | 8 | 29.00 | 4.00 | 0.00 | 14.70 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Building Construction - Phase I | 8 | 29.00 | 4.00 | 0.00 | 14.70 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Paving - Last Phase | 6 | 15.00 | 0.00 | 0.00 | 14.70 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Paving - Phase I | 6 | 15.00 | 0.00 | 0.00 | 14.70 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |

3.1 Mitigation Measures Construction

Water Exposed Area

KB Home Lighthouse Project - Orange County, Winter

3.2 Demolition - 2020**Unmitigated Construction On-Site**

| Category | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---------------|--------|---------|---------|-------------|---------------|--------------|------------|----------------|---------------|-------------|----------|-----------|-----------|--------|-----|-----------|
| lb/day | | | | | | | | | | | | | | | | |
| Fugitive Dust | 0.0449 | 1.6149 | 0.4243 | 4.3700e-003 | 0.1010 | 5.2600e-003 | 0.1063 | 0.0277 | 5.0300e-003 | 0.0327 | | | 487.3044 | 0.0525 | | 488.6170 |
| Off-Road | 2.1262 | 20.9463 | 14.6573 | 0.0241 | 1.2486 | 0.0000 | 1.2486 | 0.1890 | 0.0000 | 0.1890 | | | 0.0000 | | | 0.0000 |
| | | | | | | | | | | | | | 2,322.312 | 0.5970 | | 2,337.236 |
| | | | | | | | | | | | | | 7 | | | 3 |
| Total | 2.1262 | 20.9463 | 14.6573 | 0.0241 | 1.2486 | 1.1525 | 2.4010 | 0.1890 | 1.0761 | 1.2652 | | | 2,322.312 | 0.5970 | | 2,337.236 |
| | | | | | | | | | | | | | 7 | | | 3 |

Unmitigated Construction Off-Site

| Category | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|----------|--------|--------|--------|-------------|---------------|--------------|------------|----------------|---------------|-------------|----------|-----------|-----------|-------------|-----|----------|
| lb/day | | | | | | | | | | | | | | | | |
| Hauling | 0.0449 | 1.6149 | 0.4243 | 4.3700e-003 | 0.1010 | 5.2600e-003 | 0.1063 | 0.0277 | 5.0300e-003 | 0.0327 | | | 487.3044 | 0.0525 | | 488.6170 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0565 | 0.0346 | 0.3933 | 1.3400e-003 | 0.1453 | 9.6000e-004 | 0.1463 | 0.0385 | 8.8000e-004 | 0.0394 | | | 134.1108 | 3.0600e-003 | | 134.1873 |
| Total | 0.1014 | 1.6495 | 0.8176 | 5.7100e-003 | 0.2463 | 6.2200e-003 | 0.2525 | 0.0662 | 5.9100e-003 | 0.0721 | | | 621.4151 | 0.0556 | | 622.8043 |

KB Home Lighthouse Project - Orange County, Winter

3.2 Demolition - 2020**Mitigated Construction On-Site**

| Category | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---------------|---------------|----------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|------------------------------|------------------------------|---------------|-----|------------------------------|
| lb/day | | | | | | | | | | | | | | | | |
| Fugitive Dust | | | | | 0.4869 | 0.0000 | 0.4869 | 0.0737 | 0.0000 | 0.0737 | | | 0.0000 | | | 0.0000 |
| Off-Road | 2.1262 | 20.9463 | 14.6573 | 0.0241 | | 1.1525 | 1.1525 | 1.0761 | 1.0761 | 1.0761 | 0.0000 | 2,322.312 ₇ | 2,322.312 ₇ | 0.5970 | | 2,337.236 ₃ |
| Total | 2.1262 | 20.9463 | 14.6573 | 0.0241 | 0.4869 | 1.1525 | 1.6394 | 0.0737 | 1.0761 | 1.1499 | 0.0000 | 2,322.312₇ | 2,322.312₇ | 0.5970 | | 2,337.236₃ |

Mitigated Construction Off-Site

| Category | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|---------------|---------------|---------------|--------------------|---------------|--------------------|---------------|----------------|--------------------|---------------|----------|-----------------|-----------------|---------------|-----|-----------------|
| lb/day | | | | | | | | | | | | | | | | |
| Hauling | 0.0449 | 1.6149 | 0.4243 | 4.3700e-003 | 0.1010 | 5.2600e-003 | 0.1063 | 0.0277 | 5.0300e-003 | 0.0327 | | 487.3044 | 487.3044 | 0.0525 | | 488.6170 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0565 | 0.0346 | 0.3933 | 1.3400e-003 | 0.1453 | 9.6000e-004 | 0.1463 | 0.0385 | 8.8000e-004 | 0.0394 | | 134.1108 | 134.1108 | 3.0600e-003 | | 134.1873 |
| Total | 0.1014 | 1.6495 | 0.8176 | 5.7100e-003 | 0.2463 | 6.2200e-003 | 0.2525 | 0.0662 | 5.9100e-003 | 0.0721 | | 621.4151 | 621.4151 | 0.0556 | | 622.8043 |

KB Home Lighthouse Project - Orange County, Winter

3.3 Site Preparation - 2020**Unmitigated Construction On-Site**

| Category | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---------------|--------|---------|---------|--------|---------------|--------------|------------|----------------|---------------|-------------|----------|------------------------|------------------------|--------|-----|------------------------|
| lb/day | | | | | | | | | | | | | | | | |
| Fugitive Dust | | | | | 0.8307 | 0.0000 | 0.8307 | 0.0897 | 0.0000 | 0.0897 | | | 0.0000 | | | 0.0000 |
| Off-Road | 1.6521 | 19.9196 | 11.2678 | 0.0245 | | 0.7771 | 0.7771 | | 0.7149 | 0.7149 | | 2,372.906 ₂ | 2,372.906 ₂ | 0.7675 | | 2,392.092 ₄ |
| Total | 1.6521 | 19.9196 | 11.2678 | 0.0245 | 0.8307 | 0.7771 | 1.6078 | 0.0897 | 0.7149 | 0.8046 | | 2,372.906 ₂ | 2,372.906 ₂ | 0.7675 | | 2,392.092 ₄ |

Unmitigated Construction Off-Site

| Category | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|----------|--------|--------|--------|-------------|---------------|--------------|------------|----------------|---------------|-------------|----------|-----------|-----------|-------------|-----|---------|
| lb/day | | | | | | | | | | | | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0347 | 0.0213 | 0.2420 | 8.3000e-004 | 0.0894 | 5.9000e-004 | 0.0900 | 0.0237 | 5.4000e-004 | 0.0243 | | 82.5297 | 82.5297 | 1.8800e-003 | | 82.5768 |
| Total | 0.0347 | 0.0213 | 0.2420 | 8.3000e-004 | 0.0894 | 5.9000e-004 | 0.0900 | 0.0237 | 5.4000e-004 | 0.0243 | | 82.5297 | 82.5297 | 1.8800e-003 | | 82.5768 |

KB Home Lighthouse Project - Orange County, Winter

3.3 Site Preparation - 2020

Mitigated Construction On-Site

| Category | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---------------|--------|---------|---------|--------|---------------|--------------|------------|----------------|---------------|-------------|----------|------------------------|------------------------|--------|-----|------------------------|
| lb/day | | | | | | | | | | | | | | | | |
| Fugitive Dust | | | | | 0.3240 | 0.0000 | 0.3240 | 0.0350 | 0.0000 | 0.0350 | | | 0.0000 | | | 0.0000 |
| Off-Road | 1.6521 | 19.9196 | 11.2678 | 0.0245 | | 0.7771 | 0.7771 | 0.7149 | 0.7149 | 0.7149 | 0.0000 | 2,372.906 ₂ | 2,372.906 ₂ | 0.7675 | | 2,392.082 ₄ |
| Total | 1.6521 | 19.9196 | 11.2678 | 0.0245 | 0.3240 | 0.7771 | 1.1011 | 0.0350 | 0.7149 | 0.7499 | 0.0000 | 2,372.906 ₂ | 2,372.906 ₂ | 0.7675 | | 2,392.082 ₄ |

Mitigated Construction Off-Site

| Category | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|----------|--------|--------|--------|-------------|---------------|--------------|------------|----------------|---------------|-------------|----------|-----------|-----------|-------------|-----|---------|
| lb/day | | | | | | | | | | | | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0347 | 0.0213 | 0.2420 | 8.3000e-004 | 0.0894 | 5.9000e-004 | 0.0900 | 0.0237 | 5.4000e-004 | 0.0243 | | | 82.5297 | 1.8800e-003 | | 82.5768 |
| Total | 0.0347 | 0.0213 | 0.2420 | 8.3000e-004 | 0.0894 | 5.9000e-004 | 0.0900 | 0.0237 | 5.4000e-004 | 0.0243 | | | 82.5297 | 1.8800e-003 | | 82.5768 |

KB Home Lighthouse Project - Orange County, Winter

3.4 Grading - 2020**Unmitigated Construction On-Site**

| Category | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---------------|---------------|----------------|---------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|----------|------------------------------|------------------------------|---------------|-----|------------------------------|
| Fugitive Dust | | | | | 6.5561 | 0.0000 | 6.5561 | 3.3681 | 0.0000 | 3.3681 | | | 0.0000 | | | 0.0000 |
| Off-Road | 1.9219 | 21.3418 | 9.9355 | 0.0206 | | 0.9902 | 0.9902 | | 0.9110 | 0.9110 | | 1,996.406 ₁ | 1,996.406 ₁ | 0.6457 | | 2,012.548 ₀ |
| Total | 1.9219 | 21.3418 | 9.9355 | 0.0206 | 6.5561 | 0.9902 | 7.5463 | 3.3681 | 0.9110 | 4.2790 | | 1,996.406₁ | 1,996.406₁ | 0.6457 | | 2,012.548₀ |

Unmitigated Construction Off-Site

| Category | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|---------------|---------------|---------------|--------------------|---------------|--------------------|---------------|----------------|--------------------|---------------|----------|-----------------|-----------------|---------------|-----|-----------------|
| Hauling | 0.0323 | 1.1601 | 0.3048 | 3.1400e-003 | 0.0726 | 3.7800e-003 | 0.0763 | 0.0199 | 3.6100e-003 | 0.0235 | | 350.0750 | 350.0750 | 0.0377 | | 351.0180 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0434 | 0.0266 | 0.3025 | 1.9300e-003 | 0.1118 | 7.4000e-004 | 0.1125 | 0.0296 | 6.8000e-004 | 0.0303 | | 103.1621 | 103.1621 | 2.3500e-003 | | 103.2210 |
| Total | 0.0757 | 1.1867 | 0.6073 | 4.1700e-003 | 0.1843 | 4.5200e-003 | 0.1889 | 0.0495 | 4.2900e-003 | 0.0538 | | 453.2371 | 453.2371 | 0.0401 | | 454.2389 |

