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Environmental Assessment
Determinations and Compliance Findings for HUD-assisted Projects
24 CFR Part 58

This is a suggested format that may be used by Responsible Entities to document completion of an Environmental Assessment.

Project Information

Project Name:	Paseo Adelanto Mixed-Use PSH
Responsible Entity:	**OC Housing & Community Development**
Grant Recipient (if different than Responsible Entity):	
State/Local Identifier:	CA/059
Preparer:	Liza Santos, OC Housing and Community Development
Certifying Officer Name and Title:	Julia Bidwell, Director OC Housing & Community Development
Grant Recipient (if different than Responsible Entity):	
Consultant (if applicable):	Jonathan Rigg, Dudek 1 SW Columbia Street, Suite 1500 Portland, Oregon 97258 503.956.1444
Direct Comments to:	Liza Santos: liza.santos@occr.ocgov.com

Project Location:

The Paseo Adelanto Mixed-Use Permanent Supportive Housing (PSH) Project (referred to throughout this Environmental Assessment as the proposed project, proposed development, or project) is located at 32400 Paseo Adelanto, in the City of San Juan Capistrano, Orange County, California (refer to **Attachment 1**, Project Location). The proposed development encompasses the northern 2.22 acres of the 5.7-acre City Hall property owned by the City of San Juan Capistrano (City). The project site is located east of the Trabuco Creek, on the opposite side of Paseo Adelanto. A mobile home park is on the opposite side of Trabuco Creek. Railroad tracks and a retail center border the eastern boundary of the proposed development site. The area immediately north of the project site is occupied by a church and other commercial uses, and the area south of the proposed development consists of additional City facilities. The project site is located on Assessor's Parcel Number 686-101-23, an area zoned as High Density Residential, which allows a maximum density of 30 dwelling units per acre and public buildings and facilities (City of San Juan Capistrano 2010). The project site is designated as an affordable housing site in San Juan Capistrano's Housing Element.

Description of the Proposed Project [24 CFR 50.12 & 58.32; 40 CFR 1508.25]:

The proposed affordable housing development by Jamboree Housing Corporation consists of the development of a three-story residential building and a new City Hall for San Juan Capistrano. These new structures would be constructed on the northern 2.22 acres of the 5.7-acre City Hall property owned by the City. The new two-story City Hall building would occupy approximately 16,000 square feet, replacing the currently outdated version that no longer meets the City's specific needs. Once completed, the proposed affordable housing development would provide 50 new housing units consisting of 40 units of permanent supportive housing (PSH), nine one-bedroom units that would be set aside for households earning up to 50% area median income (AMI), and one unrestricted two-bedroom unit that would be reserved for an on-site property manager. 30 of the PSH units would be reserved for individuals experiencing homelessness earning 30% AMI or below utilizing the Orange County Housing Authority's Project-Based Vouchers with 14 of those units restricted by the County for individuals who meet the Mental Health Services Act (MHSA) eligibility criteria and 10 MHSA units restricted by the Orange County Housing Finance Trust, for a total of 24 units that would be reserved for individuals that meet the MHSA eligibility criteria. The remaining 10 PSH units would be reserved for veterans experiencing homelessness earning 30% area mean income utilizing Housing and Urban Development Veterans Affairs Supportive Housing (HUD-VASH) Project Based Vouchers from the Orange County Housing Authority.

Amenities provided to residents on site would include 3,400 square feet of community space, and offices that would be used for social services, case management, and property management staff who serve residents. A leasing office, common area, individual counseling offices, a community room with kitchen area, computer room, and multi-purpose gathering flex room are other amenities included in the project design. Residents would have access to green space through a courtyard located in the center of the project, between City Hall and the residential units. The project site is also located nearby multiple community amenities, including a grocery store, park, bus stop, and pharmacy. A total of 88 parking spaces would be provided on site for residents and City Hall workers.

Social services would be provided to residents through Jamboree Housing Corporation's Community Impact team, Housing with Heart. Full "wrap-around" services would be provided for residents of the 40 permanent supportive housing units. Residents would also have access to education, health and

wellness activities, and other skill-building workshops. A full-time case manager and a part-time supportive service coordinator would be available on site to support resident needs. Case management services for the MSHA units would also be provided by the Orange County Health Care Agency. By providing people experiencing homelessness and low-income individuals with housing, on-site case management, and social services, the proposed project supports housing priorities outlined in the City of San Juan Capistrano's General Plan.

Statement of Purpose and Need for the Proposal [40 CFR 1508.9(b)]:

As demand increases for Orange County services, and the County's population increases, the need for additional housing and access to government services have also increased.

The proposed project's objectives are as follows:
Create new affordable, safe, attractive, and service-enriched residences for low-income individuals and families.
Create a community that fits into and improves the existing neighborhood in style, texture, scale, and relation to the street.

Existing Conditions and Trends [24 CFR 58.40(a)]:

According to the Phase I Environmental Site Assessment (ESA) (Barr & Clark 2019), the project site is currently occupied by San Juan Capistrano City Hall and the San Juan Capistrano Public Works Department. The site contains four one-story modular office buildings and a single one-story storage building. An asphalt-paved parking area, exterior storage areas, cellular antenna, and associated landscaping occupy the remainder of the project site. The project site was occupied by detention ponds and water tanks from as early as 1928 until prior to 1970, when the site was developed for its current use. Areas adjacent to the project site are developed with mixed industrial and commercial uses, as follows:

- North: Office buildings (32236 and 32233 Paseo Adelanto)
- South: City facilities (Public Works storage buildings and water reclamation plant [32450 Paseo Adelanto])
- East: Railroad tracks and retail center
- West: Trabuco Creek and mobile home park

Funding Information

Grant Number	HUD Program	Funding Amount
	30 Orange County Housing Authority's Project Based Vouchers	$9,720,000 (estimated 20-year amount)
	10 Orange County Housing Authority's Veterans Affairs Supportive Housing Project-Based Vouchers	$3,240,000 (estimated 20-year amount)

Estimated Total HUD Funded Amount: $12,960,000

Estimated Total Project Cost (HUD and non-HUD funds) [24 CFR 58.32(d)]**: $30,415,428**

Compliance with 24 CFR 50.4, 58.5, and 58.6 Laws and Authorities

Record below the compliance or conformance determinations for each statute, executive order, or regulation. Provide credible, traceable, and supportive source documentation for each authority. Where applicable, complete the necessary reviews or consultations and obtain or note applicable permits of approvals. Clearly note citations, dates/names/titles of contacts, and page references. Attach additional documentation as appropriate.

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
STATUTES, EXECUTIVE ORDERS, AND REGULATIONS LISTED AT 24 CFR 50.4 and 58.6		
Airport Hazards 24 CFR Part 51 Subpart D	Yes ☐ No ☒	The project site is not located adjacent to any military or municipal airports. The nearest airport is John Wayne Airport, located approximately 17.26 miles northwest of the project site (see **Attachment 2**; see **Environmental Review Record [ERR] 1**).
Coastal Barrier Resources Coastal Barrier Resources Act, as amended by the Coastal Barrier Improvement Act of 1990 [16 USC 3501]	Yes ☐ No ☒	The Coastal Barrier Resources Act does not apply to this project since no coastal barrier resources protected under this policy occur in California (USFWS 2019) (see **Attachment 3**). In addition, since the proposed residential project is located approximately 2.26 miles from the coast, it is unlikely to affect coastal resources.
Flood Insurance Flood Disaster Protection Act of 1973 and National Flood Insurance Reform Act of 1994 [42 USC 4001-4128 and 42 USC 5154a]	Yes ☒ No ☐	The Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) indicates the project site occurs within an area where base flood elevations are determined to be in zone AE and the 100-year floodplain (FIRM Panel 06059 C0506J, Effective December 2009) (FEMA 2012) (see **ERR 2** and **Attachment 4**). Base flood elevation is the elevation of surface water resulting from a flood that has a 1% chance of equaling or exceeding that level in any given year. According to the Phase I ESA, the base flood elevation for zone AE is

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		approximately 76.3 feet (Barr & Clark 2019). The project site is also located between two regulatory floodways: Trabuco Creek west of the project site and San Juan Creek to the east. The proposed development site and the regulatory floodways are designated by FEMA as a Special Flood Hazard Area (FEMA 2012). As a result, the project underwent the U.S. Department of Housing and Urban Development's (HUD) 8-Step Process to determine the direct and indirect impacts associated with the construction, occupancy, and modification of the floodplain (see **Attachment 5**). A public notice describing the proposed development and floodplain impacts was published in the Orange County Register and on the Orange County Housing & Community Development's website (see **Attachment 6**). The proposed development would proceed with obtaining a Conditional Letter of Map Revision (CLOMR) from FEMA that would allow the project to be built on the City Hall site. Following construction of the proposed development and FEMA's verification that the project has been constructed per approved plans, FEMA would issue a Letter of Map Revision (LOMR) that would officially modify the existing FIRM Map for the City Hall site, resulting in a physical change to the existing regulatory floodway (**Mitigation Measures 1 and 2)**.
STATUTES, EXECUTIVE ORDERS, AND REGULATIONS LISTED AT 24 CFR 50.4 & 58.5		
Clean Air Clean Air Act, as amended, particularly section 176(c) & (d); 40 CFR Parts 6, 51, 93	Yes ☒ No ☐	The proposed project falls under the jurisdiction of the South Coast Air Quality Management District (SCAQMD) within the South Coast Air Basin. The SCAQMD, according to the U.S. Environmental Protection Agency, is currently in a nonattainment zone for federal ozone (8-hour ozone) and particulate matter

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		from greenhouse gasses (fine particulate matter [$PM_{2.5}$]). Federal ozone in Orange County has been classified as extreme, and $PM_{2.5}$ has been classified as moderate (EPA 2020a). To meet HUD's air quality guidelines, the proposed project must follow the State Implementation Plan, which describes how an area will meet national and ambient air quality standards. State Implementation Plan guidelines require the proposed project to keep its criteria pollutant emissions below SCAQMD's significance thresholds. The project site's location close to public transportation is consistent with regional efforts to improve transit availability and would reduce the amount of emissions ($PM_{2.5}$) associated with motor vehicle travel. By developing affordable housing consistent with the growth anticipated by the General Plan and existing zoning and land use designations, the proposed project is in compliance with the regional air quality strategy, the State Implementation Plan, and the Air Quality Management Plan for this locality. Air quality at the project site could be negatively impacted by fugitive dust (coarse particulate matter [PM_{10}]) and other particulate air pollutants ($PM_{2.5}$) released during construction-related activities, such as land clearing or grading. Exhaust emissions (oxides of nitrogen [NO_x] and carbon monoxide [CO]) released by heavy construction vehicles could also temporarily impact air quality. Adverse impacts to air quality during construction would be managed by implementing mitigation measures for fugitive dust control in compliance with SCQAMD Rule 403. This guideline identifies measures to reduce fugitive dust that are required to be implemented at all

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
		construction sites within the South Coast Air Basin (SCQAMD 2005) (**Mitigation Measure 3**). The California Emissions Estimator Model (CalEEMod) was used to estimate annual criteria air pollutant emissions during the construction and operational phases for the proposed project. Pollutants $PM_{2.5}$, PM_{10}, NO_x, and CO levels all fell below de minimis thresholds during the construction- and operational-phase estimates. Daily emissions from the proposed project would not exceed the SCAQMD's regional construction or operation emissions thresholds (SCAQMD 2019) (see **Attachment 7**; see **ERR 3**).
Coastal Zone Management Coastal Zone Management Act, sections 307(c) & (d)	Yes ☐ No ☒	No adverse impacts to California's designated coastal zones would occur as a result of the proposed development. The project site is located 2.26 miles from the Pacific Ocean and does not exist within a Coastal Zone (CCC 2019), as defined by the California Coastal Act (Public Resources Code, Division 20, Section 3000 et seq.) (see **Attachment 8**; see **ERR 4**).
Contamination and Toxic Substances 24 CFR Part 50.3(i) & 58.5(i)(2)	Yes ☐ No ☒	A Phase I ESA was conducted on the subject property (Barr & Clark 2019). Small quantities of general maintenance supplies and paint were found to be properly labeled and stored at the time of the assessment with no signs of leaks, stains, or spills. No hazardous substances or petroleum products were observed on site. Two pad-mounted transformers, owned and maintained by Southern California Edison, were observed during the Phase I ESA site visit. The transformers were not labeled indicating PCB content, and no staining or leakage was observed in the vicinity of the transformer. Given the good condition of these transformers, they are not identified as a significant environmental concern.

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
		The project site is located in a Radon Zone 3. Based on this classification zone, the Phase I ESA concluded that Radon does not represent a significant environmental concern. During the site reconnaissance, an emergency generator with an above ground storage tank was observed in the parking lot. No evidence of leaks or stains were observed near this above ground storage tank. Three underground storage tanks (USTs) were identified through a records review for the project site: a 260-gallon UST containing diesel motor vehicle fuel, a 4,000-gallon UST containing unleaded motor vehicle fuel, and a 5,000-gallon UST containing regular motor vehicle fuel. The 4,000- and 5,000-gallon USTs were removed at the northeast corner of the subject property in 1986 and case closure was obtained in 1987. However, no additional information referring to the 260-gallon UST was available. Based on this information, Barr & Clark recommended (Barr & Clark 2019) that a Phase II ESA be conducted to attempt to find the location and condition of the 260-gallon UST and assess any impacts to subsurface soils. Conservation Consulting International (CCI) conducted a Phase II ESA per the Barr & Clark recommendation (CCI 2019). The purpose of the Phase II ESA was to assess whether former USTs located at the property had adversely impacted subsurface environment (soil and soil vapor) beneath the property. CCI conducted a geophysical survey of the property on October 19, 2019, to take soil borings and locate the former USTs (if possible). The geophysical survey did not identify former UST locations in the vicinity of the public building, but did identify a suspected UST excavation site toward the northeast corner of the property (CCI 2019). Soil borings were collected at four locations. From each boring, soil samples from depths of

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
		15, 10, and 5 feet below ground surface were segregated for soil vapor analysis. The results of the soil vapor analysis detected concentrations of benzene, n-Butylbenzene, ethylbenzene, isopropylbenzene, 4-Isopropyltoluene, n-Propylbenzene, styrene, PCE, toluene, 1,2,4-Trimethylbenzene, 1,3,5-Trimethylbenzene, m,p-Xylenes, and/or o-Xylenes in the soil vapor samples analyzed. With the exceptions of benzene, ethylbenzene, PCE, and 1,2,4-Trimethylbenzene, the detected concentrations of these compounds did not exceed their respective Regional Water Quality Control Board Environmental Screening Levels (ESLs) for Residential and Industrial soil gas. Benzene levels exceeded both residential and industrial thresholds, and ethylbenzene, PCE, and 1,2,4-Trimethylbenzene levels exceeded Residential ESLs but were within Industrial ESLs. Indoor soil vapor concentrations did not exceed ESLs for Residential or Industrial indoor air (CCI 2019). As a result, a vapor encroachment condition for the project site resulting from historical uses is unlikely. Based on these existing soil vapor conditions, CCI performed a preliminary screening evaluation according to the Department of Toxic Substances Control's Guidance for the Evaluation and Mitigation of Subsurface Vapor Intrusion to Indoor Air. The calculated theoretical indoor air concentrations for the detected compounds in the soil vapor samples did not exceed ESLs for residential indoor air. Based on the results, a vapor encroachment condition for the project resulting from historical use of the project site appears unlikely. The assessment concluded that no recommended additional assessment is needed at this time (CCI 2019) (see **Attachment 9**; see **ERR 5**).
Endangered Species	Yes No	Due to the urban and industrial setting surrounding the project site, no federally listed

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Endangered Species Act of 1973, particularly section 7; 50 CFR Part 402	☐ ☒	special-status plant or wildlife species are expected to be present on site. Eight species classified as Endangered or Threatened by the U.S. Fish and Wildlife Service (USFWS) were identified as possibly occurring on the project site. This list includes a single mammal species, three avian species, two species of flowering plants, a fish species, and an amphibian species. According to USFWS's Information for Planning and Consultation (IPaC) database, while the general habitat ranges of these eight species overlap with the proposed project location, their critical habitat areas do not intersect with the project site (USFWS 2020a) (see **Attachment 10**). Therefore, the proposed project would not have any negative impacts on wildlife movement, migration, or nursery sites (see **ERR 6**).
Explosive and Flammable Hazards 24 CFR Part 51 Subpart C	Yes No ☐ ☒	Explosive or flammable hazardous materials would not be present at the project site, which would be developed into affordable housing. The Phase I ESA conducted by Barr & Clark did not find explosive or flammable materials at the project site. Small quantities of general maintenance supplies and paint were found to be properly labeled and stored at the time the site assessment was conducted. No evidence of leaks, stains, or spills were observed. According to the ESA, observations of the properties adjoining the project site did not contain any potential aboveground sources of contamination that could potentially impact the project site. While a single property was identified in the EDR report as an "orphan site," it was not determined to be of concern to the proposed project (Barr & Clark 2019). Therefore, the proposed development would not expose residents or the surrounding community to dangerous explosive or flammable hazards.

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
Farmlands Protection Farmland Protection Policy Act of 1981, particularly sections 1504(b) and 1541; 7 CFR Part 658	Yes ☐ No ☒	The proposed project is located on land designated as Urban and Built-Up Land by the California Department of Conservation. Adjacent areas share a similar land designation, though a small patch of Prime Farmland and Farmland of Statewide Importance are located approximately 1 kilometer west of the project site (see **Attachment 11**) (DOC 2016). The project site is zoned as for Very High Density (VHD) housing, which allows a maximum density of 30 dwelling units per acre and public buildings and facilities (City of San Juan Capistrano 2010). The proposed project would not affect protected farmlands or include activities that would result in the transition of existing farmland to non-agricultural uses. As a result, the proposed project complies with the Farmland Protection Policy Act.
Floodplain Management Executive Order 11988, particularly section 2(a); 24 CFR Part 55	Yes ☒ No ☐	According to FEMA FIRM Map Panel 06059 C0506J, the proposed project occurs on land designated within zone AE, an area where base flood elevations have been determined in the 100-year floodplain (see **Attachment 4**) (FEMA 2012). As a result, the project underwent HUD's 8-Step Process to determine the direct and indirect impacts associated with the construction, occupancy, and modification of the floodplain. The proposed development would proceed with obtaining a Conditional Letter of Map Revision (CLOMR) from FEMA that would allow the project to be built on the City Hall site. Following construction of the proposed development and FEMA's verification that the project has been constructed per approved plans, FEMA would issue a Letter of Map Revision (LOMR) that would officially modify the existing FIRM Map for the City Hall site, resulting in a physical change to the existing regulatory floodway (see **Attachment 5**, **Mitigation Measures 1 and 2**).

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
Historic Preservation National Historic Preservation Act of 1966, particularly sections 106 and 110; 36 CFR Part 800	Yes ☒ No ☐	The California State Historic Preservation Office was consulted in October 2020 to identify the presence of any known historical or cultural resources on the project site. Pursuant to 36 Code of Federal Regulations (CFR) 800.4(d), the State Historic Preservation Office did not find evidence that any historic resources would be impacted by the proposed development. As described in **Mitigation Measure 5**, construction activities would cease and an archaeologist would be contacted in the event that historic or cultural resources were discovered on the project site. A records review conducted by the South Central Coastal Information Center similarly concluded that no archaeological resources are recorded on the project site or within a specified radius around the project site (see **Attachment 12** and **ERR 7**).
Noise Abatement and Control Noise Control Act of 1972, as amended by the Quiet Communities Act of 1978; 24 CFR Part 51 Subpart B	Yes ☒ No ☐	**Construction Noise.** A temporary increase in noise levels would be expected during construction of the proposed project. Noise would be generated by construction equipment and the delivery of materials, among other activities. Increases in ambient noise levels would be restricted to daytime hours and remain within applicable thresholds. **Operational Noise.** Noise levels for the project site were calculated using the HUD DNL Electronic Assessment Tool. The primary noise sources in the project vicinity consist of trains and motor vehicle traffic. The eastern façade of the proposed residential units would face a rail line maintained by the Southern California Regional Rail Authority and used by Amtrak, Metrolink, and freight operators. Because the rail line would be only approximately 104 feet from the nearest residence, and because it carries approximately 43 trains per day based on available information, the rail line would be the main noise source. The same (eastern) row of residential units would also face Camino

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
		Capistrano, and beyond that, Interstate 5. These sources, while contributing to the overall project site noise levels, would not be as loud as the rail line because of the greater distances between the project site and the roadways. Results indicate that the combined rail and traffic noise level at the proposed eastern-most residential building facades would be 72 A-weighted decibels (dBA) day/night average noise level (DNL). Thus, the combined noise exposure would exceed the HUD exterior noise standard of 65 dBA DNL by 7 decibels (dB) at the nearest residential units, putting these receivers in the "normally unacceptable" noise range. To reduce ambient noise levels to within HUD thresholds, the proposed project would incorporate noise attenuation features to the extent required. Approvals in the "normally unacceptable" noise zone require a minimum of 10 dB of additional sound attenuation if the DNL is greater than 70 dBA but does not exceed 75 dBA. All residential units would be equipped with a forced air heating, ventilation, and air conditioning (HVAC) unit that allows for a "windows closed" condition (i.e., windows do not need to be left open for ventilation). Typical new construction of multi-family homes with windows closed provides a minimum of 25 dB exterior to interior noise reduction. Therefore, interior ambient noise levels are anticipated to be reduced to approximately 47 dBA DNL (i.e., 72 dBA exterior – 25 dB attenuation = 47 dBA interior). To ensure compliance with 24 CFR Part 51, Subpart B and that the HUD noise standard of 45 dBA DNL is not exceeded, the project would implement windows with a minimum Sound Transmission Class (STC) rating of 35 in rooms with windows and doors facing east and north (**Mitigation Measures 6 and 7**). With implementation of

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
		these requirements, the proposed project would not exceed the HUD interior noise standard of 45 dBA DNL and would be within the "normally acceptable" noise range for interior noise (see **Attachments 13 and 14**; **ERR 8**).
Sole Source Aquifers Safe Drinking Water Act of 1974, as amended, particularly section 1424(e); 40 CFR Part 149	Yes ☐ No ☒	The project site is not located on or adjacent to any sole-source aquifers. There are no sole-source aquifers designated in Orange County (EPA 2020b) (see **Attachment 15**).
Wetlands Protection Executive Order 11990, particularly sections 2 and 5	Yes ☐ No ☒	The National Wetlands Inventory map regulated by USFWS was used to determine the presence of wetlands on the project site (USFWS 2020b). No wetlands were found on the project site. The closest wetland is Trabuco Creek, located adjacent to the project site (see **Attachment 16** and **ERR 9**).
Wild and Scenic Rivers Wild and Scenic Rivers Act of 1968, particularly section 7(b) and (c)	Yes ☐ No ☒	The project site does not contain any rivers protected under the Wild and Scenic Rivers Act. Bautista Creek, located approximately 47 miles northeast of the project site, is the closest Wild and Scenic waterway to the project site (U.S. National Park Service 2019) (see **Attachment 17**; see **ERR 10**).
ENVIRONMENTAL JUSTICE		
Environmental Justice Executive Order 12898	Yes ☐ No ☒	The proposed project would have a beneficial impact to the San Juan Capistrano community by providing affordable housing and social services to low-income individuals and people experiencing homelessness. Social services provided through Housing with Heart and The Orange County Healthcare Agency, including education, health and wellness activities, skill-building workshops, and case management services, would support residents while addressing the individual needs of the City's homeless population. Negative impacts to the project's environment were not found outside

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
		of those discussed above, which would be avoided, reduced, or mitigated through incorporation of design features, compliance with applicable regulations and policies, and implementation of mitigation measures. Because the project does not expose residents or community members to adverse environmental impacts or negatively impact social welfare, it would not violate Executive Order 12898 (see **ERR 11**).