KB Home Lighthouse Project - Orange County, Winter

3.4 Grading - 2020**Mitigated Construction On-Site**

| Category | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---------------|--------|---------|--------|--------|---------------|--------------|------------|----------------|---------------|-------------|----------|------------------------|------------------------|--------|-----|------------------------|
| lb/day | | | | | | | | | | | | | | | | |
| Fugitive Dust | | | | | 2.5569 | 0.0000 | 2.5569 | 1.3135 | 0.0000 | 1.3135 | | | 0.0000 | | | 0.0000 |
| Off-Road | 1.9219 | 21.3418 | 9.9355 | 0.0206 | | 0.9902 | 0.9902 | 0.9110 | 0.9110 | 0.9110 | 0.0000 | 1,996.406 ₁ | 1,996.406 ₁ | 0.6457 | | 2,012.548 ₀ |
| Total | 1.9219 | 21.3418 | 9.9355 | 0.0206 | 2.5569 | 0.9902 | 3.5470 | 1.3135 | 0.9110 | 2.2245 | 0.0000 | 1,996.406 ₁ | 1,996.406 ₁ | 0.6457 | | 2,012.548 ₀ |

Mitigated Construction Off-Site

| Category | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|----------|--------|--------|--------|-------------|---------------|--------------|------------|----------------|---------------|-------------|----------|-----------|-----------|-------------|-----|----------|
| lb/day | | | | | | | | | | | | | | | | |
| Hauling | 0.0323 | 1.1601 | 0.3048 | 3.1400e-003 | 0.0726 | 3.7800e-003 | 0.0763 | 0.0199 | 3.6100e-003 | 0.0235 | | | 350.0750 | 0.0377 | | 351.0180 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0434 | 0.0266 | 0.3025 | 1.0300e-003 | 0.1118 | 7.4000e-004 | 0.1125 | 0.0296 | 6.8000e-004 | 0.0303 | | | 103.1621 | 2.3500e-003 | | 103.2210 |
| Total | 0.0757 | 1.1867 | 0.6073 | 4.1700e-003 | 0.1843 | 4.5200e-003 | 0.1889 | 0.0495 | 4.2900e-003 | 0.0538 | | | 453.2371 | 0.0401 | | 454.2389 |

KB Home Lighthouse Project - Orange County, Winter

3.5 Building Construction - Model - 2020**Unmitigated Construction On-Site**

| Category | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|----------|--------|---------|---------|--------|---------------|--------------|------------|----------------|---------------|-------------|----------|------------|------------|--------|-----|------------|
| Off-Road | 2.2879 | 17.4336 | 14.8972 | 0.0250 | | 0.9482 | 0.9482 | | 0.9089 | 0.9089 | | 2,288.8877 | 2,288.8877 | 0.4646 | | 2,300.5014 |
| Total | 2.2879 | 17.4336 | 14.8972 | 0.0250 | | 0.9482 | 0.9482 | | 0.9089 | 0.9089 | | 2,288.8877 | 2,288.8877 | 0.4646 | | 2,300.5014 |

Unmitigated Construction Off-Site

| Category | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|----------|--------|--------|--------|-------------|---------------|--------------|------------|----------------|---------------|-------------|----------|-----------|-----------|-------------|-----|----------|
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0133 | 0.4166 | 0.1206 | 9.7000e-004 | 0.0256 | 2.2100e-003 | 0.0278 | 7.3500e-003 | 2.1200e-003 | 9.4700e-003 | | 105.7864 | 105.7864 | 9.2100e-003 | | 106.0168 |
| Worker | 0.1259 | 0.0772 | 0.8774 | 3.0000e-003 | 0.3242 | 2.1400e-003 | 0.3263 | 0.0860 | 1.9700e-003 | 0.0879 | | 299.1701 | 299.1701 | 6.8300e-003 | | 299.3408 |
| Total | 0.1393 | 0.4937 | 0.9979 | 3.9700e-003 | 0.3497 | 4.3500e-003 | 0.3541 | 0.0933 | 4.0900e-003 | 0.0974 | | 404.9566 | 404.9566 | 0.0160 | | 405.3576 |

KB Home Lighthouse Project - Orange County, Winter

3.5 Building Construction - Model - 2020**Mitigated Construction On-Site**

| Category | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|----------|--------|---------|---------|--------|---------------|--------------|------------|----------------|---------------|-------------|----------|------------|------------|--------|-----|------------|
| Off-Road | 2.2879 | 17.4336 | 14.8972 | 0.0250 | | 0.9482 | 0.9482 | | 0.9089 | 0.9089 | 0.0000 | 2,288.8877 | 2,288.8877 | 0.4646 | | 2,300.5014 |
| Total | 2.2879 | 17.4336 | 14.8972 | 0.0250 | | 0.9482 | 0.9482 | | 0.9089 | 0.9089 | 0.0000 | 2,288.8877 | 2,288.8877 | 0.4646 | | 2,300.5014 |

Mitigated Construction Off-Site

| Category | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|----------|--------|--------|--------|-------------|---------------|--------------|------------|----------------|---------------|-------------|----------|-----------|-----------|-------------|-----|----------|
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0133 | 0.4166 | 0.1206 | 9.7000e-004 | 0.0256 | 2.2100e-003 | 0.0278 | 7.3500e-003 | 2.1200e-003 | 9.4700e-003 | | 105.7864 | 105.7864 | 9.2100e-003 | | 106.0168 |
| Worker | 0.1259 | 0.0772 | 0.8774 | 3.0000e-003 | 0.3242 | 2.1400e-003 | 0.3263 | 0.0860 | 1.9700e-003 | 0.0879 | | 299.1701 | 299.1701 | 6.8300e-003 | | 299.3408 |
| Total | 0.1393 | 0.4937 | 0.9979 | 3.9700e-003 | 0.3497 | 4.3500e-003 | 0.3541 | 0.0933 | 4.0900e-003 | 0.0974 | | 404.9566 | 404.9566 | 0.0160 | | 405.3576 |

KB Home Lighthouse Project - Orange County, Winter

3.6 Paving - Model - 2020**Unmitigated Construction On-Site**

| Category | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|---------------|----------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|----------|------------------|------------------|---------------|-----|------------------|
| Off-Road | 1.1547 | 11.5873 | 11.8076 | 0.0178 | | 0.6565 | 0.6565 | | 0.6051 | 0.6051 | | 1,709,218 | 1,709,218 | 0.5417 | | 1,722,760 |
| Paving | 0.0603 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Total | 1.2149 | 11.5873 | 11.8076 | 0.0178 | | 0.6565 | 0.6565 | | 0.6051 | 0.6051 | | 1,709,218 | 1,709,218 | 0.5417 | | 1,722,760 |

Unmitigated Construction Off-Site

| Category | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|---------------|---------------|---------------|--------------------|---------------|--------------------|---------------|----------------|--------------------|---------------|----------|-----------------|-----------------|--------------------|-----|-----------------|
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0651 | 0.0399 | 0.4538 | 1.5500e-003 | 0.1677 | 1.1100e-003 | 0.1688 | 0.0445 | 1.0200e-003 | 0.0455 | | 154,7432 | 154,7432 | 3.5300e-003 | | 154,8314 |
| Total | 0.0651 | 0.0399 | 0.4538 | 1.5500e-003 | 0.1677 | 1.1100e-003 | 0.1688 | 0.0445 | 1.0200e-003 | 0.0455 | | 154,7432 | 154,7432 | 3.5300e-003 | | 154,8314 |

KB Home Lighthouse Project - Orange County, Winter

3.6 Paving - Model - 2020

Mitigated Construction On-Site

| Category | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|----------|--------|---------|---------|--------|---------------|--------------|------------|----------------|---------------|-------------|----------|------------|------------|--------|-----|------------|
| lb/day | | | | | | | | | | | | | | | | |
| Off-Road | 1.1547 | 11.5873 | 11.8076 | 0.0178 | | 0.6565 | 0.6565 | | 0.6051 | 0.6051 | 0.0000 | 1,709.2180 | 1,709.2180 | 0.5417 | | 1,722.7605 |
| Paving | 0.0603 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Total | 1.2149 | 11.5873 | 11.8076 | 0.0178 | | 0.6565 | 0.6565 | | 0.6051 | 0.6051 | 0.0000 | 1,709.2180 | 1,709.2180 | 0.5417 | | 1,722.7605 |

Mitigated Construction Off-Site

| Category | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|----------|--------|--------|--------|-------------|---------------|--------------|------------|----------------|---------------|-------------|----------|-----------|-----------|-------------|-----|----------|
| lb/day | | | | | | | | | | | | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0651 | 0.0399 | 0.4538 | 1.5500e-003 | 0.1677 | 1.1100e-003 | 0.1688 | 0.0445 | 1.0200e-003 | 0.0455 | | 154.7432 | 154.7432 | 3.5300e-003 | | 154.8314 |
| Total | 0.0651 | 0.0399 | 0.4538 | 1.5500e-003 | 0.1677 | 1.1100e-003 | 0.1688 | 0.0445 | 1.0200e-003 | 0.0455 | | 154.7432 | 154.7432 | 3.5300e-003 | | 154.8314 |

KB Home Lighthouse Project - Orange County, Winter

3.7 Architectural Coating - Model - 2020**Unmitigated Construction On-Site**

| Category | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|-----------------|---------------|---------------|---------------|--------------------|---------------|---------------|---------------|----------------|---------------|---------------|----------|-----------------|-----------------|---------------|-----|-----------------|
| lb/day | | | | | | | | | | | | | | | | |
| Archit. Coating | 5.0058 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Off-Road | 0.2422 | 1.6838 | 1.8314 | 2.9700e-003 | | 0.1109 | 0.1109 | | 0.1109 | 0.1109 | | 281.4481 | 281.4481 | 0.0218 | | 281.9928 |
| Total | 5.2480 | 1.6838 | 1.8314 | 2.9700e-003 | | 0.1109 | 0.1109 | | 0.1109 | 0.1109 | | 281.4481 | 281.4481 | 0.0218 | | 281.9928 |

Unmitigated Construction Off-Site

| Category | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|---------------|---------------|---------------|--------------------|---------------|--------------------|---------------|----------------|--------------------|---------------|----------|----------------|----------------|--------------------|-----|----------------|
| lb/day | | | | | | | | | | | | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0261 | 0.0160 | 0.1815 | 6.2000e-004 | 0.0671 | 4.4000e-004 | 0.0675 | 0.0178 | 4.1000e-004 | 0.0182 | | 61.8973 | 61.8973 | 1.4100e-003 | | 61.9326 |
| Total | 0.0261 | 0.0160 | 0.1815 | 6.2000e-004 | 0.0671 | 4.4000e-004 | 0.0675 | 0.0178 | 4.1000e-004 | 0.0182 | | 61.8973 | 61.8973 | 1.4100e-003 | | 61.9326 |

KB Home Lighthouse Project - Orange County, Winter

3.7 Architectural Coating - Model - 2020

Mitigated Construction On-Site

| Category | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|-----------------|---------------|---------------|---------------|--------------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|-----------------|-----------------|---------------|-----|-----------------|
| lb/day | | | | | | | | | | | | | | | | |
| Archit. Coating | 5.0058 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Off-Road | 0.2422 | 1.6838 | 1.8314 | 2.9700e-003 | | 0.1109 | 0.1109 | | 0.1109 | 0.1109 | 0.0000 | 281.4481 | 281.4481 | 0.0218 | | 281.9928 |
| Total | 5.2480 | 1.6838 | 1.8314 | 2.9700e-003 | | 0.1109 | 0.1109 | | 0.1109 | 0.1109 | 0.0000 | 281.4481 | 281.4481 | 0.0218 | | 281.9928 |

Mitigated Construction Off-Site

| Category | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|---------------|---------------|---------------|--------------------|---------------|--------------------|---------------|----------------|--------------------|---------------|----------|----------------|----------------|--------------------|-----|----------------|
| lb/day | | | | | | | | | | | | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0261 | 0.0160 | 0.1815 | 6.2000e-004 | 0.0671 | 4.4000e-004 | 0.0675 | 0.0178 | 4.1000e-004 | 0.0182 | | 61.8973 | 61.8973 | 1.4100e-003 | | 61.9326 |
| Total | 0.0261 | 0.0160 | 0.1815 | 6.2000e-004 | 0.0671 | 4.4000e-004 | 0.0675 | 0.0178 | 4.1000e-004 | 0.0182 | | 61.8973 | 61.8973 | 1.4100e-003 | | 61.9326 |

KB Home Lighthouse Project - Orange County, Winter

3.8 Building Construction - Phase I - 2020**Unmitigated Construction On-Site**

| Category | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|----------|--------|---------|---------|--------|---------------|--------------|------------|----------------|---------------|-------------|----------|-----------|-----------|--------|-----|-----------|
| Off-Road | 2.2879 | 17.4336 | 14.8972 | 0.0250 | | 0.9482 | 0.9482 | | 0.9089 | 0.9089 | | 2,288.887 | 2,288.887 | 0.4646 | | 2,300.501 |
| Total | 2.2879 | 17.4336 | 14.8972 | 0.0250 | | 0.9482 | 0.9482 | | 0.9089 | 0.9089 | | 2,288.887 | 2,288.887 | 0.4646 | | 2,300.501 |

Unmitigated Construction Off-Site

| Category | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|----------|--------|--------|--------|-------------|---------------|--------------|------------|----------------|---------------|-------------|----------|-----------|-----------|-------------|-----|----------|
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0133 | 0.4166 | 0.1206 | 9.7000e-004 | 0.0256 | 2.2100e-003 | 0.0278 | 7.3500e-003 | 2.1200e-003 | 9.4700e-003 | | 105.7864 | 105.7864 | 9.2100e-003 | | 106.0168 |
| Worker | 0.1259 | 0.0772 | 0.8774 | 3.0000e-003 | 0.3242 | 2.1400e-003 | 0.3263 | 0.0860 | 1.9700e-003 | 0.0879 | | 299.1701 | 299.1701 | 6.8300e-003 | | 299.3403 |
| Total | 0.1393 | 0.4937 | 0.9979 | 3.9700e-003 | 0.3497 | 4.3500e-003 | 0.3541 | 0.0933 | 4.0900e-003 | 0.0974 | | 404.9566 | 404.9566 | 0.0160 | | 405.3576 |

KB Home Lighthouse Project - Orange County, Winter

3.8 Building Construction - Phase I - 2020**Mitigated Construction On-Site**

| Category | ROG | NOx | CO | SO ₂ | Fugitive PM ₁₀ | Exhaust PM ₁₀ | PM ₁₀ Total | Fugitive PM _{2.5} | Exhaust PM _{2.5} | PM _{2.5} Total | Bio- CO ₂ | NBio- CO ₂ | Total CO ₂ | CH ₄ | N ₂ O | CO ₂ e |
|--------------|---------------|----------------|----------------|-----------------|---------------------------|--------------------------|------------------------|----------------------------|---------------------------|-------------------------|----------------------|------------------------------|------------------------------|-----------------|------------------|------------------------------|
| Off-Road | 2.2879 | 17.4336 | 14.8972 | 0.0250 | | 0.9482 | 0.9482 | | 0.9089 | 0.9089 | 0.0000 | 2,288.887 ₇ | 2,288.887 ₇ | 0.4646 | | 2,300.501 ₄ |
| Total | 2.2879 | 17.4336 | 14.8972 | 0.0250 | | 0.9482 | 0.9482 | | 0.9089 | 0.9089 | 0.0000 | 2,288.887₇ | 2,288.887₇ | 0.4646 | | 2,300.501₄ |

Mitigated Construction Off-Site

| Category | ROG | NOx | CO | SO ₂ | Fugitive PM ₁₀ | Exhaust PM ₁₀ | PM ₁₀ Total | Fugitive PM _{2.5} | Exhaust PM _{2.5} | PM _{2.5} Total | Bio- CO ₂ | NBio- CO ₂ | Total CO ₂ | CH ₄ | N ₂ O | CO ₂ e |
|--------------|---------------|---------------|---------------|--------------------|---------------------------|--------------------------|------------------------|----------------------------|---------------------------|-------------------------|----------------------|-----------------------|-----------------------|-----------------|------------------|-------------------|
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0133 | 0.4166 | 0.1206 | 9.7000e-004 | 0.0256 | 2.2100e-003 | 0.0278 | 7.3500e-003 | 2.1200e-003 | 9.4700e-003 | | 105.7864 | 105.7864 | 9.2100e-003 | | 106.0168 |
| Worker | 0.1259 | 0.0772 | 0.8774 | 3.0000e-003 | 0.3242 | 2.1400e-003 | 0.3263 | 0.0860 | 1.9700e-003 | 0.0879 | | 299.1701 | 299.1701 | 6.8300e-003 | | 299.3408 |
| Total | 0.1393 | 0.4937 | 0.9979 | 3.9700e-003 | 0.3497 | 4.3500e-003 | 0.3541 | 0.0933 | 4.0900e-003 | 0.0974 | | 404.9566 | 404.9566 | 0.0160 | | 405.3576 |

KB Home Lighthouse Project - Orange County, Winter

3.8 Building Construction - Phase I - 2021**Unmitigated Construction On-Site**

| Category | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|----------|--------|---------|---------|--------|---------------|--------------|------------|----------------|---------------|-------------|----------|------------|------------|--------|-----|------------|
| Off-Road | 2.0451 | 16.0275 | 14.5629 | 0.0250 | | 0.8173 | 0.8173 | | 0.7831 | 0.7831 | | 2,288.9355 | 2,288.9355 | 0.4503 | | 2,300.1935 |
| Total | 2.0451 | 16.0275 | 14.5629 | 0.0250 | | 0.8173 | 0.8173 | | 0.7831 | 0.7831 | | 2,288.9355 | 2,288.9355 | 0.4503 | | 2,300.1935 |

Unmitigated Construction Off-Site

| Category | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|----------|--------|--------|--------|-------------|---------------|--------------|------------|----------------|---------------|-------------|----------|-----------|-----------|-------------|-----|----------|
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0112 | 0.3744 | 0.1117 | 9.6000e-004 | 0.0256 | 8.1000e-004 | 0.0264 | 7.3500e-003 | 7.7000e-004 | 8.1300e-003 | | 104.8756 | 104.8756 | 8.8400e-003 | | 105.0967 |
| Worker | 0.1185 | 0.0696 | 0.8128 | 2.9000e-003 | 0.3242 | 2.1000e-003 | 0.3263 | 0.0860 | 1.9300e-003 | 0.0879 | | 288.7913 | 288.7913 | 6.1800e-003 | | 288.9459 |
| Total | 0.1297 | 0.4440 | 0.9244 | 3.8600e-003 | 0.3497 | 2.9100e-003 | 0.3526 | 0.0933 | 2.7000e-003 | 0.0960 | | 393.6669 | 393.6669 | 0.0150 | | 394.0426 |

KB Home Lighthouse Project - Orange County, Winter

3.8 Building Construction - Phase I - 2021**Mitigated Construction On-Site**

| Category | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|----------|--------|---------|---------|--------|---------------|--------------|------------|----------------|---------------|-------------|----------|------------|------------|--------|-----|------------|
| lb/day | | | | | | | | | | | | | | | | |
| Off-Road | 2.0451 | 16.0275 | 14.5629 | 0.0250 | | 0.8173 | 0.8173 | | 0.7831 | 0.7831 | 0.0000 | 2,288.9355 | 2,288.9355 | 0.4503 | | 2,300.1935 |
| Total | 2.0451 | 16.0275 | 14.5629 | 0.0250 | | 0.8173 | 0.8173 | | 0.7831 | 0.7831 | 0.0000 | 2,288.9355 | 2,288.9355 | 0.4503 | | 2,300.1935 |

Mitigated Construction Off-Site

| Category | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|----------|--------|--------|--------|-------------|---------------|--------------|------------|----------------|---------------|-------------|----------|-----------|-----------|-------------|-----|----------|
| lb/day | | | | | | | | | | | | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0112 | 0.3744 | 0.1117 | 9.6000e-004 | 0.0256 | 8.1000e-004 | 0.0264 | 7.3500e-003 | 7.7000e-004 | 8.1300e-003 | | 104.8756 | 104.8756 | 8.8400e-003 | | 105.0967 |
| Worker | 0.1185 | 0.0696 | 0.8128 | 2.9000e-003 | 0.3242 | 2.1000e-003 | 0.3263 | 0.0860 | 1.9300e-003 | 0.0879 | | 288.7913 | 288.7913 | 6.1800e-003 | | 288.9459 |
| Total | 0.1297 | 0.4440 | 0.9244 | 3.8600e-003 | 0.3497 | 2.9100e-003 | 0.3526 | 0.0933 | 2.7000e-003 | 0.0960 | | 393.6669 | 393.6669 | 0.0150 | | 394.0426 |