Environmental Assessment Factors [24 CFR 58.40; Ref. 40 CFR 1508.8 &1508.27] Recorded below is the qualitative and quantitative significance of the effects of the proposal on the character, features and resources of the project area. Each factor has been evaluated and documented, as appropriate and in proportion to its relevance to the proposed action. Verifiable source documentation has been provided and described in support of each determination, as appropriate. Credible, traceable and supportive source documentation for each authority has been provided. Where applicable, the necessary reviews or consultations have been completed and applicable permits of approvals have been obtained or noted. Citations, dates/names/titles of contacts, and page references are clear. Additional documentation is attached, as appropriate. **All conditions, attenuation or mitigation measures have been clearly identified.**

Impact Codes: Use an impact code from the following list to make the determination of impact for each factor.
(1) Minor beneficial impact
(2) No impact anticipated
(3) Minor Adverse Impact – May require mitigation
(4) Significant or potentially significant impact requiring avoidance or modification which may require an Environmental Impact Statement

Environmental Assessment Factor	Impact Code	Impact Evaluation
LAND DEVELOPMENT		
Conformance with Plans / Compatible Land Use and Zoning / Scale and Urban Design	2	The proposed project encompasses the northern 2.22 acres of the 5.7-acre City Hall property. The property is on land zoned as VHD, which allows for housing at a density of 30 dwelling units per acre in addition to public buildings and facilities (City of San Juan Capistrano 2010). Jamboree Housing Corporation received a letter from the San Juan Capistrano Housing Supervisor confirming the proposed development's compliance with the City's zoning laws in March 2021 (see **Attachment 18**).

Environmental Assessment Factor	Impact Code	Impact Evaluation
Soil Suitability/ Slope/ Erosion/ Drainage/ Storm Water Runoff	3	**Soil Suitability.** According to the California Department of Water Resources, the proposed development is located in the San Juan Valley Groundwater Basin (California Department of Water Resources 2004). An EDR records review for the project type classified soil type on the property as Sorrento clay loam and Corralitos loamy sand (see Barr & Clark 2019). These soil types are characterized by high to moderate water infiltration rates. They are typically well-drained and course. Soil stability would not be adversely impacted by the proposed project as the project site is in an area with low potential for liquefaction, landslides, or seismically induced settlement. Successful building development currently existing on the project site and on adjacent parcels indicate that the soils on the site are suitable for the proposed project. **Slope.** According to the Phase I ESA (Barr & Clark 2019), the site generally slopes toward the south. Elevation at the project site is approximately 74 feet above mean sea level. The project site would be graded to raise the site above the floodplain. Water on site would drain into the City sewer system. **Erosion and Stormwater Runoff.** Erosion due to stormwater runoff at the project site is minimized due to the lack of exposed soils. The landscaped areas of the project site were the only areas of exposed soil/landscape observed during the site reconnaissance. Since the majority of the project site is paved or covered by the existing structure, risk of erosion is minimal. Stormwater on the project site flows into on-site concrete swales and then into stormwater drains located throughout the project site and in the public right-of-way. The City of San Juan Capistrano owns and maintains the wastewater and sewer system servicing the project. The project would comply with erosion control measures during the construction phase to minimize erosion and stormwater pollution. Best management practices (BMPs) adopted from the Stormwater Quality Management Plan would be incorporated during and after the construction phase of the project (**Mitigation Measures 8 and 9**). Other low-impact drainage BMPs include maintaining existing drainage pathways and impervious areas, and retaining natural areas where possible. Runoff from the project site is not anticipated to exceed the capacity of stormwater drainage systems or contribute to stormwater pollution.

Environmental Assessment Factor	Impact Code	Impact Evaluation
Hazards and Nuisances including Site Safety and Noise	3	**Hazardous Materials.** A Phase I ESA (Barr & Clark 2019) was conducted for the project site. No evidence of leaks, stains, or spills were observed. Three USTs were identified through a records review for the project site: a 260-gallon UST containing diesel motor vehicle fuel, a 4,000-gallon UST containing unleaded motor vehicle fuel, and a 5,000-gallon UST containing regular motor vehicle fuel. The 4,000- and 5,000-gallon USTs were removed at the northeast corner of the subject property in 1986 and case closure was obtained in 1987. However, no additional information referring to the 260-gallon UST was available. Therefore, Barr & Clark recommend that a Phase II ESA be prepared for the property. CCI conducted a Phase II Subsurface Investigation in October 2019. The results of the geophysical survey did not identify former UST locations on the project site, but a suspected UST excavation site toward the northeast corner of the property was identified. Soils samples were taken to analyze soil vapor for determining whether the former USTs had adversely impacted subsurface environment (soil and soil vapor) beneath the project site. A screening evaluation of the existing soil vapor conditions was performed to determine whether soil vapor conditions would exceed ESLs for future residential and industrial structures at the site. The calculated theoretical indoor air concentrations for the detected soil vapors did not exceed ESLs for residential or industrial indoor air (CCI 2019). As a result, a vapor encroachment condition for the project site resulting from historical uses is unlikely. **Site Safety.** The project would be constructed consistent with the current Orange County requirements for fencing, lighting, and other features related to site safety. No impacts related to hazards, nuisance, or site safety would occur. **Noise.** Noise levels for the project site were calculated using the HUD DNL Electronic Assessment Tool. The primary noise sources in the project vicinity consist of trains and motor vehicle traffic. Results indicate that the combined rail and traffic noise level at the proposed eastern-most residential building facades would be 72 dBA DNL, exceeding the HUD exterior noise threshold of 65 dBA DNL. To reduce ambient noise levels to within HUD thresholds, the proposed project would incorporate noise attenuation features, including an HVAC system and windows with an STC rating of 35 or greater on north- and east-facing units. With implementation of these requirements, the proposed project would not exceed the HUD interior noise

Environmental Assessment Factor	Impact Code	Impact Evaluation
		standard of 45 dBA DNL, and would be within the "normally acceptable" noise range for interior noise.
Energy Consumption	2	To obtain building permits, this project would be required to meet energy consumption standards as outlined in the California Building Code, Title 24, 2001 Energy Efficiency Standards.

Environmental Assessment Factor	Impact Code	Impact Evaluation
SOCIOECONOMIC		
Employment and Income Patterns	1	The proposed project has the potential for temporary job creation during the construction phase. Income patterns in the community would benefit from the 50-unit development, which includes 40 PSH units reserved for extremely-low income individuals experiencing homelessness with set-asides for veterans and those who meet the Mental Health Services Act (MHSA) criteria. The proposed affordable housing project would have a beneficial impact on residents through partnerships with Housing with Heart and The Orange County Healthcare Agency, which would provide full wrap-around services for the 40 PSH units. Social services provided include education, health and wellness activities, skill-building workshops, and case management services. In addition, a full-time Case Manager and part-time Supportive Service Coordinator would be present on site to meet resident needs.
Demographic Character Changes, Displacement	1	Since the proposed project would be built in an area already occupied by industrial and public institutional land uses, the development would not adversely affect community character. The project would have a beneficial impact on the City of San Juan Capistrano as it proposes building a new City Hall and increasing the affordable housing stock in the community. The proposed project would involve constructing the new City Hall and affordable housing on land currently occupied by some of the City's government offices and associated parking lot. Therefore, the proposed development would not result in the displacement of existing businesses or residences in the area. Increasing affordable housing units supports the housing priorities detailed in the Orange County Consolidated Plan by building accommodations for families with very low to moderate income levels. The residential building would feature a large open courtyard in a Spanish-Revival style that is complementary to the surrounding area and the historic context of the City. The proposed project would have a positive impact on community

Environmental Assessment Factor	Impact Code	Impact Evaluation
		character while remaining compliant with existing land use designations and design.

Environmental Assessment Factor	Impact Code	Impact Evaluation
COMMUNITY FACILITIES AND SERVICES		
Educational and Cultural Facilities	2	Negative impacts on educational facilities in the City is not foreseen since the target population for the proposed project does not include families with children. Given the availability of educational institutions in the area and the low probability of residents with children, adverse impacts to schools are not anticipated. The project is located near multiple educational facilities, as follows: • Serra High School, approximately 1.2 miles north of the project site • San Juan Elementary School, about 1 mile north of the project site • Los Rios Rock School, approximately 0.3 miles north of the project site • Bridges Community Day High School, about 1.1 miles north of the project site • Capistrano Valley Christian Schools approximately 0.7 miles northwest of the project site
Commercial Facilities	2	No adverse impacts to surrounding commercial facilities are anticipated. The project site is bordered by active railroad, Trabuco Creek, public institutions, and industrial uses.
Health Care and Social Services	2	Increases in the local population could increase demand for health care and social services in the community. The project site is situated near numerous health care facilities, including the following: • Memorial Care Medical Group Urgent Care, approximately 1.8 miles north of the project site at 31001 Rancho Viejo Road, Suite 200, San Juan Capistrano, CA 92675 • San Juan Pediatrics, about 1 mile northeast of the project site at 32221 Camino Capistrano, Suite 103, San Juan Capistrano, CA 92675 • Mission Equine Hospital, approximately 1.8 miles north of the project site at 31441 Avenida De La Vista, San Juan Capistrano, CA 92675 • Kids Doc Urgent Care, about 2.8 miles north of the project site at 30210 Rancho Viejo Road, Suite A, San Juan Capistrano, CA 92675 • Camino Health Center, approximately 2.4 miles north of the project site at 30300 Camino Capistrano, San Juan Capistrano, CA 92675

Environmental Assessment Factor	Impact Code	Impact Evaluation
		Adverse impacts on healthcare and social services are not anticipated due to the relatively small size of the project and availability of service providers near the proposed development.
Solid Waste Disposal / Recycling	2	Numerous trash receptacles serviced by CR&R Environmental Services were observed on the project site during the site visit. CR&R is an environmental services organization that serves Orange, Los Angeles, San Bernardino, Imperial, and Riverside Counties. CR&R manages an extensive network of processing facilities that properly dispose of solid waste, recyclables, green waste, food waste, construction and demolition waste, and electronic waste, among other materials. Solid waste would be generated from demolition of existing facilities currently occupying the project site during the construction phase. All generated waste would be properly disposed of and recycled where possible. The amount of solid waste generated by the proposed project during the operational phase would be a fraction of the throughput taken to Orange County landfills daily. As a result, adverse impacts from solid waste disposal associated with the proposed project are not anticipated.
Waste Water / Sanitary Sewers	2	Wastewater and sewage generated by the proposed development during the operational phase would be serviced by the City of San Juan Capistrano. The J.B. Lathan Wastewater Plant located in Dana Point processes the City's wastewater. This wastewater plant is managed by the South Orange County Wastewater Authority. The proposed project would not require the construction of additional sewage infrastructure. Negative impacts to wastewater systems and sanitary sewers servicing the project site are not anticipated.
Water Supply	2	The City of San Juan Capistrano would provide water to the project site. Water is provided to the City from three sources: the Metropolitan Water District of Southern California, the Ground Water Recovery Plant, and one potable production well located in the northern portion of the City. The Metropolitan Water District of Southern California imports water from the State Water Project in Northern California and the Colorado River Aqueduct. According to the 2019 Water Quality Report for the City, water supplied to the proposed development would be in compliance with all state and federal regulations pertaining to drinking water standards (City of San Juan Capistrano 2019).
Public Safety - Police, Fire and Emergency Medical	2	The project site is in proximity to public safety providers, including the following:

Environmental Assessment Factor	Impact Code	Impact Evaluation
		• San Juan Capistrano Police, adjacent to the project site at 32506 Paseo Adelanto, San Juan Capistrano, CA 92675 • Dana Point Police Department, approximately 4.3 miles southwest of the project site at 33282 Golden Lantern, Suite 140, Dana Point, CA 92629 • Orange County Fire Authority Station #7, about 0.8 miles northeast of the project site at 31865 Del Obispo Street, San Juan Capistrano, CA 92675 • Orange County Fire Authority Station #49, approximately 4.1 miles west of the project site at 31461 Golden Lantern, Laguna Niguel, CA 92677 • Orange County Fire Station #29, about 3.2 miles south of the project site at 26111 Victoria Boulevard, Dana Point, CA 92624 Since existing police and fire departments sufficiently serve the project site, the development is not expected to increase demand for public safety services in the community.
Parks, Open Space and Recreation	2	Recreational spaces in proximity to the project site include the following: • Parc Vista Park, approximately 6.3 miles northwest of the project site at 30618 Parc Vista, Laguna Niguel, CA 92677 • Reata Park and Event Center, about 3.4 miles northeast of the project site at 28632 Ortega Highway, San Juan Capistrano, CA 92675 • Sendero Field, approximately 3.5 miles northeast of the project site at 29201 Ortega Highway, Mission Viejo, CA 92675 • Los Rios Park, about 0.6 miles north of the project site at 31791 Los Rios Street, San Juan Capistrano, CA 92675 • Chapparosa Park, approximately 5.7 miles northwest of the project site at 25191 Chapparosa Park Road, Laguna Niguel, CA 92677 Given the relatively small size of the proposed project, an adverse impact to parks, open spaces, and recreational areas is not anticipated.
Transportation and Accessibility	2	The proposed project is within walking distance of several bus stops located along Del Obispo Street. The nearest bus stop is located at the corner Paseo Adelanto and Del Obispo Street, approximately 0.4 miles from the project site. This stop is serviced by the 91 bus line.

Environmental Assessment Factor	Impact Code	Impact Evaluation
		The proposed project would include construction of a parking lot that would accommodate 87 parking spaces. Pre-existing urban development and readily available public transit near the project site would reduce transportation and accessibility issues, such as limited parking and traffic. Considering the small size of the development and the parking lot ratio of 1.74 stalls for every 1 apartment unit, the proposed project is not expected to adversely impact transportation or accessibility in the area. As few residents are likely to own multiple vehicles, there would be ample parking for City Hall employees and visitors during business hours.

Environmental Assessment Factor	Impact Code	Impact Evaluation
NATURAL FEATURES		
Unique Natural Features, Water Resources	3	The project site does not encompass any unique natural features. Federally protected natural resources, such as rivers, wetlands, coastal zones, and endangered species, are not present on the project site or adjacent properties (USFWS 2020b). Therefore, the proposed project would not result in the alteration of water resources that could potentially result in substantial erosion or siltation on or off site, or result in downstream flooding. Because the project would involve building on currently vacant land, groundwater recharge at the project site could be reduced. Recharge would still occur in vegetated green spaces on the project site. Mitigation measures employing BMPs would be required during and after construction to minimize potential adverse contributions to stormwater pollution (**Mitigation Measures 8 and 9**).
Vegetation, Wildlife	2	While the proposed project is located within the ranges of eight endangered or threatened species of birds and fish, none of these species are found on the project site as it is developed and in an urbanized area. According to the USFWS IPaC database, the project site is situated outside of critical habitat areas for the endangered or threatened species that have these areas defined (USFWS 2020a) (see **ERR 5**). According to the Phase I ESA, the landscaped areas of the site parcel are the only areas of exposed soil/landscape observed on the project site. The remainder of the project site is developed (Barr & Clark 2019).

Environmental Assessment Factor	Impact Code	Impact Evaluation
Other Factors		

Additional Studies Performed:

- *Phase I Environmental Site Assessment,* Prepared by Barr & Clark Independent Environmental Testing Inc., September 2019
- *Phase II Environmental Site Assessment,* Prepared by Conservation Consulting International, October 2019

Field Inspection (Date and completed by)**:**

- *Phase I Environmental Site Assessment,* Prepared by Barr & Clark Independent Environmental Testing Inc., September 2019
- *Phase II Environmental Site Assessment,* Prepared by Conservation Consulting International, October 2019

List of Sources, Agencies and Persons Consulted [40 CFR 1508.9(b)]**:**

Barr & Clark Independent Environmental Testing Inc. 2019. *Phase I Environmental Site Assessment*. September 2019.

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U.S. National Park Service. 2019. "Interactive map of NPS Wild and Scenic Rivers." Accessed May 2021. https://nps.maps.arcgis.com/apps/View/index.html?appid=ff42a57d0aae43c49a88daee0e353142.

List of Permits Obtained:

Public Outreach [24 CFR 50.23 & 58.43]:

As part of the HUD 8-Step Process, the County notified the public of the proposed project being within a 100-year floodplain and requested comments about the proposed action. The County published the notification in the Orange County Register and on the County website on October 8, 2021, and requested comments by October 25, 2021. No comments were received.

The Draft Environmental Assessment will be made available for public review and comment beginning on December 31, 2021 and concluding on January 17, 2022.

Cumulative Impact Analysis [24 CFR 58.32]:

The proposed project is not expected to contribute to a significant cumulative impact under the National Environmental Policy Act because it would consist of an urban development project consistent with the site's General Plan land use and zoning designations, be located on a parcel identified in the City's Housing Element for affordable housing, and be located near existing transit services. State and local planning guidelines encourage the development of urban multi-family housing in areas served by transit and near commercial and cultural amenities because this type of development contributes less to cumulative effects on the environment in comparison to development of previously undisturbed sites in more remote locations with fewer transit connections, many of which contain native vegetation and wildlife species.

Alternatives [24 CFR 58.40(e); 40 CFR 1508.9]

Site identification has proven to be a major obstacle in providing affordable housing units. Multi-family residential sites available at reasonable cost are extremely limited, and sites that do not meet cost and land use criteria are generally eliminated as alternatives.

As part of the HUD 8-Step Process, the County evaluated the Ventanas parcel identified for affordable housing as an alternative to the proposed action's location within the 100-year floodplain. This Ventanas site was evaluated as an alternative because the site would meet the following site selection criteria:

1. The project cannot cause current residents to become displaced;
2. The project site must be listed on Suitable Site Inventory table of the San Juan Capistrano Housing Element;
3. The project site must be owned by the City of San Juan Capistrano;
4. The project area must have enough space to construct at least fifty units to meet community needs and San Juan Capistrano affordable housing goal; and
5. The project must be within ½ mile of public transportation.

The Ventanas site is located east of Interstate 5 and north of San Juan Creek in close proximity to transit, schools, and other amenities. In addition, the site is identified on the San Juan Capistrano Suitable Site Inventory table in the San Juan Capistrano Housing Element and is zoned as Sector B-3 Very High Density Residential with a potential of up to 230 units. However, the 9.0-acre Ventanas site is significantly larger than the proposed 50-unit Paseo Adelanto project at the proposed City Hall site. In addition, the residential-only Paseo Adelanto project would not fit within the City's current plan to develop the Ventanas site as a "Planned Community" that incorporates mixed-use provisions for commercial development at the site along with the low, and very low income affordable housing component. Because of these factors and the City's need to utilize all sites identified in Housing Element with the maximum potential units to meet affordable housing goals, including the proposed City Hall site, this alternative was not selected.

After reviewing project alternatives in the 8-Step Process analysis, Orange County concluded that the proposed action with mitigation measures is the preferred alternative to carry forward. This is due to (1) the need to provide housing and services to individuals experiencing homelessness; (2) the need to construct an economically feasible project on available land identified in the City of San Juan Capistrano's Housing Element; (3) the site's access to public transportation and amenities; and (4) the ability to mitigate and minimize impacts on human health, public property, and floodplain values by site design and the issuance or a Conditional Letter of Map Revision (CLOMR) and Letter of Map Revision (LOMR) by FEMA.

No Action Alternative [24 CFR 58.40(e)]:

The No Action Alternative would not build any additional housing at the project site. There are no benefits to the physical or human environment by not taking the federal action associated with this project. Physical impacts to the environment would occur in urban areas whether units are subsidized with federal funds or built at market rates. If an affordable project were not constructed on this site, the social benefits of providing new affordable housing opportunities on an urban infill parcel would not occur.

The proposed project must acquire all required permits and approvals prior to construction; therefore, the proposed project would be consistent with all land use plans, policies, and regulations for the project site. Not building on this site could potentially result in more housing constructed outside of the urban area in agricultural and undeveloped areas, contributing to urban sprawl, regional traffic congestion, and regional air quality issues.

Summary of Findings and Conclusions:

Jamboree Housing Corporation is proposing the construction of a new San Juan Capistrano City Hall building and affordable housing development on the City Hall site identified in the City's Housing Element. The project would consist of 50 affordable housing units with one manager's unit. Social and supportive services would be provided through Housing with Heart, the Community Impact Team at Jamboree Housing Corporation, in partnership with the County's Health Care Agency. The proposed project would contribute to the increased density and availability of low-income housing in an area that would encourage multi-modal activity. The proximity of existing transit options to the project site would reduce long-term air emissions and energy use associated with motor vehicle travel.

Because the project is located within a developed urban area, the project would be adequately served by utilities and public services. The project would conform to all applicable federal, state, and regional regulations associated with land use compatibility, air emissions, water quality, geologic hazards, and related environmental resources addressed herein. Based on the analyses of environmental issues contained in this document, the proposed project is not expected to have significant environmental impacts.

Mitigation Measures and Conditions [40 CFR 1505.2(c)]

Summarize below all mitigation measures adopted by the Responsible Entity to reduce, avoid, or eliminate adverse environmental impacts and to avoid non-compliance or non-conformance with the above-listed authorities and factors. These measures/conditions must be incorporated into project contracts, development agreements, and other relevant documents. The staff responsible for implementing and monitoring mitigation measures should be clearly identified in the mitigation plan.

Floodplain Management

Mitigation Measure 1

The proposed project occurs in the 100-year floodplain and does not meet any exceptions at 24 CFR 55.12, and therefore requires an eight-step analysis in compliance with Executive Order 11988. As a mitigation measure, the project proponent shall be required to obtain a Conditional Letter of Map Revision (CLOMR) from the Federal Emergency Management Agency (FEMA) prior to construction. To obtain a CLOMR, the project proponent would be required to demonstrate to FEMA that the site designs and associated changes to base flood elevation at the project site and surrounding parcels would meet National Flood Insurance Program Standards. Site designs shall show that the proposed building would be elevated above the 100-year floodplain and that floodplain changes are within tolerance of limits established by FEMA through the Code of Federal Regulations.

Mitigation Measure 2 The project proponent shall be required to obtain a Letter of Map Revision (LOMR) from the Federal Emergency Management Agency (FEMA) following project site grading. FEMA would provide the LOMR to the project proponent after FEMA's verification that the project has been graded per approved plans. FEMA issuance of a LOMR would provide an official modification to FEMA's FIRM Map for the project site.

Air Quality – Fugitive Dust

Mitigation Measure 3 **The project shall implement the following, as applicable to the project:**

- **Backfilling**: Stabilize backfill material when not actively handling, stabilize backfill material during handling, and stabilize soil at completion of activity.
- **Clearing and Grubbing**: Maintain stability of soil through pre-watering of site prior to clearing and grubbing, stabilize soil during clearing and grubbing activities, and stabilize soil immediately after clearing and grubbing activities.
- **Clearing Forms**: Use water spray, sweeping and water spray, or a vacuum system to clear forms.
- **Crushing**: Stabilize surface soils prior to operation of support equipment and stabilize material after crushing.
- **Cut and Fill**: Pre-water soils prior to cut and fill activities, and stabilize soil during and after cut and fill activities.
- **Demolition** – **Mechanical/Manual:** Stabilize wind erodible surfaces to reduce dust, stabilize surface soil where support equipment and vehicles will operate, stabilize loose soil and demolition debris, and comply with Air Quality Management District Rule 1403.
- **Disturbed Soil**: Stabilize disturbed soil throughout the construction site, and stabilize disturbed soil between structures.
- **Earth-Moving Activities**: Pre-apply water to depth of proposed cuts, re-apply water as necessary to maintain soil in a damp condition and to ensure that visible emissions do not exceed 100 feet in any direction, and stabilize soil once earth-moving activities are complete.
- **Importing/Exporting of Bulk Materials**: Stabilize material while loading to reduce fugitive dust emissions, maintain at least 6 inches of freeboard on haul vehicles, stabilize material while transporting and unloading to reduce fugitive dust emissions, and comply with Vehicle Code Section 23114.
- **Landscaping**: Stabilize soils, materials, slopes.
- **Road Shoulder Maintenance:** Apply water to unpaved shoulders prior to clearing, and apply chemical dust suppressants and/or washed gravel to maintain a stabilized surface after completing road shoulder maintenance.
- **Screening:** Pre-water material prior to screening, limit fugitive dust emissions to opacity and plume length standards, and stabilize material immediately after screening.

- **Staging Areas:** Stabilize staging areas during use, and stabilize staging area soils at project completion.
- **Stockpiles/Bulk Material Handling:** Stabilize stockpiled materials. Stockpiles within 100 yards of off-site occupied buildings must not be greater than 8 feet in height, or must have a road bladed to the top to allow water truck access, or must have an operational water irrigation system that is capable of complete stockpile coverage.
- **Traffic Areas for Construction Activities:** Stabilize all off-road traffic and parking areas, stabilize all haul routes, and direct construction traffic over established haul routes.
- **Trenching:** Stabilize surface soils where trencher or excavator and support equipment will operate, and stabilize soils at the completion of trenching activities.
- **Truck Loading:** Pre-water material prior to loading and ensure that freeboard exceeds 6 inches (CVC 23114).
- **Turf Overseeding:** Apply sufficient water immediately prior to conducting turf vacuuming activities to meet opacity and plume length standards, and cover haul vehicles prior to exiting the site.
- **Unpaved Roads/Parking Lots:** Stabilize soils to meet the applicable performance standards and limit vehicular travel to established unpaved roads (haul routes) and parking lots.
- **Vacant Land:** In instances where vacant lots are 0.10 acres or larger and have a cumulative area of 500 square feet or more that are driven over and/or used by motor vehicles and/or off-road vehicles, prevent motor vehicle and off-road-vehicle trespassing, parking, and access by installing barriers, curbs, fences, gates, posts, signs, shrubs, trees, or other effective control measures.

Historic Preservation (Cultural Resources)

Mitigation Measure 4 In the event that previously unidentified cultural resources are encountered during ground-disturbing activities associated with project construction, work in the immediate area must halt, and an archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards for archaeology shall be contacted immediately to evaluate the find. If the discovery proves to be significant under the National Environmental Policy Act, additional work, such as data recovery excavation, may be warranted to mitigate potential adverse effects.

Noise

Mitigation Measure 6 To ensure compliance with 24 CFR Part 51, Subpart B and that the U.S. Department of Housing and Urban Development's noise standard of 45 dBA DNL is not exceeded, the project shall implement windows with a minimum Sound Transmission Class (STC) rating of 35 in rooms with windows and doors facing east and north.

Mitigation Measure 7 The developer will be responsible for compliance with the Construction Plan and Maintenance Plan in this Environmental Assessment. The Developer will review both plans in consultation with the County of Orange HCD compliance staff at the Pre-construction Meeting. Ongoing inspections and adherence to the Maintenance Plan will be the Developer's responsibility.

Unique Natural Features, Water Resources

Mitigation Measure 8 The proposed project shall include best management practices (BMPs) designed according to the guidance of the California Stormwater Quality Association Stormwater Best Management Practice Handbooks for Construction, for New Development/Redevelopment, and for Industrial and Commercial (or other similar source as approved by Orange County). Construction (temporary) BMPs for the proposed project shall include hydroseeding, straw mulch, velocity dissipation devices, silt fencing, fiber rolls, storm drain inlet protection, wind erosion control, and stabilized construction entrances.

Mitigation Measure 9 Prior to construction commencing, the applicant shall provide evidence to Orange County of a Waste Discharge Identification number generated from the State Regional Water Quality Control Board's Stormwater Multiple Application & Reports Tracking System. This serves as the Regional Water Quality Control Board's approval or permit under the National Pollutant Discharge Elimination System construction stormwater quality permit.

Determination:

☒ **Finding of No Significant Impact** [24 CFR 58.40(g)(1); 40 CFR 1508.27]
The project will not result in a significant impact on the quality of the human environment.

☐ **Finding of Significant Impact** [24 CFR 58.40(g)(2); 40 CFR 1508.27]
The project may significantly affect the quality of the human environment.

Preparer Signature: Liza Santos Date: 12/21/21

Name/Title/Organization: Liza Santos/Housing Development Compliance Administrator/ OC Housing and Community Development

Certifying Officer Signature: Julia Bidwell Date: 12/21/2021

Name/Title: Julia Bidwell/Director, OC Housing & Community Development

This original, signed document and related supporting material must be retained on file by the Responsible Entity in an Environmental Review Record (ERR) for the activity/project (ref: 24 CFR Part 58.38) and in accordance with recordkeeping requirements for the HUD program(s).

ENVIRONMENTAL REVIEW RECORDS (ERRs)

ERR No. 1. Airport Hazards

OMB No. 2506-0177
(exp.9/30/2021)

U.S. DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT
WASHINGTON, DC 20410-1000

This Worksheet was designed to be used by those "Partners" (including Public Housing Authorities, consultants, contractors, and nonprofits) who assist Responsible Entities and HUD in preparing environmental reviews, but legally cannot take full responsibilities for these reviews themselves. Responsible Entities and HUD should use the RE/HUD version of the Worksheet.

Airport Hazards (CEST and EA) – PARTNER

https://www.hudexchange.info/environmental-review/airport-hazards

1. **To ensure compatible land use development, you must determine your site's proximity to civil and military airports. Is your project within 15,000 feet of a military airport or 2,500 feet of a civilian airport?**

   ☒No → *If the RE/HUD agrees with this recommendation, the review is in compliance with this section. Continue to the Worksheet Summary below. Provide a map showing that the site is not within the applicable distances to a military or civilian airport.*

   ☐Yes → *Continue to Question 2.*

2. **Is your project located within a Runway Potential Zone/Clear Zone (RPZ/CZ) or Accident Potential Zone (APZ)?**

   ☐Yes, project is in an APZ → *Continue to Question 3.*

   ☐Yes, project is an RPZ/CZ → *Project cannot proceed at this location.*

   ☐No, project is not within an APZ or RPZ/CZ

   → *If the RE/HUD agrees with this recommendation, the review is in compliance with this section. Continue to the Worksheet Summary below. Provide a map showing that the site is not within either zone.*

3. **Is the project in conformance with DOD guidelines for APZ?**

   ☐Yes, project is consistent with DOD guidelines without further action.

   → *If the RE/HUD agrees with this recommendation, the review is in compliance with this section. Continue to the Worksheet Summary below. Provide any documentation supporting this determination.*

   ☐No, the project cannot be brought into conformance with DOD guidelines and has not been approved. → *Project cannot proceed at this location.*

If mitigation measures have been or will be taken, explain in detail the proposed measures that must be implemented to mitigate for the impact or effect, including the timeline for implementation.

Click here to enter text.

→ *Work with the RE/HUD to develop mitigation measures. Continue to the Worksheet Summary below. Provide any documentation supporting this determination.*

Worksheet Summary

Provide a full description of your determination and a synopsis of the information that it was based on, such as:

The project area is located over 17 miles from the nearest civilian airport, John Wayne Airport (see Attachment 2).

Include all documentation supporting your findings in your submission to HUD.

Click here to enter text.

ERR No. 2. Floodplain Management

OMB No. 2506-0177
(exp. 9/30/2021)

U.S. DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT
WASHINGTON, DC 20410-1000

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Floodplain Management (CEST and EA) – PARTNER

https://www.hudexchange.info/environmental-review/floodplain-management

1. **Does 24 CFR 55.12(c) exempt this project from compliance with HUD's floodplain management regulations in Part 55?**

   ☐ Yes

   Provide the applicable citation at 24 CFR 55.12(c) here. If project is exempt under 55.12(c)(6) or (8), provide supporting documentation.

   Click here to enter text.

   → *If the RE/HUD agrees with this recommendation, the review is in compliance with this section. Continue to the Worksheet Summary below. Continue to the Worksheet Summary.*

   ☒ No → *Continue to Question 2.*

2. **Provide a FEMA/FIRM map showing the site.**

   The Federal Emergency Management Agency (FEMA) designates floodplains. The FEMA Map Service Center provides this information in the form of FEMA Flood Insurance Rate Maps (FIRMs).

   Does your project occur in a floodplain?

   ☐ No → *Continue to the Worksheet Summary below.*

   ☒ Yes

   Select the applicable floodplain using the FEMA map or the best available information:

   ☐ Floodway → *Continue to Question 3, Floodways*

   ☐ Coastal High Hazard Area (V Zone) → *Continue to Question 4, Coastal High Hazard Areas*

   ☐ 500-year floodplain (B Zone or shaded X Zone) → *Continue to Question 5, 500-year Floodplains*

   ☒ 100-year floodplain (A Zone) → *The 8-Step Process is required. Continue to Question 6, 8-Step Process*

3. **Floodways**

   Is this a functionally dependent use?

   ☒ Yes

The 8-Step Process is required. Work with HUD or the RE to assist with the 8-Step Process.
→ *Continue to Worksheet Summary.*

☐ No → *Federal assistance may not be used at this location unless an exception in 55.12(c) applies. You must either choose an alternate site or cancel the project.*

4. **Coastal High Hazard Area**

Is this a critical action such as a hospital, nursing home, fire station, or police station?

☐ Yes → *Critical actions are prohibited in coastal high hazard areas unless an exception in 55.12(c) applies. You must either choose an alternate site or cancel the project.*

☐ No

Does this action include new construction that is not a functionally dependent use, existing construction (including improvements), or reconstruction following destruction caused by a disaster?

☐ Yes, there is new construction of something that is not a functionally dependent use. New construction must be designed to FEMA standards for V Zones at 44 CFR 60.3(e) (24 CFR 55.1(c)(3)(i)).
→ *Continue to Question 6, 8-Step Process*

☐ No, this action concerns only existing construction.
Existing construction must have met FEMA elevation and construction standards for a coastal high hazard area or other standards applicable at the time of construction.
→ *Continue to Question 6, 8-Step Process*

5. **500-year Floodplain**

Is this a critical action?

☐ No → *If the RE/HUD agrees with this recommendation, the review is in compliance with this section. Continue to the Worksheet Summary below.*

☐Yes → *Continue to Question 6, 8-Step Process*

6. **8-Step Process**.

Is this 8-Step Process required? Select one of the following options:

☒ 8-Step Process applies.
This project will require mitigation and may require elevating structure or structures. See the link to the HUD Exchange above for information on HUD's elevation requirements.
→ *Work with the RE/HUD to assist with the 8-Step Process. Continue to Worksheet Summary.*

☐ 5-Step Process is applicable per 55.12(a)(1-3).
Provide the applicable citation at 24 CFR 55.12(a) here.
Click here to enter text.
→ *Work with the RE/HUD to assist with the 5-Step Process. Continue to Worksheet Summary.*

☐ 8-Step Process is inapplicable per 55.12(b)(1-4).
Provide the applicable citation at 24 CFR 55.12(b) here.
Click here to enter text.

→ *If the RE/HUD agrees with this recommendation, the review is in compliance with this section. Continue to the Worksheet Summary below.*

Worksheet Summary

Provide a full description of your determination and a synopsis of the information that it was based on, such as:

- Map panel numbers and dates
- Names of all consulted parties and relevant consultation dates

Names of plans or reports and relevant page numbers
Any additional requirements specific to your program or region

Include all documentation supporting your findings in your submission to HUD.

The proposed project occurs on a 100-year floodplain (FIRM Panel No. 06059 C0506J, effective December 3, 2009), in an area designated by FEMA as a Special Flood Hazard Area. As a result, the project underwent HUD's 8-Step Process to determine the direct and indirect impacts associated with the construction, occupancy, and modification of the floodplain. The 8-Step Process analysis is provided as **Attachment 5** to the HUD EA.

A public notice describing the project and the required 8-Step Process was published in the Orange County Register and on the Orange County Housing and Community Development's website on October 8, 2021 (see **Attachment 6** to the HUD EA). No comments were received during the public comment period.

After reviewing project alternatives in the 8-Step Process analysis, Orange County concluded that the proposed action with mitigation measures is the preferred alternative to carry forward. This is due to (1) the need to provide housing and services to individuals experiencing homelessness; (2) the need to construct an economically feasible project on available land identified in the City of San Juan Capistrano's Housing Element; (3) the site's access to public transportation and amenities; and (4) the ability to mitigate and minimize impacts on human health, public property, and floodplain values by site design and the issuance or a Conditional Letter of Map Revision (CLOMR) and Letter of Map Revision (LOMR) by FEMA.

The following mitigation measures for Floodplain Management will be required:

Mitigation Measure 1 The proposed project occurs in the 100-year floodplain and does not meet any exceptions at 24 CFR 55.12, and therefore requires an eight-step analysis in compliance with Executive Order 11988. As a mitigation measure, the project proponent shall be required to obtain a Conditional Letter of Map Revision (CLOMR) from the Federal Emergency Management Agency (FEMA) prior to construction. To obtain a CLOMR, the project proponent would be required to demonstrate to FEMA that the site designs and associated changes to base flood elevation at the project site and surrounding parcels would meet National Flood Insurance Program Standards. Site designs shall show that the proposed building would be elevated above the 100-year floodplain and that floodplain changes are within tolerance of limits established by FEMA through the Code of Federal Regulations.

Mitigation Measure 2	The project proponent shall be required to obtain a Letter of Map Revision (LOMR) from the Federal Emergency Management Agency (FEMA) following project site grading. FEMA would provide the LOMR to the project proponent after FEMA's verification that the project has been graded per approved plans. FEMA issuance of a LOMR would provide an official modification to FEMA's FIRM Map for the project site.

ERR No. 3. Air Quality

OMB No. 2506-0177
(exp.9/30/2021)

U.S. DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT
WASHINGTON, DC 20410-1000

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Air Quality (CEST and EA) – PARTNER

https://www.hudexchange.info/environmental-review/air-quality

1. **Does your project include new construction or conversion of land use facilitating the development of public, commercial, or industrial facilities OR five or more dwelling units?**

   ☒ Yes → *Continue to Question 2.*

   ☐ No → *If the RE/HUD agrees with this recommendation, the review is in compliance with this section. Provide any documents used to make your determination.*

2. **Is your project's air quality management district or county in non-attainment or maintenance status for any criteria pollutants?**
   Follow the link below to determine compliance status of project county or air quality management district:
   https://www.epa.gov/green-book

   ☐ No, project's county or air quality management district is in attainment status for all criteria pollutants
   → *If the RE/HUD agrees with this recommendation, the review is in compliance with this section. Continue to the Worksheet Summary below. Provide any documents used to make your determination.*

   ☒ Yes, project's management district or county is in non-attainment or maintenance status for one or more criteria pollutants. → *Continue to Question 3.*

3. **Determine the <u>estimated emissions levels of your project for each of those criteria pollutants</u> that are in non-attainment or maintenance status on your project area. Will your project exceed any of the *de minimis or threshold* emissions levels of non-attainment and maintenance level pollutants or exceed the screening levels established by the state or air quality management district?**

   ☒ No, the project will not exceed *de minimis* or threshold emissions levels or screening levels
   → *If the RE/HUD agrees with this recommendation, the review is in compliance with this section. Explain how you determined that the project would not exceed de minimis or threshold emissions.*

☐ Yes, the project exceeds *de minimis* emissions levels or screening levels.

→ *Continue to Question 4. Explain how you determined that the project would not exceed de minimis or threshold emissions in the Worksheet Summary.*

4. **For the project to be brought into compliance with this section, all adverse impacts must be mitigated. Explain in detail the exact measures that must be implemented to mitigate for the impact or effect, including the timeline for implementation.**
   Click here to enter text.

Worksheet Summary

Provide a full description of your determination and a synopsis of the information that it was based on, such as:

- Map panel numbers and dates
- Names of all consulted parties and relevant consultation dates
- Names of plans or reports and relevant page numbers
- Any additional requirements specific to your program or region

Include all documentation supporting your findings in your submission to HUD.

Project emissions from construction were calculated using the CalEEMod Air Quality Model. Emissions would be below di minimis thresholds for criteria pollutants (see **Attachment 7**).

ERR No. 4. Coastal Zone Management Act

OMB No. 2506-0177
(exp.9/30/2021)

U.S. DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT
WASHINGTON, DC 20410-1000

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Coastal Zone Management Act (CEST and EA) – PARTNER

https://www.hudexchange.info/environmental-review/coastal-zone-managementh

Projects located in the following states must complete this form.

Alabama	Florida	Louisiana	Mississippi	Ohio	Texas
Alaska	Georgia	Maine	New Hampshire	Oregon	Virgin Islands
American Samoa	Guam	Maryland	New Jersey	Pennsylvania	Virginia
California	Hawaii	Massachusetts	New York	Puerto Rico	Washington
Connecticut	Illinois	Michigan	North Carolina	Rhode Island	Wisconsin
Delaware	Indiana	Minnesota	Northern Mariana Islands	South Carolina	

1. Is the project located in, or does it affect, a Coastal Zone as defined in your state Coastal Management Plan?

☐Yes → *Continue to Question 2.*
☒No → *If the RE/HUD agrees with this recommendation, the review is in compliance with this section. Continue to the Worksheet Summary below. Provide a map showing that the site is not within a Coastal Zone.*

2. Does this project include activities that are subject to state review?

☐Yes → *Continue to Question 3.*
☐No → *If the RE/HUD agrees with this recommendation, the review is in compliance with this section. Continue to the Worksheet Summary below. Provide documentation used to make your determination.*

3. Has this project been determined to be consistent with the State Coastal Management Program?

☐Yes, with mitigation. → *The RE/HUD must work with the State Coastal Management Program to develop mitigation measures to mitigate the impact or effect of the project.*

☐Yes, without mitigation. → *If the RE/HUD agrees with this recommendation, the review is in compliance with this section. Continue to the Worksheet Summary below. Provide documentation used to make your determination.*

☐No → Project cannot proceed at this location.

Worksheet Summary

Provide a full description of your determination and a synopsis of the information that it was based on, such as:

Map panel numbers and dates

- Names of all consulted parties and relevant consultation dates
- Names of plans or reports and relevant page numbers
- Any additional requirements specific to your program or region

Include all documentation supporting your findings in your submission to HUD.

The proposed project is not in a Coastal Zone. See **Attachment 8**.

ERR No. 5. Contamination and Toxic Substances (Multifamily and Non-Residential Properties)

Contamination and Toxic Substances (Multifamily and Non-Residential Properties) – PARTNER

This Worksheet was designed to be used by those "Partners" (including Public Housing Authorities, consultants, contractors, and nonprofits) who assist Responsible Entities and HUD in preparing environmental reviews, but legally cannot take full responsibilities for these reviews themselves. Responsible Entities and HUD should use the RE/HUD version of the Worksheet.

General requirements	Legislation	Regulations
It is HUD policy that all properties that are being proposed for use in HUD programs be free of hazardous materials, contamination, toxic chemicals and gases, and radioactive substances, where a hazard could affect the health and safety of the occupants or conflict with the intended utilization of the property.		24 CFR 58.5(i)(2) 24 CFR 50.3(i)
Reference		
https://www.hudexchange.info/programs/environmental-review/site-contamination		

1. **How was site contamination evaluated?** [1] **Select all that apply.**

   ☒ ASTM Phase I ESA
   ☒ ASTM Phase II ESA
   ☐ Remediation or clean-up plan
   ☐ ASTM Vapor Encroachment Screening
   ☐ None of the above

   → *Provide documentation and reports and include an explanation of how site contamination was evaluated in the Worksheet Summary.*
   Continue to Question 2.

2. **Were any on-site or nearby toxic, hazardous, or radioactive substances found that could affect the health and safety of project occupants or conflict with the intended use of the property? (Were any recognized environmental conditions or RECs identified in a Phase I ESA and confirmed in a Phase II ESA?)**

   ☒ No

[1] HUD regulations at 24 CFR § 58.5(i)(2)(ii) require that the environmental review for multifamily housing with five or more dwelling units or non-residential property include the evaluation of previous uses of the site or other evidence of contamination on or near the site. For acquisition and new construction of multifamily and nonresidential properties HUD strongly advises the review include an ASTM Phase I Environmental Site Assessment (ESA) to meet real estate transaction standards of due diligence and to help ensure compliance with HUD's toxic policy at 24 CFR §58.5(i) and 24 CFR §50.3(i). Also note that some HUD programs require an ASTM Phase I ESA.

Explain: Based on the records search conducted for the Phase I Environmental Site Assessment (ESA), Barr & Clark Independent Environmental Testing recommended a Phase II ESA be conducted to assess potential soil impacts from the historical use of underground storage tanks (USTs) at the project site. Conservation Consulting International conducted a Phase II ESA, including a soil vapor analysis on soil samples taken from the project site. Compounds associated with historic UST use at the project site were detected in the soil; however, a screening evaluation of the detected compounds indicate that the concentrations of the compounds will not exceed environmental screening levels for residential structures. The Phase II ESA concluded that a vapor encroachment condition would be unlikely, and no recommended additional assessment is needed at this time. The Phase I ESA and Phase II ESA provide details on the recorded findings and detected compounds, and are summarized in more detail below in the Worksheet Summary.

→ *If the RE/HUD agrees with this recommendation, the review is in compliance with this section. Continue to the Worksheet Summary below.*

☐ Yes.

→ *Describe the findings, including any recognized environmental conditions (RECs), in Worksheet Summary below. Continue to Question 3.*

3. Mitigation

Work with the RE/HUD to identify the mitigation needed according to the requirements of the appropriate federal, state, tribal, or local oversight agency. If the adverse environmental effects cannot be mitigated, then HUD assistance may not be used for the project at this site.

Can adverse environmental impacts be mitigated?

☐ Adverse environmental impacts cannot feasibly be mitigated

→ <u>Project cannot proceed at this location.</u>

☐ Yes, adverse environmental impacts can be eliminated through mitigation.

→ *Provide all mitigation requirements*[2] *and documents. Continue to Question 4.*

[2] Mitigation requirements include all clean-up actions required by applicable federal, state, tribal, or local law. Additionally, provide, as applicable, the long-term operations and maintenance plan, Remedial Action Work Plan, and other equivalent documents.

4. **Describe how compliance was achieved. Include any of the following that apply: State Voluntary Clean-up Program, a No Further Action letter, use of engineering controls[3], or use of institutional controls[4].**
   Click here to enter text.

If a remediation plan or clean-up program was necessary, which standard does it follow?

☐ Complete removal

→ *Continue to the Worksheet Summary.*

☐ Risk-based corrective action (RBCA)

→ *Continue to the Worksheet Summary.*

Worksheet Summary

Compliance Determination

Provide a clear description of your determination and a synopsis of the information that it was based on, such as:

Map panel numbers and dates

- Names of all consulted parties and relevant consultation dates
- Names of plans or reports and relevant page numbers
- Any additional requirements specific to your program or region

A Phase I ESA was conducted by Barr & Clark Independent Environmental Testing in September 2019. Small quantities of general maintenance supplies and paint were found to be properly labeled and stored at the time of the assessment with no signs of leaks, stains, or spills. No hazardous substances or petroleum products were observed on site.

Two pad-mounted transformers, owned and maintained by Southern California Edison, were observed during the Phase I ESA site visit. The transformers were not labeled indicating PCB content and no

[3] Engineering controls are any physical mechanism used to contain or stabilize contamination or ensure the effectiveness of a remedial action. Engineering controls may include, without limitation, caps, covers, dikes, trenches, leachate collection systems, signs, fences, physical access controls, ground water monitoring systems and ground water containment systems including, without limitation, slurry walls and ground water pumping systems.

[4] Institutional controls are mechanisms used to limit human activities at or near a contaminated site, or to ensure the effectiveness of the remedial action over time, when contaminants remain at a site at levels above the applicable remediation standard which would allow for unrestricted use of the property. Institutional controls may include structure, land, and natural resource use restrictions, well restriction areas, classification exception areas, deed notices, and declarations of environmental restrictions.

staining or leakage was observed in the vicinity of the transformer. Given the good condition of these transformers, they are not identified as a significant environmental concern.

The project site is located in a Radon Zone 3. Based on this classification zone, the Phase I ESA concluded that Radon does not represent a significant environmental concern.

During the site reconnaissance, an emergency generator with an aboveground storage tank was observed in the parking lot. No evidence of leaks or stains were observed near this aboveground storage tank. Three USTs were identified through a records review for the project site: a 260-gallon UST containing diesel motor vehicle fuel, a 4,000-gallon UST containing unleaded motor vehicle fuel, and a 5,000-gallon UST containing regular motor vehicle fuel. The 4,000- and 5,000-gallon USTs were removed at the northeast corner of the subject property in 1986 and case closure was obtained in 1987. However, no additional information referring to the 260-gallon UST was available.

Based on this information, Barr & Clark recommended that a Phase II ESA be conducted to attempt to find the location and condition of the 260-gallon UST and assess any impacts to subsurface soils from the history of USTs in the project area.

Conservation Consulting International (CCI) conducted a Phase II ESA per the Barr & Clark recommendation (see **Attachment 9**). The purpose of the Phase II ESA was to assess whether former USTs located at the property had adversely impacted subsurface environment (soil and soil vapor) beneath the property. CCI conducted a geophysical survey of the property on October 19, 2019, to take soil borings and locate the former USTs (if possible). The geophysical survey did not identify former UST locations in the vicinity of the public building, but did identify a suspected UST excavation site toward the northeast corner of the property.

Soil borings were collected at four locations. From each boring, soil samples from depths of 15, 10, and 5 feet below ground surface were segregated for soil vapor analysis. The results of the soil vapor analysis detected concentrations of benzene, n-Butylbenzene, ethylbenzene, isopropylbenzene, 4-Isopropyltoluene, n-Propylbenzene, styrene, PCE, toluene, 1,2,4-Trimethylbenzene, 1,3,5-Trimethylbenzene, m,p-Xylenes, and/or o-Xylenes in the soil vapor samples analyzed. With the exceptions of benzene, ethylbenzene, PCE, and 1,2,4-Trimethylbenzene, the detected concentrations of these compounds did not exceed their respective SF-RWQCB Environmental Screening Levels (ESLs) for Residential and Industrial soil gas. Benzene levels exceeded both Residential and Industrial thresholds, and ethylbenzene, PCE, and 1,2,4- Trimethylbenzene levels exceeded Residential ESLs but were within Industrial ESLs. Indoor soil vapor concentrations did not exceed ESLs for Residential or Industrial indoor air. As a result, a vapor encroachment condition for the project site resulting from historical uses is unlikely.