KB Home Lighthouse Project - Orange County, Winter

3.9 Paving - Phase I - 2021**Unmitigated Construction On-Site**

| Category | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|---------------|----------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|----------|------------------------------|------------------------------|---------------|-----|------------------------------|
| Off-Road | 1.0633 | 10.6478 | 11.7756 | 0.0178 | | 0.5826 | 0.5826 | | 0.5371 | 0.5371 | | 1,709,110 ₇ | 1,709,110 ₇ | 0.5417 | | 1,722,652 ₄ |
| Paving | 0.0603 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Total | 1.1236 | 10.6478 | 11.7756 | 0.0178 | | 0.5826 | 0.5826 | | 0.5371 | 0.5371 | | 1,709,110₇ | 1,709,110₇ | 0.5417 | | 1,722,652₄ |

Unmitigated Construction Off-Site

| Category | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|---------------|---------------|---------------|--------------------|---------------|--------------------|---------------|----------------|--------------------|---------------|----------|-----------------|-----------------|--------------------|-----|-----------------|
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0613 | 0.0360 | 0.4204 | 1.5000e-003 | 0.1677 | 1.0900e-003 | 0.1688 | 0.0445 | 1.0000e-003 | 0.0455 | | 149,3748 | 149,3748 | 3.2000e-003 | | 149,4548 |
| Total | 0.0613 | 0.0360 | 0.4204 | 1.5000e-003 | 0.1677 | 1.0900e-003 | 0.1688 | 0.0445 | 1.0000e-003 | 0.0455 | | 149,3748 | 149,3748 | 3.2000e-003 | | 149,4548 |

KB Home Lighthouse Project - Orange County, Winter

3.9 Paving - Phase I - 2021**Mitigated Construction On-Site**

| Category | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|----------|--------|---------|---------|--------|---------------|--------------|------------|----------------|---------------|-------------|----------|------------------------|------------------------|--------|-----|------------------------|
| lb/day | | | | | | | | | | | | | | | | |
| Off-Road | 1.0633 | 10.6478 | 11.7756 | 0.0178 | | 0.5826 | 0.5826 | | 0.5371 | 0.5371 | 0.0000 | 1,709.110 ₇ | 1,709.110 ₇ | 0.5417 | | 1,722.652 ₄ |
| Paving | 0.0603 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Total | 1.1236 | 10.6478 | 11.7756 | 0.0178 | | 0.5826 | 0.5826 | | 0.5371 | 0.5371 | 0.0000 | 1,709.110 ₇ | 1,709.110 ₇ | 0.5417 | | 1,722.652 ₄ |

Mitigated Construction Off-Site

| Category | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|----------|--------|--------|--------|-------------|---------------|--------------|------------|----------------|---------------|-------------|----------|-----------|-----------|-------------|-----|----------|
| lb/day | | | | | | | | | | | | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0613 | 0.0360 | 0.4204 | 1.5000e-003 | 0.1677 | 1.0900e-003 | 0.1688 | 0.0445 | 1.0000e-003 | 0.0455 | | 149.3748 | 149.3748 | 3.2000e-003 | | 149.4548 |
| Total | 0.0613 | 0.0360 | 0.4204 | 1.5000e-003 | 0.1677 | 1.0900e-003 | 0.1688 | 0.0445 | 1.0000e-003 | 0.0455 | | 149.3748 | 149.3748 | 3.2000e-003 | | 149.4548 |

KB Home Lighthouse Project - Orange County, Winter

3.10 Architectural Coating - Phase I - 2021**Unmitigated Construction On-Site**

| Category | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|-----------------|----------------|---------------|---------------|--------------------|---------------|---------------|---------------|----------------|---------------|---------------|----------|-----------------|-----------------|---------------|-----|-----------------|
| lb/day | | | | | | | | | | | | | | | | |
| Archit. Coating | 10.0116 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Off-Road | 0.2189 | 1.5268 | 1.8176 | 2.9700e-003 | | 0.0941 | 0.0941 | | 0.0941 | 0.0941 | | 281.4481 | 281.4481 | 0.0193 | | 281.9309 |
| Total | 10.2305 | 1.5268 | 1.8176 | 2.9700e-003 | | 0.0941 | 0.0941 | | 0.0941 | 0.0941 | | 281.4481 | 281.4481 | 0.0193 | | 281.9309 |

Unmitigated Construction Off-Site

| Category | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|---------------|---------------|---------------|--------------------|---------------|--------------------|---------------|----------------|--------------------|---------------|----------|----------------|----------------|--------------------|-----|----------------|
| lb/day | | | | | | | | | | | | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0245 | 0.0144 | 0.1682 | 6.0000e-004 | 0.0671 | 4.3000e-004 | 0.0675 | 0.0178 | 4.0000e-004 | 0.0182 | | 59.7499 | 59.7499 | 1.2800e-003 | | 59.7819 |
| Total | 0.0245 | 0.0144 | 0.1682 | 6.0000e-004 | 0.0671 | 4.3000e-004 | 0.0675 | 0.0178 | 4.0000e-004 | 0.0182 | | 59.7499 | 59.7499 | 1.2800e-003 | | 59.7819 |

KB Home Lighthouse Project - Orange County, Winter

3.10 Architectural Coating - Phase I - 2021

Mitigated Construction On-Site

| Category | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|-----------------|----------------|---------------|---------------|--------------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|-----------------|-----------------|---------------|-----|-----------------|
| Archit. Coating | 10.0116 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Off-Road | 0.2189 | 1.5268 | 1.8176 | 2.9700e-003 | | 0.0941 | 0.0941 | | 0.0941 | 0.0941 | 0.0000 | 281.4481 | 281.4481 | 0.0193 | | 281.9309 |
| Total | 10.2305 | 1.5268 | 1.8176 | 2.9700e-003 | | 0.0941 | 0.0941 | | 0.0941 | 0.0941 | 0.0000 | 281.4481 | 281.4481 | 0.0193 | | 281.9309 |

Mitigated Construction Off-Site

| Category | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|---------------|---------------|---------------|--------------------|---------------|--------------------|---------------|----------------|--------------------|---------------|----------|----------------|----------------|--------------------|-----|----------------|
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0245 | 0.0144 | 0.1682 | 6.0000e-004 | 0.0671 | 4.3000e-004 | 0.0675 | 0.0178 | 4.0000e-004 | 0.0182 | | 59.7499 | 59.7499 | 1.2800e-003 | | 59.7819 |
| Total | 0.0245 | 0.0144 | 0.1682 | 6.0000e-004 | 0.0671 | 4.3000e-004 | 0.0675 | 0.0178 | 4.0000e-004 | 0.0182 | | 59.7499 | 59.7499 | 1.2800e-003 | | 59.7819 |

KB Home Lighthouse Project - Orange County, Winter

3.11 Building Construction - Last Phase - 2021**Unmitigated Construction On-Site**

| Category | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|---------------|----------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|----------|-------------------|-------------------|---------------|-----|-------------------|
| Off-Road | 2.0451 | 16.0275 | 14.5629 | 0.0250 | | 0.8173 | 0.8173 | | 0.7831 | 0.7831 | | 2,288.9355 | 2,288.9355 | 0.4503 | | 2,300.1935 |
| Total | 2.0451 | 16.0275 | 14.5629 | 0.0250 | | 0.8173 | 0.8173 | | 0.7831 | 0.7831 | | 2,288.9355 | 2,288.9355 | 0.4503 | | 2,300.1935 |

Unmitigated Construction Off-Site

| Category | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|---------------|---------------|---------------|--------------------|---------------|--------------------|---------------|----------------|--------------------|---------------|----------|-----------------|-----------------|---------------|-----|-----------------|
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0112 | 0.3744 | 0.1117 | 9.6000e-004 | 0.0256 | 8.1000e-004 | 0.0264 | 7.3500e-003 | 7.7000e-004 | 8.1300e-003 | | 104.8756 | 104.8756 | 8.8400e-003 | | 105.0967 |
| Worker | 0.1185 | 0.0696 | 0.8128 | 2.9000e-003 | 0.3242 | 2.1000e-003 | 0.3263 | 0.0860 | 1.9300e-003 | 0.0879 | | 288.7913 | 288.7913 | 6.1800e-003 | | 288.9459 |
| Total | 0.1297 | 0.4440 | 0.9244 | 3.8600e-003 | 0.3497 | 2.9100e-003 | 0.3526 | 0.0933 | 2.7000e-003 | 0.0960 | | 393.6669 | 393.6669 | 0.0150 | | 394.0426 |

KB Home Lighthouse Project - Orange County, Winter

3.11 Building Construction - Last Phase - 2021**Mitigated Construction On-Site**

| Category | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|----------|--------|---------|---------|--------|---------------|--------------|------------|----------------|---------------|-------------|----------|------------|------------|--------|-----|------------|
| lb/day | | | | | | | | | | | | | | | | |
| Off-Road | 2.0451 | 16.0275 | 14.5629 | 0.0250 | | 0.8173 | 0.8173 | | 0.7831 | 0.7831 | 0.0000 | 2,288.9355 | 2,288.9355 | 0.4503 | | 2,300.1935 |
| Total | 2.0451 | 16.0275 | 14.5629 | 0.0250 | | 0.8173 | 0.8173 | | 0.7831 | 0.7831 | 0.0000 | 2,288.9355 | 2,288.9355 | 0.4503 | | 2,300.1935 |

Mitigated Construction Off-Site

| Category | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|----------|--------|--------|--------|-------------|---------------|--------------|------------|----------------|---------------|-------------|----------|-----------|-----------|-------------|-----|----------|
| lb/day | | | | | | | | | | | | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0112 | 0.3744 | 0.1117 | 9.6000e-004 | 0.0256 | 8.1000e-004 | 0.0264 | 7.3500e-003 | 7.7000e-004 | 8.1300e-003 | | 104.8756 | 104.8756 | 8.8400e-003 | | 105.0967 |
| Worker | 0.1185 | 0.0696 | 0.8128 | 2.9000e-003 | 0.3242 | 2.1000e-003 | 0.3263 | 0.0860 | 1.9300e-003 | 0.0879 | | 288.7913 | 288.7913 | 6.1800e-003 | | 288.9459 |
| Total | 0.1297 | 0.4440 | 0.9244 | 3.8600e-003 | 0.3497 | 2.9100e-003 | 0.3526 | 0.0933 | 2.7000e-003 | 0.0950 | | 393.6669 | 393.6669 | 0.0150 | | 394.0426 |