Based on these existing soil vapor conditions, CCI performed a preliminary screening evaluation according to the Department of Toxic Substances Control's Guidance for the Evaluation and Mitigation of Subsurface Vapor Intrusion to Indoor Air. The calculated theoretical indoor air concentrations for the detected compounds in the soil vapor samples did not exceed ESLs for residential indoor air. Based on the results, a vapor encroachment condition for the project resulting from historical uses of the project area appears unlikely. The assessment concludes that no recommended additional assessment is needed at this time.

Are formal compliance steps or mitigation required?

☐ Yes

☒ No

ERR No. 6. Endangered Species Act

OMB No. 2506-0177
(exp.9/30/2021)

U.S. DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT
WASHINGTON, DC 20410-1000

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Endangered Species Act (CEST and EA) – PARTNER

https://www.hudexchange.info/environmental-review/endangered-species

1. Does the project involve any activities that have the potential to affect species or habitats?

☐No, the project will have No Effect due to the nature of the activities involved in the project.

→ *If the RE/HUD agrees with this recommendation, the review is in compliance with this section. Continue to the Worksheet Summary below. Provide any documents used to make your determination.*

☐No, the project will have No Effect based on a letter of understanding, memorandum of agreement, programmatic agreement, or checklist provided by local HUD office.

Explain your determination:

Click here to enter text.

→ *If the RE/HUD agrees with this recommendation, the review is in compliance with this section. Continue to the Worksheet Summary below. Provide any documents used to make your determination.*

☒Yes, the activities involved in the project have the potential to affect species and/or habitats.

→ *Continue to Question 2.*

2. Are federally listed species or designated critical habitats present in the action area?

Obtain a list of protected species from the Services. This information is available on the FWS Website.

☐No, the project will have No Effect due to the absence of federally listed species and designated critical habitat.

→ *If the RE/HUD agrees with this recommendation, the review is in compliance with this section. Continue to the Worksheet Summary below. Provide any documents used to make your determination. Documentation may include letters from the Services, species lists from the Services' websites, surveys or other documents and analysis showing that there are no species in the action area.*

☒Yes, there are federally listed species or designated critical habitats present in the action area.

→ *Continue to Question 3.*

3. **Recommend one of the following effects that the project will have on federally listed species or designated critical habitat:**

☒No Effect: Based on the specifics of both the project and any federally listed species in the action area, you have determined that the project will have absolutely no effect on listed species or critical habitat.

→ *If the RE/HUD agrees with this recommendation, the review is in compliance with this section. Continue to the Worksheet Summary below. Provide any documents used to make your determination. Documentation should include a species list and explanation of your conclusion, and may require maps, photographs, and surveys as appropriate.*

☐May Affect, Not Likely to Adversely Affect: Any effects that the project may have on federally listed species or critical habitats would be beneficial, discountable, or insignificant.

→ Partner entities should not contact the Services directly. *If the RE/HUD agrees with this recommendation, they will have to complete Informal Consultation. Provide the RE/HUD with a biological evaluation or equivalent document. They may request additional information, including surveys and professional analysis, to complete their consultation.*

☐Likely to Adversely Affect: The project may have negative effects on one or more listed species or critical habitat.

→ Partner entities should not contact the Services directly. *If the RE/HUD agrees with this recommendation, they will have to complete Formal Consultation. Provide the RE/HUD with a biological evaluation or equivalent document. They may request additional information, including surveys and professional analysis, to complete their consultation.*

Worksheet Summary

Provide a full description of your determination and a synopsis of the information that it was based on, such as:

- Map panel numbers and dates
- Names of all consulted parties and relevant consultation dates
- Names of plans or reports and relevant page numbers
- Any additional requirements specific to your program or region

Include all documentation supporting your findings in your submission to HUD.

The range of eight threatened or endangered species overlap with the project site. However, according to the U.S. Fish and Wildlife Service's IPaC database, the project site is located outside of critical habitat areas for the endangered or threatened species that have these areas defined. Furthermore, the project site is currently developed and within a fully urbanized area; therefore, no species or critical habitat occurs at the site, and there would be no impacts to listed species or critical habitat (see **Attachment 10**).

According to the U.S. Fish and Wildlife Service's IPaC webpage, eight federally listed species occur within the project site. Since the project site occurs in a highly developed urban area and does not overlap with critical habitat for these species, the proposed development is not expected to have adverse impacts on any federally listed species.

See **Attachment 10**.

ERR No. 7. Historic Preservation

OMB No. 2506-0177
(exp. 9/30/2021)

U.S. DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT
WASHINGTON, DC 20410-1000

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Historic Preservation (CEST and EA) – PARTNER

https://www.hudexchange.info/environmental-review/historic-preservation

Threshold

Is Section 106 review required for your project?

☐ No, because a Programmatic Agreement states that all activities included in this project are exempt. (See the PA Database to find applicable PAs.)
Either provide the PA itself or a link to it here. Mark the applicable exemptions or include the text here:
Click here to enter text.
→ *Continue to the Worksheet Summary.*

☐ No, because the project consists solely of activities included in a No Potential to Cause Effects memo or other determination [36 CFR 800.3(a)(1)].
Either provide the memo itself or a link to it here. Explain and justify the other determination here:
Click here to enter text.
→ *Continue to the Worksheet Summary.*

☒Yes, because the project includes activities with potential to cause effects (direct or indirect). → *Continue to Step 1.*

The Section 106 Process
After determining the need to do a Section 106 review, HUD or the RE will initiate consultation with regulatory and other interested parties, identify and evaluate historic properties, assess effects of the project on properties listed on or eligible for the National Register of Historic Places, and resolve any adverse effects through project design modifications or mitigation.
Step 1: Initiate consultation
Step 2: Identify and evaluate historic properties
Step 3: Assess effects of the project on historic properties
Step 4: Resolve any adverse effects

Only RE or HUD staff may initiate the Section 106 consultation process. Partner entities may gather information, including from SHPO records, identify and evaluate historic properties, and make initial assessments of effects of the project on properties listed in or eligible for the National Register of Historic Place. Partners should then provide their RE or HUD with all of their analysis and documentation so that they may initiate consultation.

Step 1 - Initiate Consultation

The following parties are entitled to participate in Section 106 reviews: Advisory Council on Historic Preservation; State Historic Preservation Officers (SHPOs); federally recognized Indian tribes/Tribal Historic Preservation Officers (THPOs); Native Hawaiian Organizations (NHOs); local governments; and project grantees. The general public and individuals and organizations with a demonstrated interest in a project may participate as consulting parties at the discretion of the RE or HUD official. Participation varies with the nature and scope of a project. Refer to HUD's website for guidance on consultation, including the required timeframes for response. Consultation should begin early to enable full consideration of preservation options.

Use the When To Consult With Tribes checklist within Notice CPD-12-006: Process for Tribal Consultation to determine if the RE or HUD should invite tribes to consult on a particular project. Use the Tribal Directory Assessment Tool (TDAT) to identify tribes that may have an interest in the area where the project is located. Note that only HUD or the RE may initiate consultation with Tribes. Partner entities may prepare a draft letter for the RE or HUD to use to initiate consultation with tribes, but may not send the letter themselves.

List all organizations and individuals that you believe may have an interest in the project here:
Click here to enter text.

→ *State Historic Preservation Office (concurrence received on October 14, 2020; see **Attachment 12**).*

Step 2 - Identify and Evaluate Historic Properties

Provide a preliminary definition of the Area of Potential Effect (APE), either by entering the address(es) or providing a map depicting the APE. Attach an additional page if necessary.

32400 Paseo Adelanto
San Juan Capistrano, CA 92675

See EA Figure 1.

Gather information about known historic properties in the APE. Historic buildings, districts and archeological sites may have been identified in local, state, and national surveys and registers, local historic districts, municipal plans, town and county histories, and local history websites. If not already listed on the National Register of Historic Places, identified properties are then evaluated to see if they are eligible for the National Register. Refer to HUD's website for guidance on identifying and evaluating historic properties.

In the space below, list historic properties identified and evaluated in the APE.
Every historic property that may be affected by the project should be listed. For each historic property or district, include the National Register status, whether the SHPO has concurred with the finding, and whether information on the site is sensitive. Attach an additional page if necessary.
Click here to enter text.

Provide the documentation (survey forms, Register nominations, concurrence(s) and/or objection(s), notes, and photos) that justify your National Register Status determination.

Was a survey of historic buildings and/or archeological sites done as part of the project?
If the APE contains previously unsurveyed buildings or structures over 50 years old, or there is a likely presence of previously unsurveyed archeological sites, a survey may be necessary. For Archeological surveys, refer to HP Fact Sheet #6, Guidance on Archeological Investigations in HUD Projects.

☐ Yes → *Provide survey(s) and report(s) and continue to Step 3.*
Additional notes:
Click here to enter text.

☒ No → *Continue to Step 3.*

Step 3 - Assess Effects of the Project on Historic Properties

Only properties that are listed on or eligible for the National Register of Historic Places receive further consideration under Section 106. Assess the effect(s) of the project by applying the Criteria of Adverse Effect. (36 CFR 800.5) Consider direct and indirect effects as applicable as per HUD guidance.

Choose one of the findings below to recommend to the RE or HUD.
Please note: this is a recommendation only. It is **not** the official finding, which will be made by the RE or HUD, but only your suggestion as a Partner entity.

☒ No Historic Properties Affected
Document reason for finding:
☒ No historic properties present. (see **Attachment 12**, SHPO concurrence, on October 14, 2020)
☐ Historic properties present, but project will have no effect upon them.

☐ No Adverse Effect
Document reason for finding and provide any comments below.
Comments may include recommendations for mitigation, monitoring, a plan for unanticipated discoveries, etc.
Click here to enter text.

☐ Adverse Effect
Document reason for finding:
Copy and paste applicable Criteria into text box with summary and justification.
Criteria of Adverse Effect: 36 CFR 800.5]
Click here to enter text.

Provide any comments below:
Comments may include recommendations for avoidance, minimization, and/or mitigation.
Click here to enter text.

Remember to provide all documentation that justifies your National Register Status determination and recommendations along with this worksheet.

ERR No. 8. Noise (EA Level Reviews)

OMB No. 2506-0177
(exp. 9/30/2021)

U.S. DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT
WASHINGTON, DC 20410-1000

This Worksheet was designed to be used by those "Partners" (including Public Housing Authorities, consultants, contractors, and nonprofits) who assist Responsible Entities and HUD in preparing environmental reviews, but legally cannot take full responsibilities for these reviews themselves. Responsible Entities and HUD should use the RE/HUD version of the Worksheet.

Noise (EA Level Reviews) – PARTNER

https://www.hudexchange.info/programs/environmental-review/noise-abatement-and-control

1. **What activities does your project involve? Check all that apply:**

☒ New construction for residential use

NOTE: HUD assistance to new construction projects is generally prohibited if they are located in an Unacceptable zone, and HUD discourages assistance for new construction projects in Normally Unacceptable zones. See 24 CFR 51.101(a)(3) for further details.
→ *Continue to Question 2.*

☐ Rehabilitation of an existing residential property

NOTE: For major or substantial rehabilitation in Normally Unacceptable zones, HUD encourages mitigation to reduce levels to acceptable compliance standards. For major rehabilitation in Unacceptable zones, HUD strongly encourages mitigation to reduce levels to acceptable compliance standards. See 24 CFR 51 Subpart B for further details.
→ *Continue to Question 2.*

☐ None of the above

→ *If the RE/HUD agrees with this recommendation, the review is in compliance with this section. Continue to the Worksheet Summary below.*

2. **Complete the Preliminary Screening to identify potential noise generators in the vicinity (1000' from a major road, 3000' from a railroad, or 15 miles from an airport).**
Indicate the findings of the Preliminary Screening below:

☐ There are no noise generators found within the threshold distances above.

→ *If the RE/HUD agrees with this recommendation, the review is in compliance with this section. Continue to the Worksheet Summary below. Provide a map showing the location of the project relative to any noise generators.*

☒ Noise generators were found within the threshold distances.

→ *Continue to Question 3.*

3. **Complete the Noise Assessment Guidelines to quantify the noise exposure. Indicate the findings of the Noise Assessment below:**

☐ Acceptable (65 decibels or less; the ceiling may be shifted to 70 decibels in circumstances described in §24 CFR 51.105(a))

Indicate noise level here: Click here to enter text.
→ *If the RE/HUD agrees with this recommendation, the review is in compliance with this section. Continue to the Worksheet Summary below. Provide noise analysis, including noise level and data used to complete the analysis.*

☒ Normally Unacceptable: (Above 65 decibels but not exceeding 75 decibels; the floor may be shifted to 70 decibels in circumstances described in 24 CFR 51.105(a))

Indicate noise level here: Due to the proximity of the project to the railway and Interstate 5, noise at the site was calculated to be 72 dBA DNL. A detailed noise analysis is provided as **Attachment 14** to the HUD EA.

If project is rehabilitation:
→ *Continue to Question 4. Provide noise analysis, including noise level and data used to complete the analysis.*

If project is new construction:
Is the project in a largely undeveloped area[1]?

☒ No

☐ Yes → ***The project requires completion of an Environmental Impact Statement (EIS) pursuant to 51.104(b)(1)(i).***

→ *Continue to Question 4. Provide noise analysis, including noise level and data used to complete the analysis.*

☐ Unacceptable: (Above 75 decibels)

Indicate noise level here: Click here to enter text.

If project is rehabilitation:
HUD strongly encourages conversion of noise-exposed sites to land uses compatible with high noise levels. Consider converting this property to a non-residential use compatible with high noise levels.
→ *Continue to Question 4. Provide noise analysis, including noise level and data used to complete the analysis, and any other relevant information.*

If project is new construction:
The project requires completion of an Environmental Impact Statement (EIS) pursuant to 51.104(b)(1)(i). *Work with HUD or the RE to either complete an EIS or obtain a waiver signed by the appropriate authority.*
→ *Continue to Question 4.*

4. **HUD strongly encourages mitigation be used to eliminate adverse noise impacts. Work with the RE/HUD on the development of the mitigation measures that must be implemented to mitigate for the impact or effect, including the timeline for implementation.**

☒ Mitigation as follows will be implemented:

[1] A largely undeveloped area means the area within 2 miles of the project site is less than 50 percent developed with urban uses or does not have water and sewer capacity to serve the project.

- All external facing doors and windows on the northern and eastern façades of the building will have an STC rating of at least 35 to mitigate interior noise levels to below HUD acceptable noise thresholds.

→ *Provide drawings, specifications, and other materials as needed to describe the project's noise mitigation measures.*
Continue to the Worksheet Summary.

☐ No mitigation is necessary.
Explain why mitigation will not be made here:
Click here to enter text.
→ *Continue to the Worksheet Summary.*

Worksheet Summary
Provide a full description of your determination and a synopsis of the information that it was based on, such as:

- Map panel numbers and dates
- Names of all consulted parties and relevant consultation dates
- Names of plans or reports and relevant page numbers
- Any additional requirements specific to your program or region

The HUD DNL Tool was used to calculate ambient noise levels at the proposed development. Due to the proximity of the development to the railway and Interstate 5, noise at the site was calculated to be 72 dBA DNL. With inclusion of mitigation measures, ambient noise levels at the proposed project are within HUD thresholds for internal and external noise (**Attachments 13 and 14**).

ERR No. 9. Wetlands

OMB No. 2506-0177
(exp.9/30/2021)

U.S. DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT
WASHINGTON, DC 20410-1000

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Wetlands (CEST and EA) – Partner

https://www.hudexchange.info/environmental-review/wetlands-protection

1. **Does this project involve new construction as defined in Executive Order 11990, expansion of a building's footprint, or ground disturbance?**
   The term "new construction" includes draining, dredging, channelizing, filling, diking, impounding, and related activities and construction of any structures or facilities.

   ☐ No → *If the RE/HUD agrees with this recommendation, the review is in compliance with this section. Continue to the Worksheet Summary below.*

   ☒ Yes → *Continue to Question 2.*

2. **Will the new construction or other ground disturbance impact a wetland as defined in E.O. 11990?**

   ☒ No → *If the RE/HUD agrees with this recommendation, the review is in compliance with this section. Continue to the Worksheet Summary below. Provide a map or any other relevant documentation to explain your determination.*

   ☐ Yes → *Work with HUD or the RE to assist with the 8-Step Process. Continue to Question 3.*

3. **Does Section 55.12 state that the 8-Step Process is not required?**

   ☐ No, the 8-Step Process applies.
   This project will require mitigation and may require elevating structure or structures. See the link to the HUD Exchange above for information on HUD's elevation requirements.
   → *Work with the RE/HUD to assist with the 8-Step Process. Continue to Worksheet Summary.*

   ☐ 5-Step Process is applicable per 55.12(a).
   Provide the applicable citation at 24 CFR 55.12(a) here.
   Click here to enter text.
   → *Work with the RE/HUD to assist with the 5-Step Process. This project may require mitigation or alternations. Continue to Worksheet Summary.*

   ☐ 8-Step Process is inapplicable per 55.12(b).
   Provide the applicable citation at 24 CFR 55.12(b) here.
   Click here to enter text.

→ *If the RE/HUD agrees with this recommendation, the review is in compliance with this section. Continue to Worksheet Summary.*

☐ 8-Step Process is inapplicable per 55.12(c).

Provide the applicable citation at 24 CFR 55.12(c) here.

Click here to enter text.

→ *If the RE/HUD agrees with this recommendation, the review is in compliance with this section. Continue to Worksheet Summary.*

Worksheet Summary

Provide a full description of your determination and a synopsis of the information that it was based on, such as:

- Map panel numbers and dates
- Names of all consulted parties and relevant consultation dates
- Names of plans or reports and relevant page numbers
- Any additional requirements specific to your program or region

Include all documentation supporting your findings in your submission to HUD.

The project site is not in or adjacent to a wetland (see **Attachment 16**).

ERR No. 10. Wild and Scenic Rivers

Wild and Scenic Rivers (CEST and EA) – PARTNER

This Worksheet was designed to be used by those "Partners" (including Public Housing Authorities, consultants, contractors, and nonprofits) who assist Responsible Entities and HUD in preparing environmental reviews, but legally cannot take full responsibilities for these reviews themselves. Responsible Entities and HUD should use the RE/HUD version of the Worksheet.

General requirements	Legislation	Regulation
The Wild and Scenic Rivers Act provides federal protection for certain free-flowing, wild, scenic and recreational rivers designated as components or potential components of the National Wild and Scenic Rivers System (NWSRS) from the effects of construction or development.	The Wild and Scenic Rivers Act (16 U.S.C. 1271-1287), particularly section 7(b) and (c) (16 U.S.C. 1278(b) and (c))	36 CFR Part 297
References		
https://www.hudexchange.info/environmental-review/wild-and-scenic-rivers		

1. Is your project within proximity of a NWSRS river as defined below?

Wild & Scenic Rivers: These rivers or river segments have been designated by Congress or by states (with the concurrence of the Secretary of the Interior) as wild, scenic, or recreational

Study Rivers: These rivers or river segments are being studied as a potential component of the Wild & Scenic River system.

Nationwide Rivers Inventory (NRI): The National Park Service has compiled and maintains the NRI, a register of river segments that potentially qualify as national wild, scenic, or recreational river areas

☒ No

→ *If the RE/HUD agrees with this recommendation, the review is in compliance with this section. Provide documentation used to make your determination, such as a map identifying the project site and its surrounding area or a list of rivers in your region in the Screen Summary at the conclusion of this screen.*

☐ Yes, the project is in proximity of a Nationwide Rivers Inventory (NRI) River.

→ *Continue to Question 2.*

2. **Could the project do *any* of the following?**
   - Have a direct and adverse effect within Wild and Scenic River Boundaries,
   - Invade the area or unreasonably diminish the river outside Wild and Scenic River Boundaries, or
   - Have an adverse effect on the natural, cultural, and/or recreational values of a NRI segment.

   Consultation with the appropriate federal/state/local/tribal Managing Agency(s) is required, pursuant to Section 7 of the Act, to determine if the proposed project may have an adverse effect on a Wild & Scenic River or a Study River and, if so, to determine the appropriate avoidance or mitigation measures.
   Note: Concurrence may be assumed if the Managing Agency does not respond within 30 days; however, you are still obligated to avoid or mitigate adverse effects on the rivers identified in the NWSRS

   ☐ No, the Managing Agency has concurred that the proposed project will not alter, directly, or indirectly, any of the characteristics that qualifies or potentially qualifies the river for inclusion in the NWSRS.
   → *If the RE/HUD agrees with this recommendation, the review is in compliance with this section. Provide documentation of the consultation (including the Managing Agency's concurrence) and any other documentation used to make your determination.*

   ☐ Yes, the Managing Agency was consulted and the proposed project may alter, directly, or indirectly, any of the characteristics that qualifies or potentially qualifies the river for inclusion in the NWSRS.
   → *The RE/HUD must work with the Managing Agency to identify mitigation measures to mitigate the impact or effect of the project on the river.*

Worksheet Summary

Compliance Determination

Provide a clear description of your determination and a synopsis of the information that it was based on, such as:

- Map panel numbers and dates
- Names of all consulted parties and relevant consultation dates
- Names of plans or reports and relevant page numbers
- Any additional requirements specific to your region

No wild or scenic rivers are located on or adjacent to the project site (see **Attachment 17**).

Are formal compliance steps or mitigation required?

☐ Yes

☒ No

ERR No. 11. Environmental Justice

OMB No. 2506-0177
(exp.9/30/2021)

U.S. DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT
WASHINGTON, DC 20410-1000

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Environmental Justice (CEST and EA) – PARTNER

https://www.hudexchange.info/environmental-review/environmental-justice

HUD strongly encourages starting the Environmental Justice analysis only after all other laws and authorities, including Environmental Assessment factors if necessary, have been completed.

1. **Were any adverse environmental impacts identified in any other compliance review portion of this project's total environmental review?**
   ☒Yes → *Continue to Question 2.*

   ☐No → *If the RE/HUD agrees with this recommendation, the review is in compliance with this section. Continue to the Worksheet Summary below.*

2. **Were these adverse environmental impacts disproportionately high for low-income and/or minority communities?**
   ☐Yes
   Explain:
   Click here to enter text.
   → *The RE/HUD must work with the affected low-income or minority community to decide what mitigation actions, if any, will be taken. Provide any supporting documentation.*

   ☒No
   Explain:
   Floodplain Management: With the implementation of floodplain mitigation measures, as outlined in the 8-Step Process, no disproportionate impacts to low income and/or minority communities would occur as a result of flooding.

   Noise: With the implementation of mitigation measures required for reducing ambient noise levels during the construction and operational phases of the proposed project, no disproportionate impacts to low income and/or minority communities would occur as a result of noise levels.

   Air Quality: With the implementation of mitigation measures required for the control of fugitive dust at construction sites, no disproportionate impacts to low income and/or minority communities would occur as a result of impacts to air quality.

Erosion and Storm Water Runoff: With the implementation of stormwater mitigation measures outlined in a Stormwater Management Plan, no disproportionate impacts to low income and/or minority communities would occur as a result of erosion, drainage, and stormwater runoff.

→ *If the RE/HUD agrees with this recommendation, the review is in compliance with this section. Continue to the Worksheet Summary below.*

Worksheet Summary

Provide a full description of your determination and a synopsis of the information that it was based on, such as:

Floodplain Management: The proposed project occurs on a 100-year floodplain in an area designated by the Federal Emergency Management Agency (FEMA) as a Special Flood Hazard Area. As a result, the project underwent HUD's 8-Step Process to determine the direct and indirect impacts associated with the construction, occupancy, and modification of the floodplain. The proposed development would proceed with obtaining a Conditional Letter of Map Revision (CLOMR) from FEMA that would allow the project to be built on the City Hall site. Following construction of the proposed development and FEMA's verification that the project has been constructed per approved plans, FEMA would issue a Letter of Map Revision (LOMR) that would officially modify the existing Flood Insurance Rate Map for the City Hall site, resulting in a physical change to the existing regulatory floodway. Therefore, the affordable housing project would not be built on a floodplain, and no disproportionate impacts to low-income and/or minority communities would occur as a result of flooding.

Noise: Ambient noise levels were calculated using HUD's DNL Calculator. Noise levels at the northern and eastern façades were 72 dBA DNL, exceeding the HUD exterior noise threshold of 65 dBA DNL. To reduce ambient noise levels to within HUD thresholds, the proposed project would incorporate noise attenuation features, including a heating, ventilation, and air conditioning system and windows with an STC rating of 35 or greater on north- and east-facing units. With implementation of these requirements, the proposed project would not exceed the HUD interior noise standard of 45 dBA DNL and would be within the "normally acceptable" noise range for interior noise. Therefore, no disproportionate impacts to low-income and/or minority communities would occur as a result of environmental noise sources, such as trains and vehicle traffic.

Air Quality: Construction activities, such as grading, may cause temporary adverse impacts to air quality from fugitive dust during construction of the residential community; however, with implementation of air quality mitigation measures for fugitive dust required by SCQAMD Rule 403 (see Mitigation Measure 1 in the Environmental Assessment), impacts to air quality would be minimized or avoided. Therefore, no disproportionate impacts to low-income and/or minority communities would occur as a result of fugitive dust.

Erosion/Drainage/Stormwater Runoff: Construction activities may temporarily increase impacts from erosion, drainage, and stormwater runoff. However, with implementation of best management practices per the guidance of the California Stormwater Quality Association Stormwater Best Management Practice Handbooks for Construction, for New Development/Redevelopment, and for Industrial and Commercial (or other similar source as approved by Orange County) and the requirements of the National Pollutant Discharge Elimination System construction stormwater quality permit (see Mitigation Measures 4 and 5 in the Environmental Assessment), the potential temporary

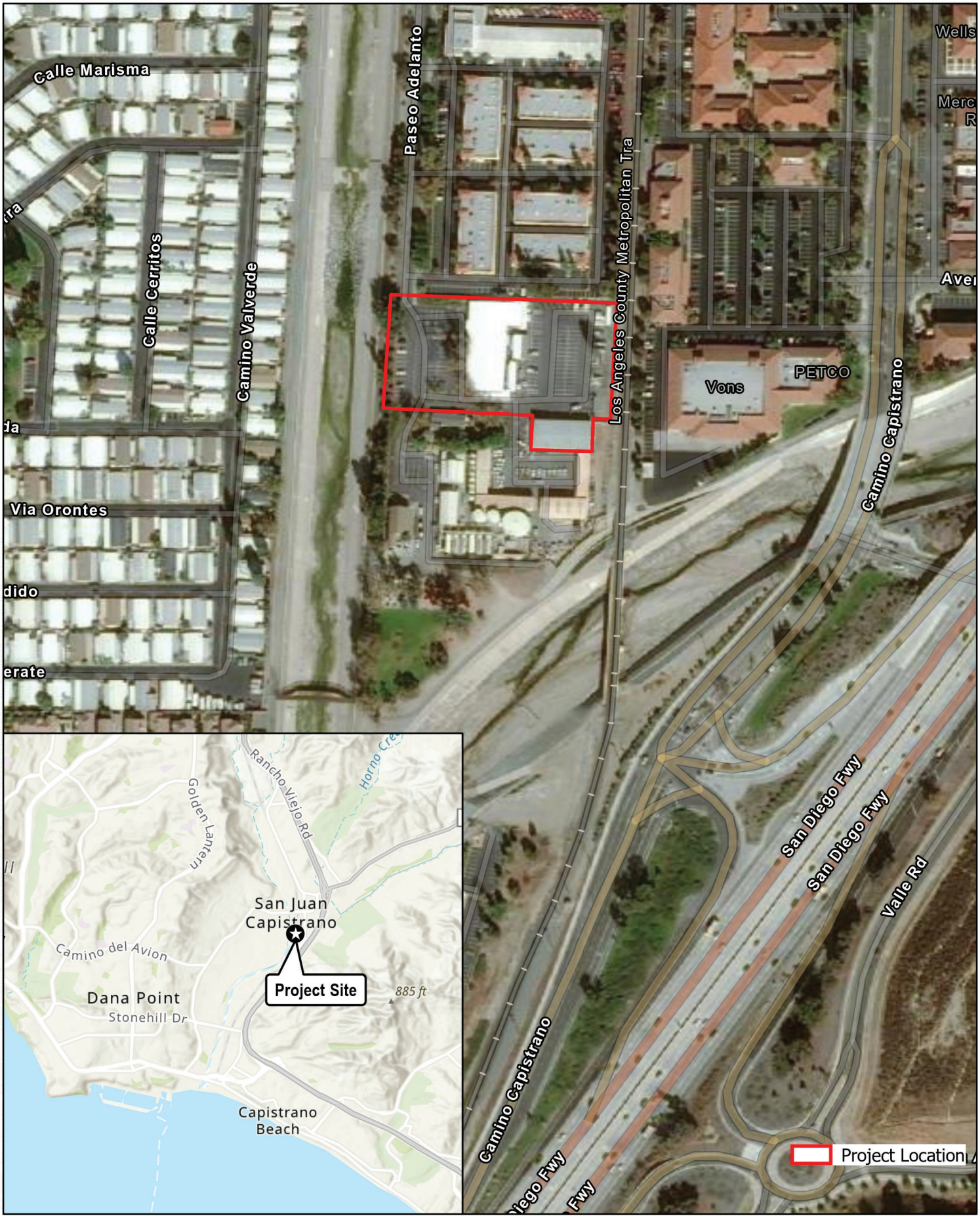
impacts would be minimized and kept on site to the greatest extent possible. Therefore, no disproportionate impacts to low-income and/or minority communities would occur as a result of erosion, drainage, and stormwater runoff.

Include all documentation supporting your findings in your submission to HUD.

Assessment of the environmental factors for the proposed development revealed that the project would not have adverse impacts to land development, community facilities and services, or natural features. The project would have minor beneficial impacts to socioeconomic aspects of the surrounding community and target population.

ATTACHMENTS

Attachment 1. Project Location



DUDEK

N

0 125 250 500 US Feet

Figure 1: Project Location

Paseo Adelanto Mixed- Use PSH

Attachment 2. Proximity to Commercial Airport

W Edinger Ave
Edinger Ave
261
241
Jeffrey Rd
W MacArthur Blvd
Harbor Blvd
John Wayne Airport
55
73
Victoria St
Newport Blvd
Brookhurst St
1
133
405
5
Foothill Transportation Corridor
Corona Freeway
Riverside Dr
74
Coast Hwy
32400 Paseo Adelanto
Pacific Coast Hwy
San Diego Fwy
Data SIO, NOAA, U.S. Navy, NGA, GEBCO
© 2021 Google
Google Earth

Ruler

Line | Path | Polygon | Circle | 3D path | 3D polygon

Measure the distance between two points on the ground

Map Length:	17.26	Miles
Ground Length:	17.26	
Heading:	137.65 degrees	

☑ Mouse Navigation Save Clear

Imagery Date: 8/24/2018 33°33'42.35" N 117°37'23.97" W elev 754 ft eye alt 34.47 mi

Attachment 3. Coastal Barrier Resources Map

Coastal Barrier Resources System Mapper

U.S Fish & Wildlife Service

ABOUT | FIND LOCATION | FIND CBRS UNIT | CBRS VALIDATION TOOL | PRINT

BASEMAPS

MAP LAYERS

CBRS Units

Click here to learn more about CBRS Units.

Measure

LEGEND

CBRS Units

- CBRS Buffer Zone
- CBRS Prohibitions
- Otherwise Protected Area
- System Unit

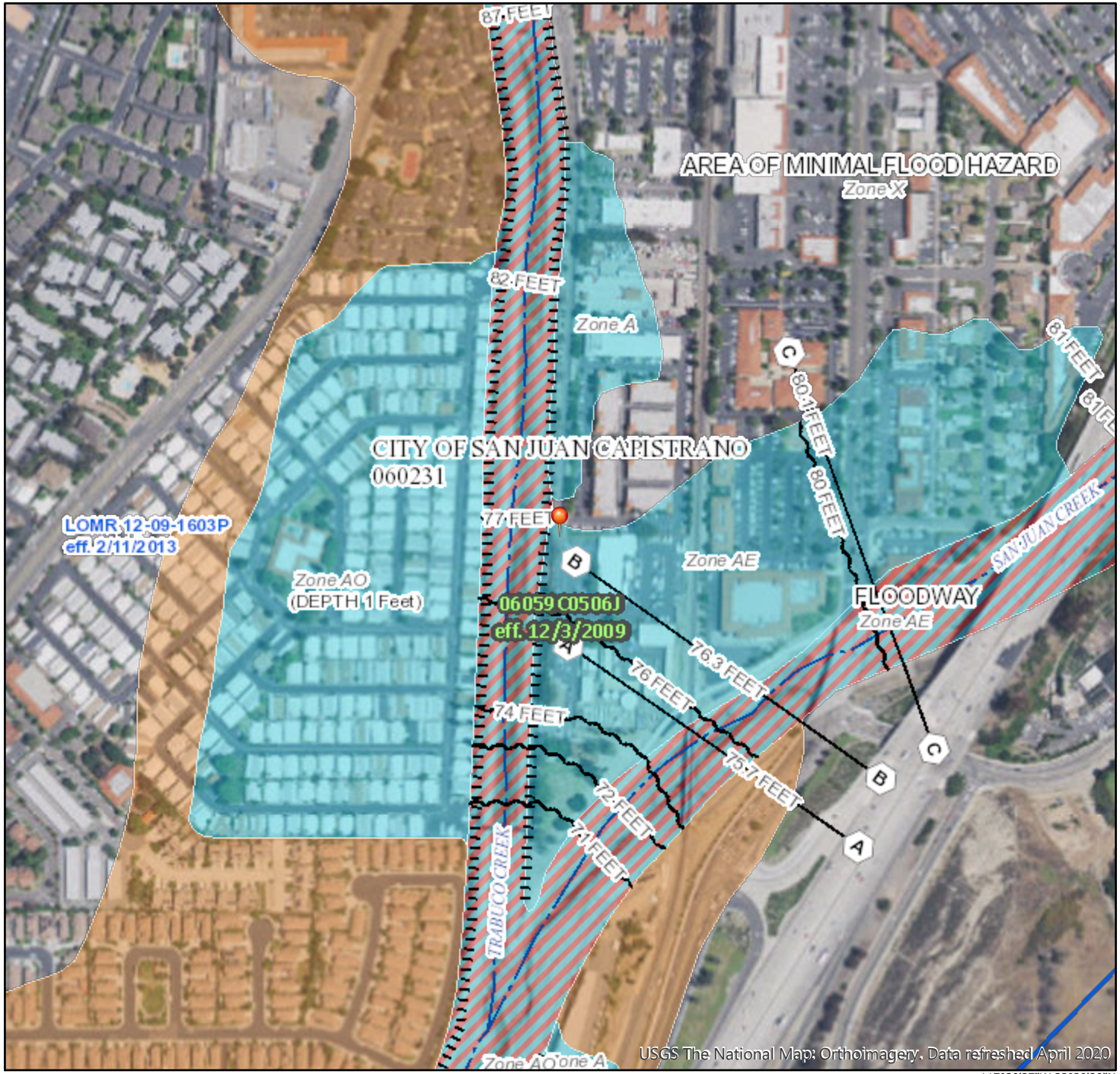
1: 72,224
33.471 | -117.800

Attachment 4. FEMA Flood Map

National Flood Hazard Layer FIRMette

FEMA

117°40'14"W 33°29'50"N



117°39'37"W 33°29'20"N

Feet

0 250 500 1,000 1,500 2,000

1:6,000

Legend

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

SPECIAL FLOOD HAZARD AREAS
- Without Base Flood Elevation (BFE) *Zone A, V, A99*
- With BFE or Depth *Zone AE, AO, AH, VE, AR*
- Regulatory Floodway

OTHER AREAS OF FLOOD HAZARD
- 0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile *Zone X*
- Future Conditions 1% Annual Chance Flood Hazard *Zone X*
- Area with Reduced Flood Risk due to Levee. See Notes. *Zone X*
- Area with Flood Risk due to Levee *Zone D*

OTHER AREAS
- NO SCREEN — Area of Minimal Flood Hazard *Zone X*
- Effective LOMRs
- Area of Undetermined Flood Hazard *Zone D*

GENERAL STRUCTURES
- Channel, Culvert, or Storm Sewer
- Levee, Dike, or Floodwall

OTHER FEATURES
- 20.2 — Cross Sections with 1% Annual Chance
- 17.5 — Water Surface Elevation
- Coastal Transect
- 513 — Base Flood Elevation Line (BFE)
- Limit of Study
- Jurisdiction Boundary
- Coastal Transect Baseline
- Profile Baseline
- Hydrographic Feature

MAP PANELS
- Digital Data Available
- No Digital Data Available
- Unmapped

N

The pin displayed on the map is an approximate point selected by the user and does not represent an authoritative property location.

This map complies with FEMA's standards for the use of digital flood maps if it is not void as described below. The basemap shown complies with FEMA's basemap accuracy standards

The flood hazard information is derived directly from the authoritative NFHL web services provided by FEMA. This map was exported on 6/17/2020 at 11:26 AM and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by new data over time.

This map image is void if the one or more of the following map elements do not appear: basemap imagery, flood zone labels, legend, scale bar, map creation date, community identifiers, FIRM panel number, and FIRM effective date. Map images for unmapped and unmodernized areas cannot be used for regulatory purposes.

Attachment 5. HUD Floodplain Management 8-Step Process

EXECUTIVE ORDER 11988- FLOODPLAIN MANAGEMENT

EIGHT-STEP PROCESS

U.S. DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT

OC HOUSING & COMMUNITY DEVELOPMENT-

PASEO ADELANTO MIXED-USE PERMANENT SUPPORTIVE HOUSING

-- Decision Process for E.O. 11988 and E.O. 11990 as Provided by 24 CFR §55.20

Step 1: ***Determine whether the action is located in a 100-year floodplain (or a 500-year floodplain for critical actions) or wetland.***

The proposed affordable housing development by Jamboree Housing Corporation (Jamboree) consists of building a new City Hall for San Juan Capistrano and a 3-story residential building that would provide 50 units of affordable housing. These new structures would be constructed on the northern 2.51 acres of the 5.7-acre City Hall property owned by the City of San Juan Capistrano. According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) for the project area, the proposed development is located in a 100-year floodplain and between the Trabuco Creek, a regulatory floodway, and the San Juan Creek. The proposed City Hall and residential building are located in Zone AE (area of special flood hazard with water surface elevations determined), as indicated on FIRM Panel no. 06059 C0506J, effective December 3, 2009. The FIRM Panel is attached to this document. Executive Order 11988 within HUD Regulations 24 CFR Part 55 aims to avoid, to the extent possible, the long- and short-term adverse impacts associated with the occupancy and modification of floodplains and to avoid direct or indirect support of floodplain development wherever there is a practicable alternative. Since the project is located within the 100-year floodplain and includes demolition and the new construction of affordable housing of greater than four units, E.O. 11988- Floodplain Management applies.

The project does not meet any of the exceptions at 24 CFR 55.12 and therefore requires an 8-step analysis of the direct and indirect impacts associated with the construction, occupancy, and modification of the floodplain. To properly document floodplain impacts, the project proponent would pursue a Conditional Letter of Map Revision (CLOMR) and, upon grading completion, a Letter of Map Revision (LOMR) from FEMA. To receive a CLOMR from FEMA, the project proponent would be required to demonstrate to FEMA that the site designs and associated changes to Base Flood Elevation (BFE) at the project area and surrounding parcels would meet National Flood Insurance Program Standards. Site designs would show that the proposed building would be elevated above the 100-year floodplain and that floodplain changes are within tolerance of limits established by FEMA through the Code of Federal Regulations (CFR). Following grading and FEMA's verification that the project has been graded per approved plans, FEMA would issue a Letter of Map Revision (LOMR) that provides an official modification to FEMA's FIRM Map for the project site. The project Based upon the CFR and local municipal code, the City of San Juan Capistrano reserves discretional land use authority to prohibit construction until the CLOMR is received from FEMA.

Step 2: ***Notify the public for early review of the proposal and involve the affected and interested public in the decision making process.***

A public notice describing the project and the required 8-step process was published in the OC Register and on the Orange County Housing and Community Development website on October 8, 2021, and the notice was published on the department's website. The notice targeted local residents, including those in the floodplain. A copy of the published notification is kept in the project's environmental review record and attached to this document (**Attachment 6**). The notice was open to public comment for 15 days after it was published; the comment period closed on October 25, 2021. As required by regulation, the notice also included the name, proposed location and description of the activity, total number of floodplain and wetland acres involved, and the responsible entity contact for information (insert HUD official under Part 50) as well as a website and the location and hours of the office at which a full description of the proposed action can be viewed. No comments were received during the public comment period.

Step 3: ***Identify and evaluate practicable alternatives.***

The Orange County Housing and Community Development project site selection criteria are:

(a) The project can not cause current residents to become displaced;
(b) The project site must be listed on Suitable Site Inventory table of the San Juan Capistrano Housing Element;
(c) The project site must be owned by the City of San Juan Capistrano;
(d) The project area must have enough space to construct at least fifty units in order to meet community needs and San Juan Capistrano affordable housing goal; and
(e) The project must be within ½ mile of public transportation.

Orange County Housing and Community Development considered alternative sites within the City's Housing Element believed to satisfy these requirements:

A. Locate the Project Outside of the Floodplain
   1. Locate the project at the Ventanas site

The County considered the Ventanas site located east of Interstate 5 and north of San Juan Creek due to access to transit, schools, and other amenities. In addition, the site was considered because it is identified on the San Juan Capistrano Suitable Site Inventory table in the San Juan Capistrano Housing Element and is zoned as Very High Density residential with a potential of up to 230 units. However, the 9.0-acre Ventanas site is significantly larger than the proposed 50-unit project at the proposed City Hall site. In addition, the Paseo Adelanto project would not fit within the City's current plan to develop the Ventanas site as a Planned Community. Because of these factors and the City's need to utilize all sites identified in Housing Element, including

the proposed City Hall site, with the maximum potential units to meet housing goals, this alternative was not selected.

B. No Action Alternative

A no action alternative was considered and rejected because of the need for affordable housing identified in the San Juan Capistrano Housing Element, part of the City's General Plan. Key issues in the Housing Element include housing affordability and the limited amount of land available for residential development. Construction of the proposed affordable housing development would assist the City in meeting its affordable housing objectives while providing safe, attractive, and service-enriched residences for low income and homeless individuals.

The project will be permanent supportive housing targeting individuals experiencing homelessness and adults living with a mental illness. Emergency shelters currently housing individuals are for temporary emergency use and are not designed to meet the needs of individuals living with a mental illness. They are intended only for overnight use and do not provide the stability required by individuals with mental illness or the specialized services to help facilitate recovery and independent living.

The proposed project would provide the housing needed along with space for supportive services with the goal of enabling the individuals to become independent.

Step 4: *Identify Potential Direct and Indirect Impacts Associated with Floodplain Development.*

Locating the project at the City Hall site would have minimum impacts to the floodplain due to the minimal extent of proposed grading and use of fill. After final design, no structures will be located in the floodplain or floodway. The proposed building will be elevated above the BFE in accordance with local municipal code and the Code of Federal Regulations.

Building the proposed affordable housing development on the City Hall site would not adversely impact natural resources associated with the floodplain, including water and biological resources because the project area is already in a fully developed urban setting consisting of buildings (e.g. current City Hall, high density residential, and commercial uses), parking lots, and transportation (roads and rail). Due to the urban setting surrounding the project site, no federally listed special-status plant or wildlife species are present onsite. Eight species classified as Endangered or Threatened by the U.S. Fish and Wildlife Service (USFWS) were identified as possibly occurring on the project site. This list includes a single mammal species, three avian species, two species of flowering plants, a fish species, and an amphibian species. According to USFWS's IPaC database, while the general habitat ranges of these eight species overlap with the proposed project location, their critical habitat areas do not intersect with the project area (see **Attachment 9**).

Societal resources were also considered during the review. The State Historic Preservation Office did not find evidence that historic or cultural resources are present at the proposed project site. The following mitigation measures resulting from Orange County coordination with Native American

Tribes traditionally and geographically associated with the project site: 1) the Kizh Nation will be provided an opportunity to monitor for cultural resources during ground disturbing activities, and 2) construction activities would cease and an archaeologist would be contacted in the event that historic or cultural resources are discovered at the project site. The project will be consistent with land use zoning and assist the City in meeting its affordable housing goal. The project would be economically viable by utilizing City-owned land that does not require relocation of any existing residences or commercial uses and would be near public transportation and community services. No known legal considerations (e.g. deeds, leases) would preclude the project from being implemented.

Based on the analysis above and supplemented in the project Environmental Assessment, no direct or indirect adverse impacts would occur from the construction and operation of the proposed action in a floodplain with the implementation of mitigations measures, including the project proponent obtaining a CLOMR from FEMA prior to construction.

Step 5: ***Where practicable, design or modify the proposed action to minimize the potential adverse impacts to lives, property, and natural values within the floodplain and to restore, and preserve the values of the floodplain.***

Preserving Natural Values and Minimizing Impacts: The current project design for the City Hill site includes measures to minimize floodplain impacts by minimizing placement of fill. The project will also incorporate Low Impact Development (LID) measures and stormwater treatment best management practices (BMPs) in accordance with City of San Juan Capistrano municipal standards. These strategies have been determined through issuance of the Regional Municipal Separate Storm Sewer System Discharge Permit (MS4 NPDES) as being suitably protective of receiving waters and intended beneficial uses.

Step 6: ***Reevaluate the Alternatives.***

While the City's Housing Element identifies other potential housing development sites, the proposed City Hall location is the only option that fulfills project needs. Of the development areas listed in the Housing Element, only one site, the Ventanas, is zoned as High Density Residential to accommodate the proposed density of housing units and is not currently under construction. The City Hall site is currently underdeveloped and ideally situated for affordable housing in an area convenient to transit, commercial development, and support services. No alternative site in the vicinity offers the same combination of amenities for a project of this scale. In addition, due to the cost of real estate and built-out nature of urban areas in the vicinity, there are limited options, in terms of site size, location, amenities, and environmental constraints, available for implementing the action. Relocating the proposed development to another site would also eliminate a critical affordable housing site from the City's Housing Element.

The no action alternative is also impracticable because it will not satisfy the need to provide affordable housing for low-income and homeless individuals in the community.

Step 7: ***Determination of No Practicable Alternative***

It is the Orange County Housing and Community Development's determination that there is no practicable alternative to the proposed project location. This is due to: 1) the need to provide housing and services to homeless individuals; 2); the need to construct an economically feasible project on available land identified in the City's Housing Element; 3) the site's access to public transportation and amenities; and 4) the ability to mitigate and minimize impacts on human health, public property, and floodplain values by site design and the issuance or a CLOMR and LOMR by FEMA.

Step 8: *Implement the Proposed Action*

Orange County Housing and Community Development will assure that this plan, as modified and described above, is executed and necessary language will be included in all agreements with participating parties. All mitigation measures prescribed in the steps above will be implemented. The City will also take an active role in monitoring the construction process to ensure no unnecessary impacts occur nor unnecessary risks are taken.

Attachment 6. Notice of Public Review of Proposed Floodplain Activity

The Orange County Register
1771 S. Lewis Street
Anaheim, CA 92805
714-796-2209

5211379

CNSB / CNSB-ACCOMMODATIONS
915 E 1ST ST
ORDER EXPEDITING
LOS ANGELES, CA 90012-4050

FILE NO. CNS-3514927

AFFIDAVIT OF PUBLICATION

STATE OF CALIFORNIA, } **SS.**

County of Orange

I am a citizen of the United States and a resident of the County aforesaid; I am over the age of eighteen years, and not a party to or interested in the above entitled matter. I am the principal clerk of The Orange County Register, a newspaper of general circulation, published in the city of Santa Ana, County of Orange, and which newspaper has been adjudged to be a newspaper of general circulation by the Superior Court of the County of Orange, State of California, under the date of November 19, 1905, Case No. A-21046, that the notice, of which the annexed is a true printed copy, has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to wit:

10/08/2021

I certify (or declare) under the penalty of perjury under the laws of the State of California that the foregoing is true and correct:

Executed at Anaheim, Orange County, California, on Date: October 08, 2021.