KB Home Lighthouse Project - Orange County, Winter

3.12 Paving - Last Phase - 2021**Unmitigated Construction On-Site**

| Category | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|---------------|----------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|----------|------------------------------|------------------------------|---------------|-----|------------------------------|
| Off-Road | 1.0633 | 10.6478 | 11.7756 | 0.0178 | | 0.5826 | 0.5826 | | 0.5371 | 0.5371 | | 1,709.110 ₇ | 1,709.110 ₇ | 0.5417 | | 1,722.652 ₄ |
| Paving | 0.0603 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Total | 1.1236 | 10.6478 | 11.7756 | 0.0178 | | 0.5826 | 0.5826 | | 0.5371 | 0.5371 | | 1,709.110₇ | 1,709.110₇ | 0.5417 | | 1,722.652₄ |

Unmitigated Construction Off-Site

| Category | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|---------------|---------------|---------------|--------------------|---------------|--------------------|---------------|----------------|--------------------|---------------|----------|-----------------|-----------------|--------------------|-----|-----------------|
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0613 | 0.0360 | 0.4204 | 1.5000e-003 | 0.1677 | 1.0900e-003 | 0.1688 | 0.0445 | 1.0000e-003 | 0.0455 | | 149.3748 | 149.3748 | 3.2000e-003 | | 149.4548 |
| Total | 0.0613 | 0.0360 | 0.4204 | 1.5000e-003 | 0.1677 | 1.0900e-003 | 0.1688 | 0.0445 | 1.0000e-003 | 0.0455 | | 149.3748 | 149.3748 | 3.2000e-003 | | 149.4548 |

KB Home Lighthouse Project - Orange County, Winter

3.12 Paving - Last Phase - 2021**Mitigated Construction On-Site**

| Category | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|---------------|----------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|------------------------------|------------------------------|---------------|-----|------------------------------|
| lb/day | | | | | | | | | | | | | | | | |
| Off-Road | 1.0633 | 10.6478 | 11.7756 | 0.0178 | | 0.5826 | 0.5826 | | 0.5371 | 0.5371 | 0.0000 | 1,709.110 ₇ | 1,709.110 ₇ | 0.5417 | | 1,722.652 ₄ |
| Paving | 0.0603 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Total | 1.1236 | 10.6478 | 11.7756 | 0.0178 | | 0.5826 | 0.5826 | | 0.5371 | 0.5371 | 0.0000 | 1,709.110₇ | 1,709.110₇ | 0.5417 | | 1,722.652₄ |

Mitigated Construction Off-Site

| Category | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|---------------|---------------|---------------|--------------------|---------------|--------------------|---------------|----------------|--------------------|---------------|----------|-----------------|-----------------|--------------------|-----|-----------------|
| lb/day | | | | | | | | | | | | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0613 | 0.0360 | 0.4204 | 1.5000e-003 | 0.1677 | 1.0900e-003 | 0.1688 | 0.0445 | 1.0000e-003 | 0.0455 | | 149.3748 | 149.3748 | 3.2000e-003 | | 149.4548 |
| Total | 0.0613 | 0.0360 | 0.4204 | 1.5000e-003 | 0.1677 | 1.0900e-003 | 0.1688 | 0.0445 | 1.0000e-003 | 0.0455 | | 149.3748 | 149.3748 | 3.2000e-003 | | 149.4548 |

KB Home Lighthouse Project - Orange County, Winter

3.13 Architectural Coating - Last Phase - 2021**Unmitigated Construction On-Site**

| Category | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|-----------------|----------------|---------------|---------------|--------------------|---------------|---------------|---------------|----------------|---------------|---------------|----------|-----------------|-----------------|---------------|-----|-----------------|
| lb/day | | | | | | | | | | | | | | | | |
| Archit. Coating | 10.0116 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Off-Road | 0.2189 | 1.5268 | 1.8176 | 2.9700e-003 | | 0.0941 | 0.0941 | | 0.0941 | 0.0941 | | 281.4481 | 281.4481 | 0.0193 | | 281.9309 |
| Total | 10.2305 | 1.5268 | 1.8176 | 2.9700e-003 | | 0.0941 | 0.0941 | | 0.0941 | 0.0941 | | 281.4481 | 281.4481 | 0.0193 | | 281.9309 |

Unmitigated Construction Off-Site

| Category | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|---------------|---------------|---------------|--------------------|---------------|--------------------|---------------|----------------|--------------------|---------------|----------|----------------|----------------|--------------------|-----|----------------|
| lb/day | | | | | | | | | | | | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0245 | 0.0144 | 0.1682 | 6.0000e-004 | 0.0671 | 4.3000e-004 | 0.0675 | 0.0178 | 4.0000e-004 | 0.0182 | | 59.7499 | 59.7499 | 1.2800e-003 | | 59.7819 |
| Total | 0.0245 | 0.0144 | 0.1682 | 6.0000e-004 | 0.0671 | 4.3000e-004 | 0.0675 | 0.0178 | 4.0000e-004 | 0.0182 | | 59.7499 | 59.7499 | 1.2800e-003 | | 59.7819 |

KB Home Lighthouse Project - Orange County, Winter

3.13 Architectural Coating - Last Phase - 2021

Mitigated Construction On-Site

| Category | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|-----------------|----------------|---------------|---------------|--------------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|-----------------|-----------------|---------------|-----|-----------------|
| Archit. Coating | 10.0116 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Off-Road | 0.2189 | 1.5268 | 1.8176 | 2.9700e-003 | | 0.0941 | 0.0941 | | 0.0941 | 0.0941 | 0.0000 | 281.4481 | 281.4481 | 0.0193 | | 281.9309 |
| Total | 10.2305 | 1.5268 | 1.8176 | 2.9700e-003 | | 0.0941 | 0.0941 | | 0.0941 | 0.0941 | 0.0000 | 281.4481 | 281.4481 | 0.0193 | | 281.9309 |

Mitigated Construction Off-Site

| Category | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|---------------|---------------|---------------|--------------------|---------------|--------------------|---------------|----------------|--------------------|---------------|----------|----------------|----------------|--------------------|-----|----------------|
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0245 | 0.0144 | 0.1682 | 6.0000e-004 | 0.0671 | 4.3000e-004 | 0.0675 | 0.0178 | 4.0000e-004 | 0.0182 | | 59.7499 | 59.7499 | 1.2800e-003 | | 59.7819 |
| Total | 0.0245 | 0.0144 | 0.1682 | 6.0000e-004 | 0.0671 | 4.3000e-004 | 0.0675 | 0.0178 | 4.0000e-004 | 0.0182 | | 59.7499 | 59.7499 | 1.2800e-003 | | 59.7819 |

4.0 Operational Detail - Mobile

KB Home Lighthouse Project - Orange County, Winter

4.1 Mitigation Measures Mobile

Increase Density

| Category | lb/day | | | | | | | | | | lb/day | | | | | | |
|-------------|--------|--------|--------|--------|---------------|--------------|------------|----------------|---------------|-------------|----------|------------------------|------------------------|--------|-----|------|------------------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e | |
| Mitigated | 0.4104 | 1.6942 | 5.2624 | 0.0204 | 1.9387 | 0.0153 | 1.9540 | 0.5184 | 0.0142 | 0.5327 | | 2,069,285 ₉ | 2,069,285 ₉ | 0.0863 | | | 2,071,442 ₄ |
| Unmitigated | 0.4256 | 1.7891 | 5.6597 | 0.0222 | 2.1225 | 0.0166 | 2.1390 | 0.5676 | 0.0154 | 0.5830 | | 2,257,208 ₆ | 2,257,208 ₆ | 0.0931 | | | 2,259,536 ₆ |

4.2 Trip Summary Information

| | Average Daily Trip Rate | | | Unmitigated | Mitigated |
|-----------------|-------------------------|----------|--------|-------------|------------|
| | Weekday | Saturday | Sunday | | |
| Land Use | | | | Annual VMT | Annual VMT |
| Condo/Townhouse | 292.80 | 292.80 | 292.80 | 1,000,542 | 913,916 |
| Total | 292.80 | 292.80 | 292.80 | 1,000,542 | 913,916 |

4.3 Trip Type Information

| Land Use | Miles | | | Trip % | | | Trip Purpose % | | |
|-----------------|------------|------------|-------------|------------|------------|-------------|----------------|----------|---------|
| | H-W or C-W | H-S or C-C | H-O or C-NW | H-W or C-W | H-S or C-C | H-O or C-NW | Primary | Diverted | Pass-by |
| Condo/Townhouse | 14.70 | 5.90 | 8.70 | 40.20 | 19.20 | 40.60 | 86 | 11 | 3 |

4.4 Fleet Mix

KB Home Lighthouse Project - Orange County, Winter

| Land Use | LDA | LDT1 | LDT2 | MDV | LHD1 | LHD2 | MHD | HHD | OBUS | UBUS | MCY | SBUS | MH |
|-----------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| Condo/Townhouse | 0.561378 | 0.043284 | 0.209473 | 0.111826 | 0.015545 | 0.005795 | 0.025829 | 0.017125 | 0.001747 | 0.001542 | 0.004926 | 0.000594 | 0.000934 |

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

Install Energy Efficient Appliances

| Category | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|-------------------------|--------|--------|--------|-------------|---------------|--------------|------------|----------------|---------------|-------------|----------|-----------|-----------|-------------|-------------|----------|
| lb/day | | | | | | | | | | | | | | | | |
| Natural Gas Mitigated | 0.0199 | 0.1696 | 0.0722 | 1.0800e-003 | | 0.0137 | 0.0137 | | 0.0137 | 0.0137 | | 216.5551 | 216.5551 | 4.1500e-003 | 3.9700e-003 | 217.8420 |
| Natural Gas Unmitigated | 0.0209 | 0.1782 | 0.0758 | 1.1400e-003 | | 0.0144 | 0.0144 | | 0.0144 | 0.0144 | | 227.5021 | 227.5021 | 4.3600e-003 | 4.1700e-003 | 228.8540 |