Signature

PROOF OF PUBLICATION

Legal No. **0011490452**

Early Notice and Public Review of a Proposed Activity in a 100-Year Floodplain

To: All interested Federal, State, and Local Agencies, Groups and Individuals

This is to give notice that Orange County Housing & Community Development (the County) under HUD 24 CFR Part 58 has determined that the following proposed action under the HUD Housing Choice Voucher Program CA094: HCV Program - CY 2021 HAP Renewal Awards, is located in the 100-year floodplain, and the County will be identifying and evaluating practicable alternatives to locating the action in the floodplain and the potential impacts on the floodplain from the proposed action, as required by Executive Order 11988, in accordance with HUD regulations at 24 CFR 55.20 Subpart C Procedures for Making Determinations on Floodplain Management and Protection of Wetlands.

The proposed Paseo Adelanto Mixed-Use Permanent Supportive Housing Project (proposed project) is located at 34200 Paseo Adelanto in the City of San Juan Capistrano, Orange County. The proposed project would be constructed on the northern 2.51 acres of the 5.7-acre City Hall property owned by the City of San Jan Capistrano. The proposed 3-story residential building is a component of the City of San Juan Capistrano's redevelopment of the subject parcels, including the construction of a new City Hall. Once completed the proposed project would provide 50 new affordable housing units to the residents of San Juan Capistrano, supporting housing goals outlined in the Orange County Consolidated Plan. In addition, the project area is designated as an affordable housing site in San Juan Capistrano's Housing Element. The project area is located between Trabuco Creek, a regulatory floodway, and San Juan Creek. As a result, the proposed project is identified on the Federal Emergency Management Agency Flood Insurance Rate Map (Panel Number 06059 C0506J) as being within a Zone AE flood zone for being susceptible to flooding during a 100-year flood event.

There are three primary purposes for this notice. First, people who may be affected by activities in floodplains and those who have an interest in the protection of the natural environment should be given an opportunity to express their concerns and provide information about these areas. Commenters are encouraged to offer alternative sites outside of the floodplain, alternative methods to serve the same project purpose, and methods to minimize and mitigate impacts. Second, an adequate public notice program can be an important pub-

fic educational tool. The dissemination of information and request for public comment about floodplains can facilitate and enhance Federal efforts to reduce the risks and impacts associated with the occupancy and modification of these special areas. Third, as a matter of fairness, when the Federal government determines it will participate in actions taking place in floodplains, it must inform those who may be put at greater or continued risk.

Written comments must be received by Orange County Housing & Community Development at the following address on or before October 25, 2021:

OC Housing and Community Development
Attn: Julia Bidwell, Director
1501 E. St. Andrew Place, 1st Floor
Santa Ana, CA 92705

A full description of the project may also be reviewed from 8:00 a.m. to 5:00 p.m. at same address above and [web address if available]. Comments may also be submitted via email at liza.santos@occr.ocgov.com.

Date: October 8, 2021
10/8/21
CNS-3514927#
ORANGE COUNTY REGISTER

Attachment 7. CalEEMod Air Quality Model

Paseo Adelanto Mixed Use PSH - Orange County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Paseo Adelanto Mixed Use PSH

Orange County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments Mid Rise	50.00	Dwelling Unit	1.21	42,210.00	143
Government Office Building	12.28	1000sqft	0.28	12,280.00	0
General Office Building	3.90	1000sqft	0.00	3,900.00	0
Parking Lot	92.00	Space	1.02	44,431.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	30
Climate Zone	8			**Operational Year**	2025
Utility Company	San Diego Gas & Electric				
CO2 Intensity (lb/MWhr)	588.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Development of mixed use project - 50 residential units, new City Hall, and associated parking

Construction Phase - Adjusted default schedule base on anticipated project schedule

Off-road Equipment - Default construction equipment

Off-road Equipment - Default construction equipment

Off-road Equipment - Default construction equipment

Off-road Equipment - Default construction equipment

Off-road Equipment - Default construction equipment

Off-road Equipment - Default construction equipment

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Grading - Default acres graded

Demolition - Tonnage based on existing building and parking lot areas to be demolished

Trips and VMT - Default construction vehicle trips

On-road Fugitive Dust - Default

Architectural Coating - Default

Vehicle Trips - Default trip rates except for City Hall, which were zeroed out since the building is replacing the existing City Hall

Woodstoves - No fireplaces assumed

Consumer Products - Default

Area Coating - Default

Landscape Equipment - Default

Energy Use - Default

Water And Wastewater - Default

Solid Waste - Default

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	10.00	15.00
tblConstructionPhase	NumDays	220.00	339.00
tblConstructionPhase	NumDays	20.00	31.00
tblConstructionPhase	NumDays	6.00	9.00
tblConstructionPhase	NumDays	10.00	15.00
tblConstructionPhase	NumDays	3.00	5.00
tblConstructionPhase	PhaseEndDate	11/24/2023	6/14/2024
tblConstructionPhase	PhaseEndDate	10/27/2023	5/3/2024
tblConstructionPhase	PhaseEndDate	12/12/2022	12/27/2022
tblConstructionPhase	PhaseEndDate	12/23/2022	1/16/2023
tblConstructionPhase	PhaseEndDate	11/10/2023	5/24/2024
tblConstructionPhase	PhaseEndDate	12/15/2022	1/3/2023
tblConstructionPhase	PhaseStartDate	11/11/2023	5/25/2024
tblConstructionPhase	PhaseStartDate	12/24/2022	1/17/2023

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

tblConstructionPhase	PhaseStartDate	12/16/2022	1/4/2023
tblConstructionPhase	PhaseStartDate	10/28/2023	5/4/2024
tblConstructionPhase	PhaseStartDate	12/13/2022	12/28/2022
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberGas	42.50	0.00
tblFireplaces	NumberNoFireplace	5.00	50.00
tblFireplaces	NumberWood	2.50	0.00
tblLandUse	LandUseSquareFeet	50,000.00	42,210.00
tblLandUse	LandUseSquareFeet	36,800.00	44,431.00
tblLandUse	LotAcreage	1.32	1.21
tblLandUse	LotAcreage	0.09	0.00
tblLandUse	LotAcreage	0.83	1.02
tblVehicleTrips	WD_TR	22.59	0.00
tblWoodstoves	NumberCatalytic	2.50	0.00
tblWoodstoves	NumberNoncatalytic	2.50	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2022	0.0295	0.3059	0.2447	5.2000e-004	0.0410	0.0141	0.0551	6.6100e-003	0.0131	0.0198	0.0000	46.8520	46.8520	0.0103	1.5100e-003	47.5577
2023	0.2438	1.8593	2.0651	4.2500e-003	0.1302	0.0804	0.2106	0.0412	0.0769	0.1181	0.0000	365.1554	365.1554	0.0557	6.3200e-003	368.4318
2024	0.3025	0.6769	0.8244	1.6600e-003	0.0361	0.0279	0.0640	9.6900e-003	0.0267	0.0363	0.0000	142.3917	142.3917	0.0224	2.2600e-003	143.6276
Maximum	**0.3025**	**1.8593**	**2.0651**	**4.2500e-003**	**0.1302**	**0.0804**	**0.2106**	**0.0412**	**0.0769**	**0.1181**	**0.0000**	**365.1554**	**365.1554**	**0.0557**	**6.3200e-003**	**368.4318**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2022	0.0295	0.3059	0.2447	5.2000e-004	0.0410	0.0141	0.0551	6.6100e-003	0.0131	0.0198	0.0000	46.8520	46.8520	0.0103	1.5100e-003	47.5576
2023	0.2438	1.8593	2.0651	4.2500e-003	0.1302	0.0804	0.2106	0.0412	0.0769	0.1181	0.0000	365.1551	365.1551	0.0557	6.3200e-003	368.4315
2024	0.3025	0.6769	0.8244	1.6600e-003	0.0361	0.0279	0.0640	9.6900e-003	0.0267	0.0363	0.0000	142.3916	142.3916	0.0224	2.2600e-003	143.6275
Maximum	**0.3025**	**1.8593**	**2.0651**	**4.2500e-003**	**0.1302**	**0.0804**	**0.2106**	**0.0412**	**0.0769**	**0.1181**	**0.0000**	**365.1551**	**365.1551**	**0.0557**	**6.3200e-003**	**368.4315**

Paseo Adelanto Mixed Use PSH - Orange County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	**11-15-2022**	**2-14-2023**	0.5893	0.5893
2	**2-15-2023**	**5-14-2023**	0.5143	0.5143
3	**5-15-2023**	**8-14-2023**	0.5308	0.5308
4	**8-15-2023**	**11-14-2023**	0.5316	0.5316
5	**11-15-2023**	**2-14-2024**	0.5173	0.5173
6	**2-15-2024**	**5-14-2024**	0.4662	0.4662
7	**5-15-2024**	**8-14-2024**	0.2569	0.2569
		Highest	0.5893	0.5893

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.2508	5.9500e-003	0.5165	3.0000e-005		2.8600e-003	2.8600e-003		2.8600e-003	2.8600e-003	0.0000	0.8450	0.8450	8.1000e-004	0.0000	0.8653
Energy	3.8000e-003	0.0329	0.0170	2.1000e-004		2.6200e-003	2.6200e-003		2.6200e-003	2.6200e-003	0.0000	151.2414	151.2414	7.0900e-003	1.4600e-003	151.8539
Mobile	0.1332	0.1483	1.3690	3.2100e-003	0.3678	2.2000e-003	0.3700	0.0982	2.0500e-003	0.1002	0.0000	297.1582	297.1582	0.0181	0.0125	301.3313
Waste						0.0000	0.0000		0.0000	0.0000	7.7238	0.0000	7.7238	0.4565	0.0000	19.1354
Water						0.0000	0.0000		0.0000	0.0000	2.0274	34.0247	36.0521	0.2101	5.1500e-003	42.8396
Total	**0.3878**	**0.1871**	**1.9025**	**3.4500e-003**	**0.3678**	**7.6800e-003**	**0.3754**	**0.0982**	**7.5300e-003**	**0.1057**	**9.7512**	**483.2692**	**493.0204**	**0.6926**	**0.0191**	**516.0255**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.2508	5.9500e-003	0.5165	3.0000e-005		2.8600e-003	2.8600e-003		2.8600e-003	2.8600e-003	0.0000	0.8450	0.8450	8.1000e-004	0.0000	0.8653
Energy	3.8000e-003	0.0329	0.0170	2.1000e-004		2.6200e-003	2.6200e-003		2.6200e-003	2.6200e-003	0.0000	151.2414	151.2414	7.0900e-003	1.4600e-003	151.8539
Mobile	0.1332	0.1483	1.3690	3.2100e-003	0.3678	2.2000e-003	0.3700	0.0982	2.0500e-003	0.1002	0.0000	297.1582	297.1582	0.0181	0.0125	301.3313
Waste						0.0000	0.0000		0.0000	0.0000	7.7238	0.0000	7.7238	0.4565	0.0000	19.1354
Water						0.0000	0.0000		0.0000	0.0000	2.0274	34.0247	36.0521	0.2101	5.1500e-003	42.8396
Total	**0.3878**	**0.1871**	**1.9025**	**3.4500e-003**	**0.3678**	**7.6800e-003**	**0.3754**	**0.0982**	**7.5300e-003**	**0.1057**	**9.7512**	**483.2692**	**493.0204**	**0.6926**	**0.0191**	**516.0255**

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

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	11/15/2022	12/27/2022	5	31	
2	Site Preparation	Site Preparation	12/28/2022	1/3/2023	5	5	
3	Grading	Grading	1/4/2023	1/16/2023	5	9	

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

4	Building Construction	Building Construction	1/17/2023	5/3/2024	5	339	
5	Paving	Paving	5/4/2024	5/24/2024	5	15	
6	Architectural Coating	Architectural Coating	5/25/2024	6/14/2024	5	15	

Acres of Grading (Site Preparation Phase): 7.5

Acres of Grading (Grading Phase): 9

Acres of Paving: 1.02

Residential Indoor: 85,475; Residential Outdoor: 28,492; Non-Residential Indoor: 24,270; Non-Residential Outdoor: 8,090; Striped Parking Area: 2,666 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	1	8.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Cranes	1	8.00	231	0.29
Building Construction	Forklifts	2	7.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Grading	Graders	1	8.00	187	0.41
Site Preparation	Graders	1	8.00	187	0.41
Paving	Pavers	1	8.00	130	0.42
Paving	Paving Equipment	1	8.00	132	0.36
Paving	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
Site Preparation	Scrapers	1	8.00	367	0.48
Building Construction	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

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Building Construction	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	297.00	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	8	60.00	15.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	12.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0321	0.0000	0.0321	4.8600e-003	0.0000	4.8600e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0262	0.2576	0.2164	3.7000e-004		0.0130	0.0130		0.0121	0.0121	0.0000	32.6704	32.6704	8.3300e-003	0.0000	32.8786
Total	**0.0262**	**0.2576**	**0.2164**	**3.7000e-004**	**0.0321**	**0.0130**	**0.0451**	**4.8600e-003**	**0.0121**	**0.0170**	**0.0000**	**32.6704**	**32.6704**	**8.3300e-003**	**0.0000**	**32.8786**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Demolition - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	6.0000e-004	0.0243	6.5300e-003	9.0000e-005	2.5500e-003	1.8000e-004	2.7200e-003	7.0000e-004	1.7000e-004	8.7000e-004	0.0000	9.1091	9.1091	8.7000e-004	1.4600e-003	9.5656
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.1000e-004	4.6000e-004	6.3000e-003	2.0000e-005	2.2100e-003	1.0000e-005	2.2200e-003	5.9000e-004	1.0000e-005	6.0000e-004	0.0000	1.7370	1.7370	4.0000e-005	4.0000e-005	1.7511
Total	**1.2100e-003**	**0.0248**	**0.0128**	**1.1000e-004**	**4.7600e-003**	**1.9000e-004**	**4.9400e-003**	**1.2900e-003**	**1.8000e-004**	**1.4700e-003**	**0.0000**	**10.8461**	**10.8461**	**9.1000e-004**	**1.5000e-003**	**11.3167**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0321	0.0000	0.0321	4.8600e-003	0.0000	4.8600e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0262	0.2576	0.2164	3.7000e-004		0.0130	0.0130		0.0121	0.0121	0.0000	32.6704	32.6704	8.3300e-003	0.0000	32.8785
Total	**0.0262**	**0.2576**	**0.2164**	**3.7000e-004**	**0.0321**	**0.0130**	**0.0451**	**4.8600e-003**	**0.0121**	**0.0170**	**0.0000**	**32.6704**	**32.6704**	**8.3300e-003**	**0.0000**	**32.8785**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Demolition - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	6.0000e-004	0.0243	6.5300e-003	9.0000e-005	2.5500e-003	1.8000e-004	2.7200e-003	7.0000e-004	1.7000e-004	8.7000e-004	0.0000	9.1091	9.1091	8.7000e-004	1.4600e-003	9.5656
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.1000e-004	4.6000e-004	6.3000e-003	2.0000e-005	2.2100e-003	1.0000e-005	2.2200e-003	5.9000e-004	1.0000e-005	6.0000e-004	0.0000	1.7370	1.7370	4.0000e-005	4.0000e-005	1.7511
Total	**1.2100e-003**	**0.0248**	**0.0128**	**1.1000e-004**	**4.7600e-003**	**1.9000e-004**	**4.9400e-003**	**1.2900e-003**	**1.8000e-004**	**1.4700e-003**	**0.0000**	**10.8461**	**10.8461**	**9.1000e-004**	**1.5000e-003**	**11.3167**

3.3 Site Preparation - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					3.9800e-003	0.0000	3.9800e-003	4.3000e-004	0.0000	4.3000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.0700e-003	0.0235	0.0151	4.0000e-005		8.9000e-004	8.9000e-004		8.2000e-004	8.2000e-004	0.0000	3.2321	3.2321	1.0500e-003	0.0000	3.2582
Total	**2.0700e-003**	**0.0235**	**0.0151**	**4.0000e-005**	**3.9800e-003**	**8.9000e-004**	**4.8700e-003**	**4.3000e-004**	**8.2000e-004**	**1.2500e-003**	**0.0000**	**3.2321**	**3.2321**	**1.0500e-003**	**0.0000**	**3.2582**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Site Preparation - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.0000e-005	3.0000e-005	3.8000e-004	0.0000	1.3000e-004	0.0000	1.3000e-004	3.0000e-005	0.0000	4.0000e-005	0.0000	0.1035	0.1035	0.0000	0.0000	0.1043
Total	**4.0000e-005**	**3.0000e-005**	**3.8000e-004**	**0.0000**	**1.3000e-004**	**0.0000**	**1.3000e-004**	**3.0000e-005**	**0.0000**	**4.0000e-005**	**0.0000**	**0.1035**	**0.1035**	**0.0000**	**0.0000**	**0.1043**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					3.9800e-003	0.0000	3.9800e-003	4.3000e-004	0.0000	4.3000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.0700e-003	0.0235	0.0151	4.0000e-005		8.9000e-004	8.9000e-004		8.2000e-004	8.2000e-004	0.0000	3.2321	3.2321	1.0500e-003	0.0000	3.2582
Total	**2.0700e-003**	**0.0235**	**0.0151**	**4.0000e-005**	**3.9800e-003**	**8.9000e-004**	**4.8700e-003**	**4.3000e-004**	**8.2000e-004**	**1.2500e-003**	**0.0000**	**3.2321**	**3.2321**	**1.0500e-003**	**0.0000**	**3.2582**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Site Preparation - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.0000e-005	3.0000e-005	3.8000e-004	0.0000	1.3000e-004	0.0000	1.3000e-004	3.0000e-005	0.0000	4.0000e-005	0.0000	0.1035	0.1035	0.0000	0.0000	0.1043
Total	**4.0000e-005**	**3.0000e-005**	**3.8000e-004**	**0.0000**	**1.3000e-004**	**0.0000**	**1.3000e-004**	**3.0000e-005**	**0.0000**	**4.0000e-005**	**0.0000**	**0.1035**	**0.1035**	**0.0000**	**0.0000**	**0.1043**

3.3 Site Preparation - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					3.9800e-003	0.0000	3.9800e-003	4.3000e-004	0.0000	4.3000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.3000e-003	0.0143	9.7800e-003	2.0000e-005		5.4000e-004	5.4000e-004		5.0000e-004	5.0000e-004	0.0000	2.1544	2.1544	7.0000e-004	0.0000	2.1719
Total	**1.3000e-003**	**0.0143**	**9.7800e-003**	**2.0000e-005**	**3.9800e-003**	**5.4000e-004**	**4.5200e-003**	**4.3000e-004**	**5.0000e-004**	**9.3000e-004**	**0.0000**	**2.1544**	**2.1544**	**7.0000e-004**	**0.0000**	**2.1719**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Site Preparation - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.0000e-005	2.0000e-005	2.3000e-004	0.0000	9.0000e-005	0.0000	9.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0668	0.0668	0.0000	0.0000	0.0673
Total	**2.0000e-005**	**2.0000e-005**	**2.3000e-004**	**0.0000**	**9.0000e-005**	**0.0000**	**9.0000e-005**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**0.0668**	**0.0668**	**0.0000**	**0.0000**	**0.0673**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					3.9800e-003	0.0000	3.9800e-003	4.3000e-004	0.0000	4.3000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.3000e-003	0.0143	9.7800e-003	2.0000e-005		5.4000e-004	5.4000e-004		5.0000e-004	5.0000e-004	0.0000	2.1544	2.1544	7.0000e-004	0.0000	2.1719
Total	**1.3000e-003**	**0.0143**	**9.7800e-003**	**2.0000e-005**	**3.9800e-003**	**5.4000e-004**	**4.5200e-003**	**4.3000e-004**	**5.0000e-004**	**9.3000e-004**	**0.0000**	**2.1544**	**2.1544**	**7.0000e-004**	**0.0000**	**2.1719**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Site Preparation - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.0000e-005	2.0000e-005	2.3000e-004	0.0000	9.0000e-005	0.0000	9.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0668	0.0668	0.0000	0.0000	0.0673
Total	**2.0000e-005**	**2.0000e-005**	**2.3000e-004**	**0.0000**	**9.0000e-005**	**0.0000**	**9.0000e-005**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**0.0668**	**0.0668**	**0.0000**	**0.0000**	**0.0673**

3.4 Grading - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0319	0.0000	0.0319	0.0154	0.0000	0.0154	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.0000e-003	0.0651	0.0392	9.0000e-005		2.7200e-003	2.7200e-003		2.5000e-003	2.5000e-003	0.0000	8.1468	8.1468	2.6300e-003	0.0000	8.2126
Total	**6.0000e-003**	**0.0651**	**0.0392**	**9.0000e-005**	**0.0319**	**2.7200e-003**	**0.0346**	**0.0154**	**2.5000e-003**	**0.0179**	**0.0000**	**8.1468**	**8.1468**	**2.6300e-003**	**0.0000**	**8.2126**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Grading - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.3000e-004	9.0000e-005	1.3100e-003	0.0000	4.9000e-004	0.0000	5.0000e-004	1.3000e-004	0.0000	1.3000e-004	0.0000	0.3756	0.3756	1.0000e-005	1.0000e-005	0.3785
Total	**1.3000e-004**	**9.0000e-005**	**1.3100e-003**	**0.0000**	**4.9000e-004**	**0.0000**	**5.0000e-004**	**1.3000e-004**	**0.0000**	**1.3000e-004**	**0.0000**	**0.3756**	**0.3756**	**1.0000e-005**	**1.0000e-005**	**0.3785**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0319	0.0000	0.0319	0.0154	0.0000	0.0154	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.0000e-003	0.0651	0.0392	9.0000e-005		2.7200e-003	2.7200e-003		2.5000e-003	2.5000e-003	0.0000	8.1468	8.1468	2.6300e-003	0.0000	8.2126
Total	**6.0000e-003**	**0.0651**	**0.0392**	**9.0000e-005**	**0.0319**	**2.7200e-003**	**0.0346**	**0.0154**	**2.5000e-003**	**0.0179**	**0.0000**	**8.1468**	**8.1468**	**2.6300e-003**	**0.0000**	**8.2126**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Grading - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.3000e-004	9.0000e-005	1.3100e-003	0.0000	4.9000e-004	0.0000	5.0000e-004	1.3000e-004	0.0000	1.3000e-004	0.0000	0.3756	0.3756	1.0000e-005	1.0000e-005	0.3785
Total	**1.3000e-004**	**9.0000e-005**	**1.3100e-003**	**0.0000**	**4.9000e-004**	**0.0000**	**5.0000e-004**	**1.3000e-004**	**0.0000**	**1.3000e-004**	**0.0000**	**0.3756**	**0.3756**	**1.0000e-005**	**1.0000e-005**	**0.3785**

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2134	1.6962	1.7697	3.1200e-003		0.0764	0.0764		0.0732	0.0732	0.0000	258.5891	258.5891	0.0489	0.0000	259.8116
Total	**0.2134**	**1.6962**	**1.7697**	**3.1200e-003**		**0.0764**	**0.0764**		**0.0732**	**0.0732**	**0.0000**	**258.5891**	**258.5891**	**0.0489**	**0.0000**	**259.8116**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Building Construction - 2023

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	1.8500e-003	0.0686	0.0275	3.4000e-004	0.0118	3.4000e-004	0.0121	3.3900e-003	3.2000e-004	3.7200e-003	0.0000	33.4720	33.4720	1.9900e-003	4.8100e-003	34.9540
Worker	0.0211	0.0151	0.2173	6.8000e-004	0.0820	4.3000e-004	0.0824	0.0218	3.9000e-004	0.0222	0.0000	62.3508	62.3508	1.4500e-003	1.5100e-003	62.8359
Total	**0.0229**	**0.0836**	**0.2449**	**1.0200e-003**	**0.0938**	**7.7000e-004**	**0.0945**	**0.0252**	**7.1000e-004**	**0.0259**	**0.0000**	**95.8228**	**95.8228**	**3.4400e-003**	**6.3200e-003**	**97.7899**

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	0.2134	1.6962	1.7697	3.1200e-003		0.0764	0.0764		0.0732	0.0732	0.0000	258.5888	258.5888	0.0489	0.0000	259.8113
Total	**0.2134**	**1.6962**	**1.7697**	**3.1200e-003**		**0.0764**	**0.0764**		**0.0732**	**0.0732**	**0.0000**	**258.5888**	**258.5888**	**0.0489**	**0.0000**	**259.8113**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.8500e-003	0.0686	0.0275	3.4000e-004	0.0118	3.4000e-004	0.0121	3.3900e-003	3.2000e-004	3.7200e-003	0.0000	33.4720	33.4720	1.9900e-003	4.8100e-003	34.9540
Worker	0.0211	0.0151	0.2173	6.8000e-004	0.0820	4.3000e-004	0.0824	0.0218	3.9000e-004	0.0222	0.0000	62.3508	62.3508	1.4500e-003	1.5100e-003	62.8359
Total	**0.0229**	**0.0836**	**0.2449**	**1.0200e-003**	**0.0938**	**7.7000e-004**	**0.0945**	**0.0252**	**7.1000e-004**	**0.0259**	**0.0000**	**95.8228**	**95.8228**	**3.4400e-003**	**6.3200e-003**	**97.7899**

3.5 Building Construction - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0719	0.5771	0.6345	1.1300e-003		0.0242	0.0242		0.0232	0.0232	0.0000	93.4713	93.4713	0.0174	0.0000	93.9065
Total	**0.0719**	**0.5771**	**0.6345**	**1.1300e-003**		**0.0242**	**0.0242**		**0.0232**	**0.0232**	**0.0000**	**93.4713**	**93.4713**	**0.0174**	**0.0000**	**93.9065**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Building Construction - 2024

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	6.6000e-004	0.0247	9.8800e-003	1.2000e-004	4.2500e-003	1.3000e-004	4.3800e-003	1.2300e-003	1.2000e-004	1.3500e-003	0.0000	11.9108	11.9108	7.3000e-004	1.7200e-003	12.4408
Worker	7.1700e-003	4.8900e-003	0.0732	2.4000e-004	0.0296	1.5000e-004	0.0298	7.8700e-003	1.3000e-004	8.0100e-003	0.0000	21.8220	21.8220	4.8000e-004	5.1000e-004	21.9856
Total	**7.8300e-003**	**0.0296**	**0.0830**	**3.6000e-004**	**0.0339**	**2.8000e-004**	**0.0342**	**9.1000e-003**	**2.5000e-004**	**9.3600e-003**	**0.0000**	**33.7328**	**33.7328**	**1.2100e-003**	**2.2300e-003**	**34.4263**

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	0.0719	0.5771	0.6345	1.1300e-003		0.0242	0.0242		0.0232	0.0232	0.0000	93.4712	93.4712	0.0174	0.0000	93.9064
Total	**0.0719**	**0.5771**	**0.6345**	**1.1300e-003**		**0.0242**	**0.0242**		**0.0232**	**0.0232**	**0.0000**	**93.4712**	**93.4712**	**0.0174**	**0.0000**	**93.9064**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Building Construction - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	6.6000e-004	0.0247	9.8800e-003	1.2000e-004	4.2500e-003	1.3000e-004	4.3800e-003	1.2300e-003	1.2000e-004	1.3500e-003	0.0000	11.9108	11.9108	7.3000e-004	1.7200e-003	12.4408
Worker	7.1700e-003	4.8900e-003	0.0732	2.4000e-004	0.0296	1.5000e-004	0.0298	7.8700e-003	1.3000e-004	8.0100e-003	0.0000	21.8220	21.8220	4.8000e-004	5.1000e-004	21.9856
Total	**7.8300e-003**	**0.0296**	**0.0830**	**3.6000e-004**	**0.0339**	**2.8000e-004**	**0.0342**	**9.1000e-003**	**2.5000e-004**	**9.3600e-003**	**0.0000**	**33.7328**	**33.7328**	**1.2100e-003**	**2.2300e-003**	**34.4263**

3.6 Paving - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	6.3200e-003	0.0608	0.0878	1.3000e-004		2.9700e-003	2.9700e-003		2.7400e-003	2.7400e-003	0.0000	11.6360	11.6360	3.6900e-003	0.0000	11.7282
Paving	1.3400e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**7.6600e-003**	**0.0608**	**0.0878**	**1.3000e-004**		**2.9700e-003**	**2.9700e-003**		**2.7400e-003**	**2.7400e-003**	**0.0000**	**11.6360**	**11.6360**	**3.6900e-003**	**0.0000**	**11.7282**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Paving - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.0000e-004	2.0000e-004	3.0500e-003	1.0000e-005	1.2400e-003	1.0000e-005	1.2400e-003	3.3000e-004	1.0000e-005	3.3000e-004	0.0000	0.9093	0.9093	2.0000e-005	2.0000e-005	0.9161
Total	**3.0000e-004**	**2.0000e-004**	**3.0500e-003**	**1.0000e-005**	**1.2400e-003**	**1.0000e-005**	**1.2400e-003**	**3.3000e-004**	**1.0000e-005**	**3.3000e-004**	**0.0000**	**0.9093**	**0.9093**	**2.0000e-005**	**2.0000e-005**	**0.9161**

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	6.3200e-003	0.0608	0.0878	1.3000e-004		2.9700e-003	2.9700e-003		2.7400e-003	2.7400e-003	0.0000	11.6360	11.6360	3.6900e-003	0.0000	11.7282
Paving	1.3400e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**7.6600e-003**	**0.0608**	**0.0878**	**1.3000e-004**		**2.9700e-003**	**2.9700e-003**		**2.7400e-003**	**2.7400e-003**	**0.0000**	**11.6360**	**11.6360**	**3.6900e-003**	**0.0000**	**11.7282**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Paving - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.0000e-004	2.0000e-004	3.0500e-003	1.0000e-005	1.2400e-003	1.0000e-005	1.2400e-003	3.3000e-004	1.0000e-005	3.3000e-004	0.0000	0.9093	0.9093	2.0000e-005	2.0000e-005	0.9161
Total	**3.0000e-004**	**2.0000e-004**	**3.0500e-003**	**1.0000e-005**	**1.2400e-003**	**1.0000e-005**	**1.2400e-003**	**3.3000e-004**	**1.0000e-005**	**3.3000e-004**	**0.0000**	**0.9093**	**0.9093**	**2.0000e-005**	**2.0000e-005**	**0.9161**

3.7 Architectural Coating - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.2132					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.3600e-003	9.1400e-003	0.0136	2.0000e-005		4.6000e-004	4.6000e-004		4.6000e-004	4.6000e-004	0.0000	1.9149	1.9149	1.1000e-004	0.0000	1.9176
Total	**0.2146**	**9.1400e-003**	**0.0136**	**2.0000e-005**		**4.6000e-004**	**4.6000e-004**		**4.6000e-004**	**4.6000e-004**	**0.0000**	**1.9149**	**1.9149**	**1.1000e-004**	**0.0000**	**1.9176**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.7 Architectural Coating - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.4000e-004	1.6000e-004	2.4400e-003	1.0000e-005	9.9000e-004	0.0000	9.9000e-004	2.6000e-004	0.0000	2.7000e-004	0.0000	0.7274	0.7274	2.0000e-005	2.0000e-005	0.7329
Total	**2.4000e-004**	**1.6000e-004**	**2.4400e-003**	**1.0000e-005**	**9.9000e-004**	**0.0000**	**9.9000e-004**	**2.6000e-004**	**0.0000**	**2.7000e-004**	**0.0000**	**0.7274**	**0.7274**	**2.0000e-005**	**2.0000e-005**	**0.7329**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.2132					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.3600e-003	9.1400e-003	0.0136	2.0000e-005		4.6000e-004	4.6000e-004		4.6000e-004	4.6000e-004	0.0000	1.9149	1.9149	1.1000e-004	0.0000	1.9176
Total	**0.2146**	**9.1400e-003**	**0.0136**	**2.0000e-005**		**4.6000e-004**	**4.6000e-004**		**4.6000e-004**	**4.6000e-004**	**0.0000**	**1.9149**	**1.9149**	**1.1000e-004**	**0.0000**	**1.9176**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.7 Architectural Coating - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.4000e-004	1.6000e-004	2.4400e-003	1.0000e-005	9.9000e-004	0.0000	9.9000e-004	2.6000e-004	0.0000	2.7000e-004	0.0000	0.7274	0.7274	2.0000e-005	2.0000e-005	0.7329
Total	**2.4000e-004**	**1.6000e-004**	**2.4400e-003**	**1.0000e-005**	**9.9000e-004**	**0.0000**	**9.9000e-004**	**2.6000e-004**	**0.0000**	**2.7000e-004**	**0.0000**	**0.7274**	**0.7274**	**2.0000e-005**	**2.0000e-005**	**0.7329**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.1332	0.1483	1.3690	3.2100e-003	0.3678	2.2000e-003	0.3700	0.0982	2.0500e-003	0.1002	0.0000	297.1582	297.1582	0.0181	0.0125	301.3313
Unmitigated	0.1332	0.1483	1.3690	3.2100e-003	0.3678	2.2000e-003	0.3700	0.0982	2.0500e-003	0.1002	0.0000	297.1582	297.1582	0.0181	0.0125	301.3313

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	272.00	245.50	204.50	883,578	883,578
General Office Building	37.99	8.62	2.73	92,630	92,630
Government Office Building	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Total	309.99	254.12	207.23	976,208	976,208

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
Government Office Building	16.60	8.40	6.90	33.00	62.00	5.00	50	34	16
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.547453	0.060181	0.185039	0.126487	0.024236	0.006679	0.014707	0.004926	0.000662	0.000378	0.024745	0.000705	0.003801
General Office Building	0.547453	0.060181	0.185039	0.126487	0.024236	0.006679	0.014707	0.004926	0.000662	0.000378	0.024745	0.000705	0.003801
Government Office Building	0.547453	0.060181	0.185039	0.126487	0.024236	0.006679	0.014707	0.004926	0.000662	0.000378	0.024745	0.000705	0.003801
Parking Lot	0.547453	0.060181	0.185039	0.126487	0.024236	0.006679	0.014707	0.004926	0.000662	0.000378	0.024745	0.000705	0.003801

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	113.6781	113.6781	6.3700e-003	7.7000e-004	114.0674
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	113.6781	113.6781	6.3700e-003	7.7000e-004	114.0674
NaturalGas Mitigated	3.8000e-003	0.0329	0.0170	2.1000e-004		2.6200e-003	2.6200e-003		2.6200e-003	2.6200e-003	0.0000	37.5633	37.5633	7.2000e-004	6.9000e-004	37.7865
NaturalGas Unmitigated	3.8000e-003	0.0329	0.0170	2.1000e-004		2.6200e-003	2.6200e-003		2.6200e-003	2.6200e-003	0.0000	37.5633	37.5633	7.2000e-004	6.9000e-004	37.7865

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	557481	3.0100e-003	0.0257	0.0109	1.6000e-004		2.0800e-003	2.0800e-003		2.0800e-003	2.0800e-003	0.0000	29.7493	29.7493	5.7000e-004	5.5000e-004	29.9261
General Office Building	35295	1.9000e-004	1.7300e-003	1.4500e-003	1.0000e-005		1.3000e-004	1.3000e-004		1.3000e-004	1.3000e-004	0.0000	1.8835	1.8835	4.0000e-005	3.0000e-005	1.8947
Government Office Building	111134	6.0000e-004	5.4500e-003	4.5800e-003	3.0000e-005		4.1000e-004	4.1000e-004		4.1000e-004	4.1000e-004	0.0000	5.9305	5.9305	1.1000e-004	1.1000e-004	5.9658
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**3.8000e-003**	**0.0329**	**0.0170**	**2.0000e-004**		**2.6200e-003**	**2.6200e-003**		**2.6200e-003**	**2.6200e-003**	**0.0000**	**37.5633**	**37.5633**	**7.2000e-004**	**6.9000e-004**	**37.7865**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	557481	3.0100e-003	0.0257	0.0109	1.6000e-004		2.0800e-003	2.0800e-003		2.0800e-003	2.0800e-003	0.0000	29.7493	29.7493	5.7000e-004	5.5000e-004	29.9261
General Office Building	35295	1.9000e-004	1.7300e-003	1.4500e-003	1.0000e-005		1.3000e-004	1.3000e-004		1.3000e-004	1.3000e-004	0.0000	1.8835	1.8835	4.0000e-005	3.0000e-005	1.8947
Government Office Building	111134	6.0000e-004	5.4500e-003	4.5800e-003	3.0000e-005		4.1000e-004	4.1000e-004		4.1000e-004	4.1000e-004	0.0000	5.9305	5.9305	1.1000e-004	1.1000e-004	5.9658
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**3.8000e-003**	**0.0329**	**0.0170**	**2.0000e-004**		**2.6200e-003**	**2.6200e-003**		**2.6200e-003**	**2.6200e-003**	**0.0000**	**37.5633**	**37.5633**	**7.2000e-004**	**6.9000e-004**	**37.7865**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	191692	51.2117	2.8700e-003	3.5000e-004	51.3871
General Office Building	52611	14.0554	7.9000e-004	1.0000e-004	14.1035
Government Office Building	165657	44.2565	2.4800e-003	3.0000e-004	44.4080
Parking Lot	15550.8	4.1545	2.3000e-004	3.0000e-005	4.1687
Total		**113.6781**	**6.3700e-003**	**7.8000e-004**	**114.0673**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	191692	51.2117	2.8700e-003	3.5000e-004	51.3871
General Office Building	52611	14.0554	7.9000e-004	1.0000e-004	14.1035
Government Office Building	165657	44.2565	2.4800e-003	3.0000e-004	44.4080
Parking Lot	15550.8	4.1545	2.3000e-004	3.0000e-005	4.1687
Total		**113.6781**	**6.3700e-003**	**7.8000e-004**	**114.0673**

6.0 Area Detail

6.1 Mitigation Measures Area

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.2508	5.9500e-003	0.5165	3.0000e-005		2.8600e-003	2.8600e-003		2.8600e-003	2.8600e-003	0.0000	0.8450	0.8450	8.1000e-004	0.0000	0.8653
Unmitigated	0.2508	5.9500e-003	0.5165	3.0000e-005		2.8600e-003	2.8600e-003		2.8600e-003	2.8600e-003	0.0000	0.8450	0.8450	8.1000e-004	0.0000	0.8653

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0213					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.2139					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0156	5.9500e-003	0.5165	3.0000e-005		2.8600e-003	2.8600e-003		2.8600e-003	2.8600e-003	0.0000	0.8450	0.8450	8.1000e-004	0.0000	0.8653
Total	**0.2508**	**5.9500e-003**	**0.5165**	**3.0000e-005**		**2.8600e-003**	**2.8600e-003**		**2.8600e-003**	**2.8600e-003**	**0.0000**	**0.8450**	**0.8450**	**8.1000e-004**	**0.0000**	**0.8653**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0213					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.2139					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0156	5.9500e-003	0.5165	3.0000e-005		2.8600e-003	2.8600e-003		2.8600e-003	2.8600e-003	0.0000	0.8450	0.8450	8.1000e-004	0.0000	0.8653
Total	**0.2508**	**5.9500e-003**	**0.5165**	**3.0000e-005**		**2.8600e-003**	**2.8600e-003**		**2.8600e-003**	**2.8600e-003**	**0.0000**	**0.8450**	**0.8450**	**8.1000e-004**	**0.0000**	**0.8653**

7.0 Water Detail

7.1 Mitigation Measures Water

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	36.0521	0.2101	5.1500e-003	42.8396
Unmitigated	36.0521	0.2101	5.1500e-003	42.8396

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	3.2577 / 2.05377	18.4617	0.1071	2.6200e-003	21.9222
General Office Building	0.693162 / 0.424841	3.8922	0.0228	5.6000e-004	4.6283
Government Office Building	2.43954 / 1.4952	13.6982	0.0802	1.9600e-003	16.2891
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**36.0521**	**0.2101**	**5.1400e-003**	**42.8396**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	3.2577 / 2.05377	18.4617	0.1071	2.6200e-003	21.9222
General Office Building	0.693162 / 0.424841	3.8922	0.0228	5.6000e-004	4.6283
Government Office Building	2.43954 / 1.4952	13.6982	0.0802	1.9600e-003	16.2891
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**36.0521**	**0.2101**	**5.1400e-003**	**42.8396**

8.0 Waste Detail

8.1 Mitigation Measures Waste

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	7.7238	0.4565	0.0000	19.1354
Unmitigated	7.7238	0.4565	0.0000	19.1354

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	23	4.6688	0.2759	0.0000	11.5667
General Office Building	3.63	0.7369	0.0436	0.0000	1.8255
Government Office Building	11.42	2.3182	0.1370	0.0000	5.7431
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**7.7238**	**0.4565**	**0.0000**	**19.1354**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	23	4.6688	0.2759	0.0000	11.5667
General Office Building	3.63	0.7369	0.0436	0.0000	1.8255
Government Office Building	11.42	2.3182	0.1370	0.0000	5.7431
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**7.7238**	**0.4565**	**0.0000**	**19.1354**

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

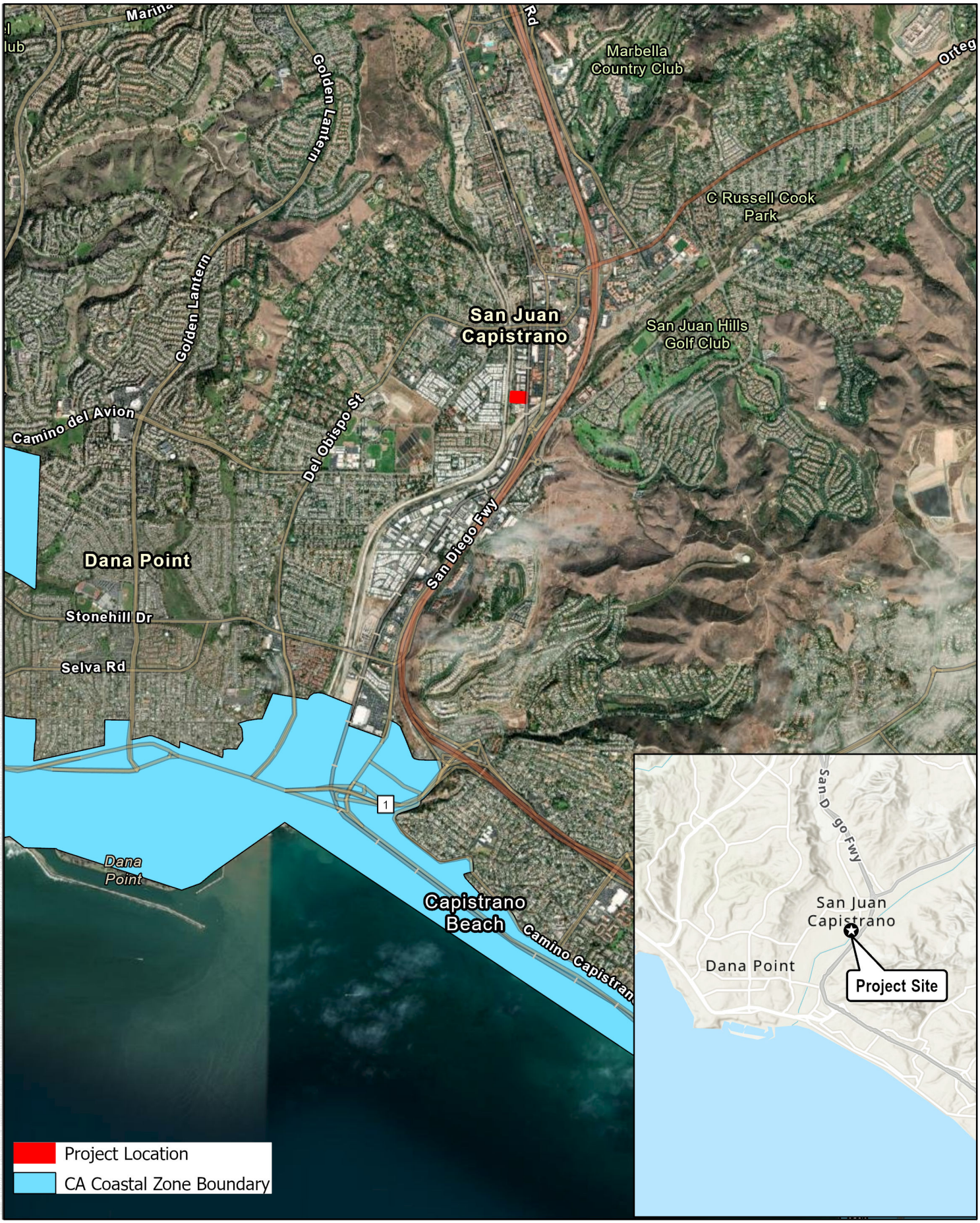
User Defined Equipment

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Equipment Type	Number

11.0 Vegetation

Attachment 8. Coastal Zone Management Boundary



DUDEK

N

0 0.5 1 Miles

Coastal Zone Management Boundary

Paseo Adelanto Mixed Use PSH

Attachment 9. Phase II ESA

PHASE II
ENVIRONMENTAL SITE ASSESSMENT

Commercial Property
3240 Paseo Adelanto
San Juan Capistrano, California 92675

Prepared for:

Jamboree Housing Corporation
17701 Cowan Avenue
Irvine, California 92614

Prepared by:

CCI
CONSERVATION CONSULTING INTERNATIONAL

23840 Hawthorne Boulevard, Suite 100
Torrance, California 90505
(310) 373-0159 / Fax (310) 373-0179

CCI Project Number: CC2272-1
October 29, 2019

CONSERVATION CONSULTING INTERNATIONAL

23840 Hawthorne Boulevard, Suite 100
Torrance, California 90505

CCI Project Number: CC2272-1
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Jamboree Housing Corporation
17701 Cowan Avenue
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PHASE II ENVIRONMENTAL SITE ASSESSMENT
Commercial Property
3240 Paseo Adelanto
San Juan Capistrano, California 92675

Prepared by:

David Jonas
Project Manager

Reviewed by:

Ken Durand, PG 5630
Senior Geologist

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APPENDICES

1.0 PROPERTY DESCRIPTION

1.1 PROPERTY LOCATION

CCI conducted a Phase II Environmental Site Assessment (ESA) at 3240 Paseo Adelanto, San Juan Capistrano, California (Property). The Property is located between the Trabuco Creek channel to the west and the San Juan Creek channel to the east. Del Obispo Street is located 0.33 miles to the north of the Property. The Property is legally described by its assessor's parcel number (APN) 686-101-10 (refer to Figure 1 in Appendix A).

1.2 PROPERTY HISTORY

According to the Phase I ESA report prepared by Barr & Clark (B&C) on August 29, 2019, the Property is approximately 2.47 acres in area and has been improved with one, one-story office building constructed in 1970. There are also four, one-story modular office buildings which were installed in 1988. The Property is currently occupied by the San Juan Capistrano City Hall. A one-story "warehouse" building, which was built in 1991 and is currently occupied by the San Juan Capistrano Public Works Department, is also located on the Property. Prior to the current development, the Property was developed with detention ponds and a water tank from at least 1928. The Property is located in an area of San Juan Capistrano which is mixed industrial and commercial use.

Based on the Phase I ESA, one 4,000-gallon underground storage tank (UST) and one 5,000-gallon UST were removed from the northeastern portion of the Property in 1986. A third UST, approximately 260-gallons in size, was reportedly located on the Property, however, the exact location of this UST is unknown. Based on this information, B&C recommended that a Phase II ESA be conducted to attempt to find the location of the 260-gallon UST and to assess any impacts to the subsurface soils.

1.3 SCOPE OF WORK COMPLETED

The scope of work conducted as part of this Phase II ESA included the evaluation of soil and soil vapor conditions through the installation of soil borings and soil vapor probes and the collection and analysis of soil and soil vapor samples. The following provides a summary of the tasks performed:

1. On October 15, 2019, CCI notified Dig Alert of the proposed soil sampling activities at the Property (Ticket No. B192880245-00B).

2. Prepared a Health and Safety Plan (H&SP) for use by CCI, as well as subcontractors, for the field activities conducted during this Phase II ESA.

3. Conducted a geophysical survey on the Property on October 19, 2019. The purpose of the geophysical survey was to clear the soil boring locations of underground utilities and

to determine the location of the former USTs (if possible). The geophysical survey was conducted by Pacific Coast Locators (PCL) of La Crescenta, California.

4. Conducted the soil boring activities on October 19, 2019, using a direct-push sampling rig to facilitate sample collection. The soil boring activities were conducted by Strongarm Environmental Field Services (SEFS) of Fullerton, California.

5. Four (4) soil borings (SV1 - SV4) were advanced on the Property during this Phase II ESA. The soil borings were advanced to total depths of 15-feet below ground surface (bgs). Soil samples were collected at depths 5-feet, 10-feet, and 15-feet bgs from each of the soil borings.

6. The soil samples were delivered to Jones Environmental, Inc. (Jones), a State of California certified environmental laboratory located in Santa Fe Springs, California, for analysis. The soil samples collected from 10-feet and 15-feet bgs from each of the soil borings were analyzed for total petroleum hydrocarbons carbon chain identification (TPH CC ID) using United States Environmental Protection Agency (US EPA) method 8015M and volatile organic compounds (VOCs) using US EPA method 8260B.