KB Home Lighthouse Project - Orange County, Winter

5.2 Energy by Land Use - Natural Gas**Unmitigated**

| Land Use | Natural Gas Use kBtu/yr | CO ₂ | CO | NOx | ROG | SO ₂ | Fugitive PM ₁₀ | Exhaust PM ₁₀ | PM ₁₀ Total | Fugitive PM _{2.5} | Exhaust PM _{2.5} | PM _{2.5} Total | Bio- CO ₂ | NBio- CO ₂ | Total CO ₂ | CH ₄ | N ₂ O | CO ₂ e |
|-----------------|----------------------------|-----------------|---------------|---------------|--------------------|-----------------|---------------------------|--------------------------|------------------------|----------------------------|---------------------------|-------------------------|----------------------|-----------------------|-----------------------|--------------------|--------------------|-------------------|
| Condo/Townhouse | 1933.77 | 0.0209 | 0.1782 | 0.0758 | 1.1400e-003 | 0.0144 | 0.0144 | 0.0144 | 0.0144 | 0.0144 | 0.0144 | 0.0144 | 227.5021 | 227.5021 | 227.5021 | 4.3600e-003 | 4.1700e-003 | 228.8540 |
| Total | | 0.0209 | 0.1782 | 0.0758 | 1.1400e-003 | 0.0144 | 0.0144 | 0.0144 | 0.0144 | 0.0144 | 0.0144 | 0.0144 | 227.5021 | 227.5021 | 227.5021 | 4.3600e-003 | 4.1700e-003 | 228.8540 |

Mitigated

| Land Use | Natural Gas Use kBtu/yr | CO ₂ | CO | NOx | ROG | SO ₂ | Fugitive PM ₁₀ | Exhaust PM ₁₀ | PM ₁₀ Total | Fugitive PM _{2.5} | Exhaust PM _{2.5} | PM _{2.5} Total | Bio- CO ₂ | NBio- CO ₂ | Total CO ₂ | CH ₄ | N ₂ O | CO ₂ e |
|-----------------|----------------------------|-----------------|---------------|---------------|--------------------|-----------------|---------------------------|--------------------------|------------------------|----------------------------|---------------------------|-------------------------|----------------------|-----------------------|-----------------------|--------------------|--------------------|-------------------|
| Condo/Townhouse | 1,840.72 | 0.0199 | 0.1696 | 0.0722 | 1.0800e-003 | 0.0137 | 0.0137 | 0.0137 | 0.0137 | 0.0137 | 0.0137 | 0.0137 | 216.5551 | 216.5551 | 216.5551 | 4.1500e-003 | 3.9700e-003 | 217.8420 |
| Total | | 0.0199 | 0.1696 | 0.0722 | 1.0800e-003 | 0.0137 | 0.0137 | 0.0137 | 0.0137 | 0.0137 | 0.0137 | 0.0137 | 216.5551 | 216.5551 | 216.5551 | 4.1500e-003 | 3.9700e-003 | 217.8420 |

6.0 Area Detail**6.1 Mitigation Measures Area**

Use only Natural Gas Hearths
Use Low VOC Cleaning Supplies

| Category | lb/day | | | | | | | | | | | lb/day | | | | |
|-------------|--------|--------|--------|-------------|---------------|--------------|------------|----------------|---------------|-------------|----------|-----------|-----------|--------|--------|----------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
| Mitigated | 1.0303 | 0.6021 | 3.5463 | 3.7700e-003 | 0.0639 | 0.0639 | 0.0639 | 0.0639 | 0.0639 | 0.0639 | 0.0000 | 725.9478 | 725.9478 | 0.0196 | 0.0132 | 730.3701 |
| Unmitigated | 1.0303 | 0.6021 | 3.5463 | 3.7700e-003 | 0.0639 | 0.0639 | 0.0639 | 0.0639 | 0.0639 | 0.0639 | 0.0000 | 725.9478 | 725.9478 | 0.0196 | 0.0132 | 730.3701 |

KB Home Lighthouse Project - Orange County, Winter

6.2 Area by SubCategory**Unmitigated**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|-----------------------|--------|--------|--------|-------------|---------------|--------------|------------|----------------|---------------|-------------|----------|-----------|-----------|-------------|--------|----------|
| SubCategory | lb/day | | | | | | | | | | lb/day | | | | | |
| Architectural Coating | 0.0686 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Consumer Products | 0.7957 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Hearth | 0.0660 | 0.5640 | 0.2400 | 3.6000e-003 | | 0.0456 | 0.0456 | | 0.0456 | 0.0456 | 0.0000 | 720.0000 | 720.0000 | 0.0138 | 0.0132 | 724.2786 |
| Landscaping | 0.1000 | 0.0381 | 3.3063 | 1.7000e-004 | | 0.0183 | 0.0183 | | 0.0183 | 0.0183 | | 5.9478 | 5.9478 | 5.7500e-003 | | 6.0915 |
| Total | 1.0303 | 0.6021 | 3.5463 | 3.7700e-003 | | 0.0639 | 0.0639 | | 0.0639 | 0.0639 | 0.0000 | 725.9478 | 725.9478 | 0.0196 | 0.0132 | 730.3701 |

KB Home Lighthouse Project - Orange County, Winter

6.2 Area by SubCategory**Mitigated**

| SubCategory | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|-----------------------|---------------|---------------|---------------|--------------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|-----------------|-----------------|---------------|---------------|-----------------|
| lb/day | | | | | | | | | | | | | | | | |
| Architectural Coating | 0.0686 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Consumer Products | 0.7957 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Hearth | 0.0660 | 0.5640 | 0.2400 | 3.6000e-003 | | 0.0456 | 0.0456 | | 0.0456 | 0.0456 | 0.0000 | 720.0000 | 720.0000 | 0.0138 | 0.0132 | 724.2786 |
| Landscaping | 0.1000 | 0.0381 | 3.3063 | 1.7000e-004 | | 0.0183 | 0.0183 | | 0.0183 | 0.0183 | | 5.9478 | 5.9478 | 5.7500e-003 | | 6.0915 |
| Total | 1.0303 | 0.6021 | 3.5463 | 3.7700e-003 | | 0.0639 | 0.0639 | | 0.0639 | 0.0639 | 0.0000 | 725.9478 | 725.9478 | 0.0196 | 0.0132 | 730.3701 |

7.0 Water Detail**7.1 Mitigation Measures Water**

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Use Water Efficient Irrigation System

8.0 Waste Detail**8.1 Mitigation Measures Waste**

KB Home Lighthouse Project - Orange County, Winter

Institute Recycling and Composting Services

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

| Equipment Type | Number |
|----------------|--------|
|----------------|--------|

11.0 Vegetation

ATTACHMENT F

HISTORIC EVALUATION MEMORANDUM



CARLSBAD
FRESNO
IRVINE
LOS ANGELES
PALM SPRINGS
POINT RICHMOND
RIVERSIDE
ROSEVILLE
SAN LUIS OBISPO

MEMORANDUM

DATE: December 23, 2019

To: Shelby Cramton, LSA

FROM: Casey Tibbet, M.A., Associate/Cultural Resources Manager/Architectural Historian

SUBJECT: 10871 Western Avenue, City of Stanton, California (LSA Project Number KBH1901)

As part of the environmental review process, a historical evaluation of the property at 10871 Western Avenue (Assessor's Parcel Number 079-371-17) in Stanton, California, has been completed. The evaluation was documented on Department of Parks and Recreation (DPR) 523A (Primary Record) and 523B (Building, Structure, and Object Record) forms and the property was identified on a DPR Location Map. Full descriptions of the architectural elements, historic context, and significance evaluation of the existing church are provided in the attached DPR forms.

As a result of that evaluation, which included archival research and an intensive-level field survey, it was determined that the 1968 church does not appear to be eligible for listing in the California Register of Historical Resources under any criteria. It is not representative of a significant historical event or associated with any historically significant people. The architecture is unremarkable and the architect does not appear to be anyone of note.

For these reasons, the church at 10871 Western Avenue in Stanton does not qualify as a "historical resource" as defined by the California Environmental Quality Act (CEQA) and, for purposes of this project, the City may make a finding of "no impact" with regard to historical resources.

Attachment: DPR forms

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 6Z

Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 of 7

Resource Name or #: 10871 Western Avenue

P1. Other Identifier: Stanton Lighthouse Community Church of the Nazarene

***P2. Location:** ☐ Not for Publication ☒ Unrestricted *a. County: Orange and (P2b and P2c or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad: Los Alamitos, CA Date: 1981 T4S; R11W; Section 23 S.B.B.M.

c. Address: 10871 Western Avenue City: Stanton Zip: 90680

d. UTM: Zone: 11; _____ mE/ _____ mN (G.P.S.)

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate): APN 079-371-17

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

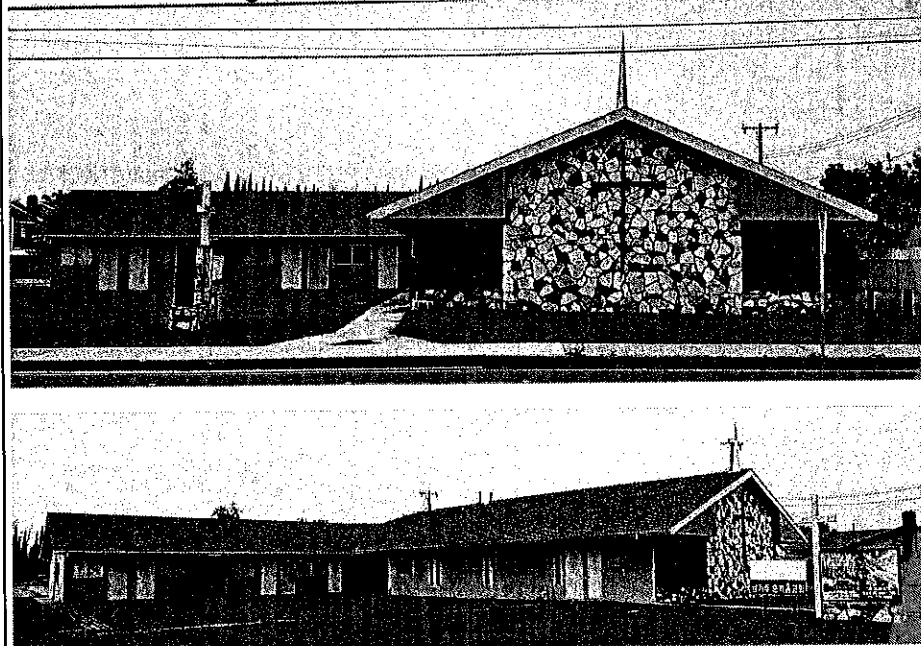
This property is situated on the west side of Western Avenue north of Katella Avenue in an area developed predominantly with multifamily housing. The property includes two one-story buildings with parking on three sides and a large undeveloped lot to the rear (west). Block walls run along the north, south, and west property lines.

The primary building, which consists of the sanctuary (oriented east-west) and classrooms (oriented north-south), is L-shaped in plan and surmounted by a moderately-pitched, cross-gabled roof sheathed with composition shingles. The roof has narrow eaves, a spire, and roof-mounted compressors. The exterior walls are covered with stucco with flagstone accents. The east-facing, asymmetrical façade includes a large cross mounted on a full-height flagstone wall flanked by landscaped planters that are formed by low flagstone garden walls and the recessed walls of the sanctuary. Each planter features a narrow vertical-rectangular window behind the flagstone wall. The north-facing window is boarded over, but the south-facing one consists of a single, fixed pebble glass pane. The remainder of the east-facing elevation is set back approximately 100 feet from the sidewalk and includes five metal-framed sliding windows and five doors. The south elevation (adjacent to the parking area) has an attic vent centered below the gable end above a door and a metal-framed sliding window. The south elevation (adjacent to the lawn area) has a recessed entry with a pair of metal-framed glass doors and one sidelight, a horizontal-rectangular fixed pebble glass window, two pairs of vertical-rectangular fixed pebble glass windows, a single vertical-rectangular fixed pebble glass window, two doors, and a metal-framed sliding window. The north elevation has a metal-framed sliding window, a door, a single (see *Continuation Sheet*)

***P3b. Resource Attributes:** (List attributes and codes) HP16-Religious Building

***P4. Resources Present:** ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)



See Continuation Sheet

P5b. Description of Photo: (View, date, accession #) Top: façade, view to the west. Bottom: south and east elevations (12/13/19)

***P6. Date Constructed/Age and Sources:** ☒ Historic ☐ Prehistoric ☐ Both
1967 (Building Permits)

***P7. Owner and Address:**
Unknown

***P8. Recorded by:** (Name, affiliation, and address)
Casey Tibbet, M.A.
LSA Associates, Inc.
1500 Iowa Avenue, Suite 200
Riverside, California 92507

***P9. Date Recorded:**
December 13, 2019

***P10. Survey Type:** (Describe)
Intensive-level CEQA compliance

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") None

***Attachments:** ☐ NONE ☒ Location Map ☐ Sketch Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record ☐ Other (List):

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 7

*NRHP Status Code 6Z

*Resource Name or # (Assigned by recorder) 10871 Western Avenue

B1. Historic Name: Stanton Church of the Nazarene

B2. Common Name: _____

B3. Original Use: Church

B4. Present Use: Church

*B5. Architectural Style: Vernacular with Contemporary elements

*B6. Construction History: (Construction date, alterations, and date of alterations)

1966 – Permit issued to owner Stanton Nazarene Church for a new church on 2.27 acres with front and side setbacks of 20 feet and a rear setback of 375 feet. Architect/engineer is listed as R.J. Lee and general contractor is E.L. Rubright.

1967 – Electrical, heating, and plumbing permits issued for church.

1968 – Final inspections completed. Permit issued to owner Church of the Nazarene (Reverend George L. Smith) for a new masonry sign. News article dated February 4, 1968 announced the completion of the 6,000-square foot church (*Los Angeles Times* 1968).

1972 – Electrical permit issued to Rev. George L. Smith, Church of the Nazarene, for 20 fixtures.

1977 – Permit issued to Church of the Nazarene for an addition for classrooms and a social hall. Various permits list the size as 320 square feet, 480 square feet, and 3,200 square feet. Based on historic aerial photographs, this appears to be for construction of the rear, flat-roofed building, which appears between 1972 and 1980 (Historicaerials.com var.).

1978 – Plumbing, electrical, and heat/air permits.

1979 – Certificate of Occupancy issued to Church of the Nazarene for classrooms and a social hall.

1982 – Grading permit issued to Stanton Church of the Nazarene for 50 cubic yards of fill.

1996 – Certificate of Occupancy issued to Osmin Rivera/Iglesia Christiana Ebenezer Pentecostes, Inc. Property owner is listed as Church of the Nazarene.

2001 – Permit issued to Lighthouse Community Church to reroof 77 square feet with composition.

*B7. Moved? ☒ No ☐ Yes ☐ Unknown Date: _____

Original Location: _____

*B8. Related Features: parking lot and vacant field

B9a. Architect: R.J. Lee

b. Builder: E.L. Rubright

*B10. Significance: Theme: Architecture Area: City of Stanton

Period of Significance: 1968

Property Type: Religious Institution

Applicable Criteria: NA

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

This 1968 church is not eligible for listing in the California Register of Historical Resources (California Register) under any criteria (see evaluation below). It is not a historical resource as defined by the California Environmental Quality Act (CEQA).

Historic Context. Because the church dates to the late 1960s, the historic context is focused on the 20th century and more specifically on the post-World War II (WWII) period. See *Continuation Sheet*

B11. Additional Resource Attributes: (List attributes and codes)

*B12. References:

Bowker, R.R.

1970 American Architects Directory. R.R. Bowker Publisher for the American Institute of Architects. Accessed online in December 2019 at: <https://aiahistoricaldirectory.aiaassian.net/wiki/spaces/AHDAA/pages/20873518/1970+American+Architects+Directory>

See *Continuation Sheet*

B13. Remarks:

*B14. Evaluator: Casey Tibbet, M.A., LSA Associates, Inc., 1500 Iowa Avenue, Suite 200, Riverside, California 92507

*Date of Evaluation: December 2019

(This space reserved for official comments.)

(Sketch Map with north arrow required.)

See Location Map

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # _____

HRI # _____

Trinomial _____

Page 3 of 7

*Resource Name or #: (Assigned by recorder) 10871 Western Avenue

*Recorded by LSA Associates, Inc.

*Date: December 2019 ☒ Continuation ☐ Update

***P3a. Description:** (continued from page 1)

vertical-rectangular fixed pebble glass window, two pairs of vertical-rectangular fixed pebble glass windows, a horizontal-rectangular fixed pebble glass window, a recessed entry with metal-framed glass doors and a sidelight, and (below the gable end) an attic vent above utility cabinets flanked by metal-framed sliding windows. The west (rear) elevation has eight metal-framed windows (two ribbon windows and six sliding windows) and six doors, one of which is recessed.

The rear building is rectangular in plan and has a flat roof that is sheathed with composition sheets. It has wide eaves supported by large exposed rafters and pilasters with eave brackets. The west (rear) elevation has a door, a wide projection with a north-facing door, and another door. The north elevation has a wide pilaster, double doors, two square fixed windows, a narrow pilaster, a door, three square fixed windows, a narrow pilaster, a door, and three square fixed windows. The east elevation has two doors separated by a wide projection. The south elevation has three square fixed windows, a narrow pilaster, a brick chimney, a door, a narrow pilaster, two square fixed windows, a pair of doors, and a single door.

The condition and integrity of the property is fair.

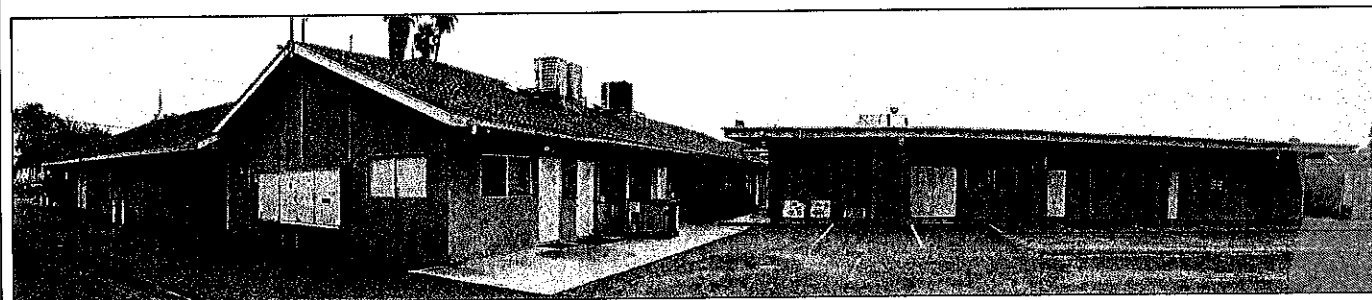
P5a. Photo or Drawing (continued from page 1)



South elevations of both buildings and east elevation of front building, view to the northwest (12/13/19)



West (rear) and south elevations of both buildings, view to the northeast (12/13/19)



North elevations of both buildings and west (rear) elevation of front building, view to the east-northeast (12/13/19)

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # _____

HRI # _____

Trinomial _____

Page 4 of 7

*Resource Name or #: (Assigned by recorder) 10871 Western Avenue

*Recorded by LSA Associates, Inc.

*Date: December 2019 X Continuation _____ Update _____

***B10. Significance** (continued from page 2)

The City of Stanton was originally incorporated in 1911 in response to the City of Anaheim's proposal to create a sewer farm on ranch land within the community (OrangeCounty.net 2018). According to a news article the day of the vote, in January 1911, Anaheim "secretly obtained an option upon seventy-five acres of land owned by J.M. Gilbert, whose residence is at Compton ... After Anaheim voted \$90,000 in bonds for a new sewer farm, the City Trustees let the cat out of the bag as to where the farm would be located" and instantly the 750 residents of that area protested the sewer farm (*Los Angeles Times* 1911a). At the time, the area consisted of a few small crossroads communities called Benedict, Clair, Hansen, and Magnolia (Brigandi 2019). The land proposed for the sewer farm was "pretty well surrounded by 500 acres owned by Phil A. Stanton of Los Angeles" (Ibid.). Stanton, a real estate developer and politician who served in the California State Assembly from 1903 to 1910 including a term as Speaker of the Assembly, soon joined the opposition and, in appreciation the ranchers proposed calling the united communities Stanton (Online Archive of California n.d.; *Los Angeles Times* 1911a). On May 23, 1911, 143 ballots were cast resulting in a vote for incorporation and "the city of Stanton, comprising 7000 acres west of Anaheim, jumped upon the map" (*Los Angeles Times* 1911b). The new city officials promptly passed "ordinances prohibiting the establishment of sewer farms, or the use of sewage or sewer water for any purposes, within the limits of the city" (*Los Angeles Times* 1911c). Although Anaheim fought both the election and the new ordinances, all were upheld (Brigandi 2019).

"Benedict, located near the Pacific Electric tracks at Beach and Katella [approximately one half mile southeast of the subject property], changed its name to Stanton, and some development followed" including a post office and a newspaper (Brigandi 2019). In July 1924, with the sewer farm issue long since resolved and no other major issues of concern on the horizon, about 325 voters voted for the disincorporation of Stanton (*Los Angeles Times* 1924; *Long Beach Press* 1924).

The community of Stanton remained unincorporated until 1956 when its residents once again felt threatened by neighboring cities and a petition for incorporation began circulating (*Los Angeles Times* 1956a). According to G.W. Irwin and Edwin Evans, leaders of the movement for incorporation, "Stanton seeks to incorporate a six-square-mile area bounded by Knott, Lincoln, Magnolia and Chapman Aves" because if the area stays unincorporated, it will "either be swallowed by other cities or will become an island, entirely surrounded by other cities and cut off from other county territory" (*Los Angeles Times* 1956a). According to Evans "The proposed Dairy City ... blocks us on the west ... Buena Park is grabbing all the territory to the northwest and north and maybe the east. Anaheim proposes to extend its boundaries right up to our eastern doorsteps. And we may have to fight Garden Grove for territory to our southeast" (Ibid.). Feeling the pressure of the post-war residential construction boom, communities were driven to annex more and more land. The County reported several shopping centers planned for the Stanton area in addition to the "many large subdivisions" either completed or in the construction or planning stages (Ibid.). In response to "numerous protestors" County Supervisors significantly reduced the proposed city boundaries "by clipping five square miles off the territory" and making it "two miles long in a north-south direction. The northern boundary" being "600 feet south of Ball Road and the southern extremity" being "Chapman Ave. State Highway 39 [Beach Boulevard] will be at the west edge or the northern section of the city and east of the southern portion" (*Los Angeles Times* 1956b). The irregular eastern boundary generally followed Dale Avenue south to Cerritos Avenue, then jogged west to Fern Avenue, then south to Orangewood Avenue where it jogged west again and then turned south to Chapman (Ibid.). The city boundaries did not include the subject property, which is approximately one half mile west of Highway 39, but it did include most of the old town of Stanton and about 1,300 people (Ibid.; Brigandi 2019). Much of the areas proposed for new residential were eliminated from the boundaries (Ibid.).

On June 18, 1956, the five-man City Council was sworn in, making the new city official (*Los Angeles Times* 1956c). Local businessman Victor Zuniga was elected mayor (Brigandi 2019). In September 1956, the new city and the County Supervisors approved the rezoning of property just outside Stanton from multifamily to light industrial, paving the way for the industrialization of a section south of Stanton (*Long Beach Independent* 1956). By 1960, Stanton's population had grown by nearly 900 percent (about 12,000 people) and its area had tripled (Brigandi 2019). By the time the church was built in the late 1960s, the property was in the city limits. Today, Stanton remains about the size it was in 1960, but has a population of about 38,000 (Brigandi 2019).

Church of the Nazarene. Throughout its history, this church has been owned by the Church of the Nazarene. According to the Church of the Nazarene website "The Church of the Nazarene is a Protestant Christian church in the Wesleyan, Holiness tradition. Organized in 1908, the denomination is now home to about 2.5 million members worshipping in more than 30,000 congregations in 162 world areas" (Church of the Nazarene n.d.). In the post-WWII period the Nazarene church strove to expand and like many other religious groups of the time they built affordable churches with multipurpose spaces in new suburbs. The Nazarene Church calls the 1945–1960 period the Mid-Century Crusade for Souls and the 1960–1980 period Toward the Post-War Evangelical Mainstream, reflecting their desire to expand and become a comfortable, mainstream presence (Ibid.).

Architecture Context. The subject church was built in 1968 in the early part of the Church's "Toward the Post-War Evangelical Mainstream" movement. In the post-WWII period, the architectural styles for churches in the suburbs moved away from the standard Gothic Revival and white pillared Colonial Revival styles toward more modern designs (Kim 2015). (See Continuation Sheet)

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # _____
HRI # _____
Trinomial _____

Page 5 of 7 *Resource Name or #: (Assigned by recorder) 10871 Western Avenue
*Recorded by LSA Associates, Inc. *Date: December 2019 X Continuation _____ Update

***B10. Significance** (continued from page 3)

In many cases "The new churches were economical A-frames and simple, rectilinear buildings constructed with inexpensive, familiar materials such as brick, clay, stone, and solid wood, often in shades of tan or gray (Ibid.). The style was comfortable and the space was flexible, allowing the back of the sanctuary to blend into the social area (Ibid.). The design of the subject church, although not an A-frame, has Contemporary elements with a similar intent. The design is economical with very few decorative elements and small sanctuary windows; functional with several classrooms and the sanctuary blending into a social area; and current with the moderately-pitched cross-gabled roof and Contemporary-style flagstone accent wall. In short, it is an undistinguished example of the thousands of churches built in suburbs throughout the region in the same time period.

The original building permit lists R.J. Lee as the architect of the church (City of Stanton var.). A 1963 "help wanted" advertisement lists R.J. Lee, AIA (*Los Angeles Times* 1963). Robert J. Lee, AIA is listed in the 1970 American Architects Directory. According to that entry, Mr. Lee graduated with a master of arts degree from the University of California, Berkeley in 1954, became a member of the AIA Southern California Chapter in 1959, and opened the Robert J. Lee firm in 1960 (Bowker 1970). In 1970, the directory listed him at 1800 N. Highland Avenue in Hollywood (Ibid.). Although it could not be verified that the R.J. Lee listed on the building permit is Robert J. Lee, research conducted for Robert J. Lee, AIA revealed that he designed a Beverly Hills home in the Trousdale Estates with "smart Contemporary lines" in 1960 and the homes in the 40-acre La Cañada Highlands development by H.H. Shapiro and Art Shapiro in 1966 (*Los Angeles Times* 1960; *Independent Star-News* 1966). If the church was designed by Robert J. Lee, it is a very modest and unremarkable example of his work.

Significance Evaluation. The property is being evaluated under the California Register criteria for CEQA compliance purposes. No local ordinance for cultural resources/historic preservation was found.

Criterion 1: Associated with events that have made a significant contribution to the broad patterns of local or regional history or the cultural heritage of California or the United States. This church was built in 1968 and is loosely associated with the post-WWII residential boom that made a significant contribution to the broad patterns of local, regional, and even national history. "More than 40 million housing units were built in the United States during the 30 year period following the end of World War II, and at least 30 million of these were single-family houses" (California Department of Transportation 2011:2). In conjunction with all of these new homes, new amenities like shopping centers, schools, and churches were also built. However, the subject church was built late in the period and is an exceedingly common type and style and is not part of a cohesive neighborhood or subdivision. For these reasons, it does not convey this history or a strong association with this important pattern of development. In addition, no indication was found that represents a significant period in the history of the Church of the Nazarene.

Criterion 2: Associated with the lives of persons important to local, California or national history. Based on the research conducted to date, the church does not appear to be associated with persons important in history.

Criterion 3: Embodies the distinctive characteristics of a type, period, region or method of construction or represents the work of a master or possesses high artistic values. This building is clearly identifiable as a church from the post-WWII period, but is not a good example of a particular style, method of construction, or region. No evidence was found indicating it is the work of a master and it does not possess high artistic values.

Criterion 4: Has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California or the nation. This church was built in 1968 using common materials and construction practices. It does not have the potential to yield information important to the history or prehistory of the local area, California, or the nation.

***B12. References:** (continued from page 2)

Bowker, R.R.

1970 American Architects Directory. Accessed online in December 2019 at: <https://aiahistoricaldirectory.atlassian.net/wiki/spaces/AHDAA/pages/20873518/1970+American+Architects+Directory>.

Brigandi, Phil

2019 *The Two Cities of Stanton*. Accessed online in December 2019 at: <https://www.ochistoryland.com/stanton>.

California Department of Transportation

2011 *Tract Housing in California, 1945-1973. A Context for National Register Evaluation*. Caltrans Division of Environmental Analysis, Sacramento.

City of Stanton

Var. Building permits for 10871 Western Avenue provided by city staff in December 2019.

See Continuation Sheet

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # _____

HRI # _____

Trinomial _____

Page 6 of 7

*Resource Name or #: (Assigned by recorder) 10871 Western Avenue

*Recorded by LSA Associates, Inc.

*Date: December 2019 X Continuation Update

***B12. References:** (continued from page 5)

Church of the Nazarene

n.d. Our Beginning. Accessed online in December 2019 at: <https://nazarene.org/founding>.

Historicaerials.com

Var. Historic aerial photographs of the project area accessed online in December 2019 at: <https://www.historicaerials.com/viewer>.

Independent Star-News

1966 La Cañada Highlands Nearing Completion. March 13, page 11.

Kim, Jane Yong

2015 The Subversive Design of America's Suburban Churches. Accessed online in December 2019 at:

<https://www.atlasobscura.com/articles/the-subversive-design-of-americas-suburban-churches>.

Long Beach Independent

1956 Supervisors OK Industrialization of Stanton Area. September 13, page 25.

Long Beach Press

1924 Disincorporators Win; Stanton to Dissolve as Municipality. July 31, page 46.

Los Angeles Times

1911a Making a City To Block One. May 23, page 6.

1911b Stanton Gets Place On Map. May 24, page 17.

1911c Stanton Confident of Issue. July 4, page 15.

1924 No Chance of Losing Election. July 24, page 22.

1956a Stanton Pushing for Incorporation. January 1, page 112.

1956b Thursday Deadline for Stanton City Filings. March 18, page 176.

1956c Stanton Becomes City. June 19, page 64.

1960 Beverly Hills Bargain (real estate advertisement). November 20, page 322.

1963 Help Wanted advertisements. October 27, page 287.

1968 Church Completed. February 4, page 130.

Online Archives of California

n.d. Phillip Ackley Stanton: Finding Aid. Accessed online in December 2019 at: https://oac.cdlib.org/findaid/ark:/13030/kt1489r8kb/entire_text/.

OrangeCounty.net

2018 History of Stanton, California. Accessed online in December 2019 at: https://www.orangecounty.net/cities/Stanton_history.html.

State of California - Resource Agency
DEPARTMENT OF PARKS AND RECREATION
LOCATION MAP

Primary # _____
HRI # _____
Trinomial _____

Page 1 of 1

*Resource Name or # (Assigned by recorder) 10871 Western Avenue

*Map Name: USGS 7.5' Quad, Los Alamitos; Google

*Scale: 1:24000

*Date of Map: 1981; 2018