7. The four soil borings were converted into temporary soil vapor probes. Temporary soil vapor probes were installed at depths of 5-feet and 15-feet bgs in the four soil borings. The temporary soil vapor probes were allowed to equilibrate for approximately two (2) hours prior to sampling. On October 19, 2019, soil vapor samples were collected from the temporary soil vapor probes in general accordance with Department of Toxic Substances Control (DTSC) sampling guidance. The soil vapor samples were collected by Jones using Summa canisters and were analyzed for VOCs using US EPA method 8260B.

8. Backfilled the soil borings with hydrated bentonite and completed the ground surface to best match the existing ground surface.

9. Prepared this report documenting the completed fieldwork activities and the analytical laboratory results.

2.0 ASSESSMENT ACTIVITIES

2.1 PRE-FIELDWORK ACTIVITIES

Prior to initiating the assessment activities, the underground utility notifications were performed in accordance with underground utility notification requirements (Dig Alert ticket confirmation number: Ticket No. B192880245-00B. In addition, a geophysical survey was conducted to locate underground utilities not identified through the Dig Alert process and to determine the former locations of the USTs. The results of the geophysical survey did not identify former UST locations in the area of the public works building. The results did identify a suspected UST excavation towards the northeast corner of the Property.

A Property specific H&SP was prepared for the project. Prior to initiating the fieldwork activities, the H&SP was reviewed by all field personnel and maintained on the Property during the field activities.

2.2 SOIL SAMPLING ACTIVITIES

On October 19, 2019, four (4) soil borings (SV1 - SV4) were advanced on the Property. Please refer to Figure 2 in Appendix A for a map showing the soil boring locations. The soil borings were advanced using a direct-push Geoprobe® sampling rig. The Geoprobe® sampling rig utilizes direct push technology to collect soil samples from specific subsurface depths without generating soil cuttings. The Geoprobe® sampling system consists of a series of 1.5-inch diameter hollow stainless steel rods which were hydraulically driven into the ground using a pneumatic hammer. Soil samples were then collected by driving an approximately 4-foot long stainless steel sample sleeve attached to the end of the steel rods into soil at a specified sample depth. Soil samples were then collected in an acetate sample tube installed inside the sample sleeve. A new acetate sample tube was used at each sample interval/location to avoid cross-contamination between sampling points. After the rod assembly was hydraulically extended to the target sample depth, the sample sleeve was retrieved to ground surface and the acetate sample tube containing soil from the appropriate sample interval was removed from the stainless steel rod. The tube was then cut with a hand saw into a 6-inch section and capped with Teflon®-lined end caps. A portion of each soil sample was also transferred into 40-ml VOAs in accordance with US EPA sampling method 5035 protocols for VOC analysis. The samples were then labeled with unique identification, sealed inside a Ziplock® bag, and placed in a chest cooled with ice for delivery to the analytical laboratory. CCI recorded the unique sample identification information on a chain-of-custody form.

2.3 SOIL VAPOR SAMPLING ACTIVITIES

On October 19, 2019, the four soil borings were converted into temporary soil vapor probes. The probe tips were set at 5-feet and 15-feet bgs in the four soil boring locations. A 1-foot thick sand pack was placed around the probe tips followed by a 1-foot thick dry bentonite layer and then a hydrated bentonite layer to complete the temporary dual-nested soil vapor probe construction.

After the temporary soil vapor probes were allowed to equilibrate for approximately two (2) hours, soil vapor samples were collected from the temporary soil vapor probes on October 19, 2019. The soil vapor sampling was conducted by Jones. Soil vapor samples were collected into Summa canisters. The tubing placed in the ground was purged three times as recommended by DTSC regulations. The sampling rate was approximately 200 cc/min.

Prior to the purging and sampling of the soil vapor at each point, a shut-in test was conducted to check for leaks in the above ground fittings. The shut-in test was performed on the above ground apparatus by evacuating the line to a vacuum of 100 inches of water, sealing the entire system, and watching the vacuum for some length of time. A vacuum gauge attached in parallel to the apparatus measured the vacuum. If there was any observable loss of vacuum, the fittings were adjusted as needed until the vacuum did not change noticeably.

A tracer gas mixture of n-pentane, n-hexane, and n-heptane was then placed at the tubing-surface interface before sampling and the soil vapor samples were collected. These compounds were analyzed during the 8260B analytical run to determine if there were surface leaks into the subsurface due to improper installation of the probes. No n-pentane, n-hexane, or n-heptane was found in the soil vapor samples analyzed during this Limited Phase II ESA.

2.4 SOIL ANALYTICAL LABORATORY RESULTS

The soil samples were delivered to Jones. The soil samples collected from 10-feet and 15-feet bgs from each of the soil borings were analyzed for TPH CC ID and VOCs. The TPH CC ID analytical results were compared with the general Los Angeles Regional Water Quality Control Board (LA-RWQCB) Maximum Soil Screening Level (MSSL) of 1,000 milligrams per kilogram (mg/kg). The VOC analytical results were compared with their respective US EPA Regional Screening Levels (RSLs) for both residential and industrial soil. A table summarizing the analytical results can be found in Appendix B of this report. A copy of the analytical data report can be found in Appendix D of this report. The results of the analysis detected the following:

<u>Soil Boring SV1</u>
Soil boring SV1 was advanced in the parking lot adjacent to the public works building. The soil samples collected from 10-feet and 15-feet bgs were analyzed for TPH CC ID and VOCs. The results of the analysis did not detect concentrations of the targeted analytes above their respective practical quantitation limits (PQLs) in soil sample SV1-10.

The results of the analysis of soil sample SV1-15 detected the following:

- Ethylbenzene at 1.1 micrograms per kilogram (µg/kg). The Residential and Industrial RSLs for ethylbenzene are 5,800 µg/kg and 25,000 µg/kg, respectively. The detected ethylbenzene concentration in soil sample SV1-15 did not exceed the respective Residential or Industrial RSL.
- m,p-Xylenes at 2.4 µg/kg. The Residential and Industrial RSLs for m,p-Xylenes are 550,000 µg/kg and 2,400,000 µg/kg, respectively. The detected m,p-Xylenes

concentration in soil sample SV1-15 did not exceed the respective Residential or Industrial RSL.
- Concentrations of the other targeted VOCs were not detected above their respective PQLs in soil sample SV1-15.
- Concentrations of TPH CC ID were not detected above their respective PQLs in soil sample SV1-15.

Soil Boring SV2

Soil boring SV2 was advanced in the parking lot adjacent to the public works building and to the east of soil boring SV1. The soil samples collected from 10-feet and 15-feet bgs were analyzed for TPH CC ID and VOCs. The results of the analysis of soil sample SV2-10 detected the following:

- TPH CC ID (total) at 67.6 mg/kg. The detected TPH CC ID (total) concentration in soil sample SV2-10 did not exceed the MSSL of 1,000 mg/kg.
- m,p-Xylenes at 2.5 µg/kg. The Residential and Industrial RSLs for m,p-Xylenes are 550,000 µg/kg and 2,400,000 µg/kg, respectively. The detected m,p-Xylenes concentration in soil sample SV2-10 did not exceed the respective Residential or Industrial RSL.
- Concentrations of the other targeted VOCs were not detected above their respective PQLs in soil sample SV2-10.

The results of the analysis did not detect concentrations of the targeted analytes above their respective PQLs in soil sample SV2-15.

Soil Boring SV3

Soil boring SV3 was advanced in the northeast corner of the back parking lot. The soil samples collected from 10-feet and 15-feet bgs were analyzed for TPH CC ID and VOCs. The results of the analysis of soil sample SV3-10 detected the following:

- m,p-Xylenes at 2.7 µg/kg. The Residential and Industrial RSLs for m,p-Xylenes are 550,000 µg/kg and 2,400,000 µg/kg, respectively. The detected m,p-Xylenes concentration in soil sample SV3-10 did not exceed the respective Residential or Industrial RSL.
- Concentrations of the other targeted VOCs were not detected above their respective PQLs in soil sample SV3-10.
- Concentrations of TPH CC ID were not detected above their respective PQLs in soil sample SV3-10.

The results of the analysis did not detect concentrations of the targeted analytes above their respective PQLs in soil sample SV3-15.

Soil Boring SV4

Soil boring SV4 was advanced in the northeast corner of the back parking lot and to the east of soil boring SV-3. The soil samples collected from 10-feet and 15-feet bgs were analyzed for TPH CC

ID and VOCs. The results of the analysis did not detect concentrations of the targeted analytes above their respective PQLs in soil samples SV4-10 and SV4-15.

2.5 SOIL VAPOR ANALYTICAL LABORATORY RESULTS

The soil vapor samples were collected by Jones personnel and were analyzed for VOCs using US EPA method 8260B. The analytical results were compared with their respective San Francisco Regional Water Quality Control Board (SF-RWQCB) Environmental Screening Levels (ESLs) for Residential and Industrial soil gas. A table summarizing the analytical results can be found in Appendix B of this report. A copy of the analytical data report can be found in Appendix D of this report. The results of the analysis detected the following:

Soil Vapor Probe SV1

Soil boring SV1 was converted into a temporary soil vapor probe with the soil vapor probes set at 5-feet and 15-feet bgs. The soil vapor samples collected from these probes were analyzed for VOCs. The results of the analysis of soil vapor sample SV1-5' detected concentrations of the following VOCs:

- Ethylbenzene at 299 micrograms per cubic meter ($\mu g/m^3$). The Residential and Industrial ESLs for ethylbenzene are 37 $\mu g/m^3$ and 160 $\mu g/m^3$, respectively. The detected concentration of ethylbenzene exceeded both the Residential and Industrial ESLs.
- Styrene at 12 $\mu g/m^3$. The Residential and Industrial ESLs for styrene are 31,000 $\mu g/m^3$ and 130,000 $\mu g/m^3$, respectively. The detected concentration of styrene did not exceed the respective ESLs.
- Toluene at 14 $\mu g/m^3$. The Residential and Industrial ESLs for toluene are 10,000 $\mu g/m^3$ and 44,000 $\mu g/m^3$, respectively. The detected concentration of toluene did not exceed the respective ESLs.
- 1,2,4-Trimethylbenzene at 10 $\mu g/m^3$. The Residential and Industrial ESLs for 1,2,4-Trimethylbenzene are 70 $\mu g/m^3$ and 290 $\mu g/m^3$, respectively. The detected concentration of 1,2,4-Trimethylbenzene did not exceed the respective ESLs.
- m,p-Xylenes at 1,240 $\mu g/m^3$. The Residential and Industrial ESLs for m,p-Xylenes are 3,500 $\mu g/m^3$ and 15,000 $\mu g/m^3$, respectively. The detected concentration of m,p-Xylenes did not exceed the respective ESLs.
- o-Xylenes at 408 $\mu g/m^3$. The Residential and Industrial ESLs for o-Xylenes are 3,500 $\mu g/m^3$ and 15,000 $\mu g/m^3$, respectively. The detected concentration of o-Xylenes did not exceed the respective ESLs.
- Concentrations of the other targeted VOCs were not detected above their respective PQLs in soil vapor sample SV1-5'.

The results of the analysis of soil vapor sample SV1-15' detected concentrations of the following VOCs:

- Ethylbenzene at 8.0 $\mu g/m^3$. The Residential and Industrial ESLs for ethylbenzene are 37 $\mu g/m^3$ and 160 $\mu g/m^3$, respectively. The detected concentration of ethylbenzene did not exceeded the respectively ESLs.

- 1,2,4-Trimethylbenzene at 10 µg/m^3. The Residential and Industrial ESLs for 1,2,4-Trimethylbenzene are 70 µg/m^3 and 290 µg/m^3, respectively. The detected concentration of 1,2,4-Trimethylbenzene did not exceed the respective ESLs.
- m,p-Xylenes at 38 µg/m^3. The Residential and Industrial ESLs for m,p-Xylenes are 3,500 µg/m^3 and 15,000 µg/m^3, respectively. The detected concentration of m,p-Xylenes did not exceed the respective ESLs.
- o-Xylenes at 11 µg/m^3. The Residential and Industrial ESLs for o-Xylenes are 3,500 µg/m^3 and 15,000 µg/m^3, respectively. The detected concentration of o-Xylenes did not exceed the respective ESLs.
- Concentrations of the other targeted VOCs were not detected above their respective PQLs in soil vapor sample SV1-15'.

Soil Vapor Probe SV2

Soil boring SV2 was converted into a temporary soil vapor probe with the soil vapor probes set at 5-feet and 15-feet bgs. The soil vapor samples collected from these probes were analyzed for VOCs. The results of the analysis of soil vapor sample SV2-5' detected concentrations of the following VOCs:

- Toluene at 12 µg/m^3. The Residential and Industrial ESLs for toluene are 10,000 µg/m^3 and 44,000 µg/m^3, respectively. The detected concentration of toluene did not exceed the respective ESLs.
- Concentrations of the other targeted VOCs were not detected above their respective PQLs in soil vapor sample SV2-5'.

The results of the analysis of soil vapor sample SV2-15' detected concentrations of the following VOCs:

- Toluene at 9.0 µg/m^3. The Residential and Industrial ESLs for toluene are 10,000 µg/m^3 and 44,000 µg/m^3, respectively. The detected concentration of toluene did not exceed the respective ESLs.
- Concentrations of the other targeted VOCs were not detected above their respective PQLs in soil vapor sample SV2-15'.

Soil Vapor Probe SV3

Soil boring SV3 was converted into a temporary soil vapor probe with the soil vapor probes set at 5-feet and 15-feet bgs. The soil vapor samples collected from these probes were analyzed for VOCs. The results of the analysis of soil vapor sample SV3-5' detected concentrations of the following VOCs:

- n-Butylbenzene at 9.0 µg/m^3. ESLs for n-Butylbenzene are not specified.
- Ethylbenzene at 18 µg/m^3. The Residential and Industrial ESLs for ethylbenzene are 37 µg/m^3 and 160 µg/m^3, respectively. The detected concentration of ethylbenzene did not exceed the respective ESLs.
- n-Propylbenzene at 9.0 µg/m^3. ESLs for n-Propylbenzene are not specified.

- Toluene at 72 µg/m^3. The Residential and Industrial ESLs for toluene are 10,000 µg/m^3 and 44,000 µg/m^3, respectively. The detected concentration of toluene did not exceed the respective ESLs.
- 1,2,4-Trimethylbenzene at 86 µg/m^3. The Residential and Industrial ESLs for 1,2,4-Trimethylbenzene are 70 µg/m^3 and 290 µg/m^3, respectively. The detected concentration of 1,2,4-Trimethylbenzene exceeded the Residential ESL but was below the Industrial ESL.
- 1,3,5-Trimethylbenzene at 30 µg/m^3. ESLs for 1,3,5-Trimethylbenzene are not specified.
- m,p-Xylenes at 80 µg/m^3. The Residential and Industrial ESLs for m,p-Xylenes are 3,500 µg/m^3 and 15,000 µg/m^3, respectively. The detected concentration of m,p-Xylenes did not exceed the respective ESLs.
- o-Xylenes at 46 µg/m^3. The Residential and Industrial ESLs for o-Xylenes are 3,500 µg/m^3 and 15,000 µg/m^3, respectively. The detected concentration of o-Xylenes did not exceed the respective ESLs.
- Concentrations of the other targeted VOCs were not detected above their respective PQLs in soil vapor sample SV3-5'.

The results of the analysis of soil vapor sample SV3-15' detected concentrations of the following VOCs:

- Benzene at 20 µg/m^3. The Residential and Industrial ESLs for benzene are 3.2 µg/m^3 and 14 µg/m^3, respectively. The detected concentration of benzene exceeded both the Residential and Industrial ESLs.
- n-Butylbenzene at 21 µg/m^3. ESLs for n-Butylbenzene are not specified.
- Ethylbenzene at 115 µg/m^3. The Residential and Industrial ESLs for ethylbenzene are 37 µg/m^3 and 160 µg/m^3, respectively. The detected concentration of ethylbenzene exceeded the Residential ESL but was below the Industrial ESLs.
- Isopropylbenzene at 16 µg/m^3. ESLs for Isopropylbenzene are not specified
- n-Propylbenzene at 40 µg/m^3. ESLs for n-Propylbenzene are not specified.
- Styrene at 9.0 µg/m^3. The Residential and Industrial ESLs for styrene are 31,000 µg/m^3 and 130,000 µg/m^3, respectively. The detected concentration of styrene did not exceed the respective ESLs.
- Toluene at 113 µg/m^3. The Residential and Industrial ESLs for toluene are 10,000 µg/m^3 and 44,000 µg/m^3, respectively. The detected concentration of toluene did not exceed the respective ESLs.
- 1,2,4-Trimethylbenzene at 226 µg/m^3. The Residential and Industrial ESLs for 1,2,4-Trimethylbenzene are 70 µg/m^3 and 290 µg/m^3, respectively. The detected concentration of 1,2,4-Trimethylbenzene exceeded the Residential ESL but was below the Industrial ESL.
- 1,3,5-Trimethylbenzene at 100 µg/m^3. ESLs for 1,3,5-Trimethylbenzene are not specified.
- m,p-Xylenes at 473 µg/m^3. The Residential and Industrial ESLs for m,p-Xylenes are 3,500 µg/m^3 and 15,000 µg/m^3, respectively. The detected concentration of m,p-Xylenes

did not exceed the respective ESLs.

- o-Xylenes at 241 µg/m^3. The Residential and Industrial ESLs for o-Xylenes are 3,500 µg/m^3 and 15,000 µg/m^3, respectively. The detected concentration of o-Xylenes did not exceed the respective ESLs.
- Concentrations of the other targeted VOCs were not detected above their respective PQLs in soil vapor sample SV3-15'.

Soil Vapor Probe SV4

Soil boring SV4 was converted into a temporary soil vapor probe with the soil vapor probes set at 5-feet and 15-feet bgs. The soil vapor samples collected from these probes were analyzed for VOCs. The results of the analysis of soil vapor sample SV4-5' detected concentrations of the following VOCs:

- 4-Isopropyltoluene at 19 µg/m^3. ESLs for 4-Isopropyltoluene are not specified.
- Tetrachloroethene (PCE) at 15 µg/m^3. The Residential and Industrial ESLs for PCE are 15 µg/m^3 and 67 µg/m^3, respectively. The detected concentration of PCE was equal to the Residential ESL but was below the Industrial ESL.
- Toluene at 24 µg/m^3. The Residential and Industrial ESLs for toluene are 10,000 µg/m^3 and 44,000 µg/m^3, respectively. The detected concentration of toluene did not exceed the respective ESLs.
- 1,3,5-Trimethylbenzene at 34 µg/m^3. ESLs for 1,3,5-Trimethylbenzene are not specified.
- Concentrations of the other targeted VOCs were not detected above their respective PQLs in soil vapor sample SV4-5'.

The results of the analysis of soil vapor sample SV4-15' detected concentrations of the following VOCs:

- PCE at 17 µg/m^3. The Residential and Industrial ESLs for PCE are 15 µg/m^3 and 67 µg/m^3, respectively. The detected concentration of PCE exceeded the Residential ESL but was below the Industrial ESL.
- Toluene at 9.0 µg/m^3. The Residential and Industrial ESLs for toluene are 10,000 µg/m^3 and 44,000 µg/m^3, respectively. The detected concentration of toluene did not exceed the respective ESLs.
- Concentrations of the targeted VOCs were not detected above their respective PQLs in soil vapor sample SV4-15'.

2.6 SOIL VAPOR INTRUSION

A preliminary screening evaluation of the soil vapor analytical data generated during this assessment was performed according to the DTSC's *Guidance for the Evaluation and Mitigation of Subsurface Vapor Intrusion to Indoor Air* document dated October 2011. The following ratio was used to calculate the theoretical indoor air concentrations based on a default attenuation factor (α) provided in the DTSC document:

$$\alpha = C_{indoor} / C_{soil\ gas}$$

The default attenuation factor (0.001) used for the preliminary screening evaluation was based on a commercial/industrial structure. The calculated theoretical indoor air concentrations were compared with their respective SF-RWQCB ESLs for Industrial indoor air. The results of the preliminary screening evaluation did not identify concentrations of the detected VOCs above their respective ESLs. Table 3, which can be found in Appendix B of this report, summarizes the calculated theoretical indoor air concentrations for the compounds detected in the soil vapor samples.

The default attenuation factor (0.002) used for the preliminary screening evaluation was based on a residential structure. The calculated theoretical indoor air concentrations were compared with their respective SF-RWQCB ESLs for Residential indoor air. The results of the preliminary screening evaluation did not identify concentrations of the detected VOCs above their respective ESLs. Table 4, which can be found in Appendix B of this report, summarizes the calculated theoretical indoor air concentrations for the compounds detected in the soil vapor samples.

3.0 CONCLUSIONS & RECOMMENDATIONS

3.1 CONCLUSIONS

The purpose of this Phase II ESA was to assess whether the former USTs located on the Property had adversely impacted the subsurface environment (soil and soil vapor) beneath the Property. Prior to conducting the soil boring activities, a geophysical survey was conducted to locate underground utilities not identified through the Dig Alert process and to determine the former locations of the USTs. The results of the geophysical survey did not identify former UST locations in the area of the public works building. The results did identify a suspected UST excavation towards the northeast corner of the Property.

The results of the soil analysis detected petroleum hydrocarbons in one of the eight soil samples analyzed at a concentration of 67.6 mg/kg. The detected TPH concentration did not exceed the LA-RWQCB MSSL of 1,000 mg/kg. Minor concentrations of ethylbenzene and xylenes were detected in three of eight soil samples analyzed. The detected concentrations did not exceed their respective US EPA RSLs for both residential and industrial soil.

The results of the soil vapor analysis detected concentrations of benzene, n-Butylbenzene, ethylbenzene, isopropylbenzene, 4-Isopropyltoluene, n-Propylbenzene, styrene, PCE, toluene, 1,2,4-Trimethylbenzene, 1,3,5-Trimethylbenzene, m,p-Xylenes, and/or o-Xylenes in the eight soil vapor samples analyzed. With the exceptions of benzene, ethylbenzene, PCE, and 1,2,4-Trimethylbenzene, the detected concentrations of these compounds did not exceed their respective SF-RWQCB ESLs for Residential and Industrial soil gas, if specified.

Benzene was detected in soil vapor sample SV3-15' at a concentration of 20 $\mu g/m^3$. The Residential and Industrial ESLs for benzene are 3.2 $\mu g/m^3$ and 14 $\mu g/m^3$, respectively. The detected concentration of benzene in soil vapor sample SV3-15' exceeded both the Residential and Industrial ESLs.

Ethylbenzene was detected in soil vapor sample SV1-5' at a concentration of 299 $\mu g/m^3$. The Residential and Industrial ESLs for ethylbenzene are 37 $\mu g/m^3$ and 160 $\mu g/m^3$, respectively. The detected concentration of ethylbenzene in soil vapor sample SV1-5' exceeded both the Residential and Industrial ESLs. Ethylbenzene was detected in soil vapor sample SV3-15' at a concentration of 115 $\mu g/m^3$. The detected concentration of ethylbenzene in soil vapor sample SV3-15' exceeded the Residential ESL but was below the Industrial ESL.

PCE was detected in soil vapor sample SV4-5' at a concentration of 15 $\mu g/m^3$. The Residential and Industrial ESLs for PCE are 15 $\mu g/m^3$ and 67 $\mu g/m^3$, respectively. The detected concentration of PCE in soil vapor sample SV4-5' was equal to the Residential ESL but was below the Industrial ESL. PCE was detected in soil vapor sample SV4-15' at a concentration of 17 $\mu g/m^3$. The detected concentration of PCE in soil vapor sample SV4-15' exceeded the Residential ESL but was below the Industrial ESL.

1,2,4-Trimethylbenzene was detected in soil vapor sample SV3-5' at a concentration of 86 µg/m^3. The Residential and Industrial ESLs for 1,2,4-Trimethylbenzene are 70 µg/m^3 and 290 µg/m^3, respectively. The detected concentration of 1,2,4-Trimethylbenzene in soil vapor sample SV3-5' exceeded the Residential ESL but was below the Industrial ESL. 1,2,4-Trimethylbenzene was detected in soil vapor sample SV3-15' at a concentration of 226 µg/m^3. The detected concentration of 1,2,4-Trimethylbenzene in soil vapor sample SV3-15' exceeded the Residential ESL but was below the Industrial ESL.

A preliminary screening evaluation of the soil vapor analytical data was performed according to the DTSC *Guidance for the Evaluation and Mitigation of Subsurface Vapor Intrusion to Indoor Air* document. The default attenuation factor of 0.001 was used for the preliminary screening evaluation to calculate theoretical indoor air concentrations based on a commercial/industrial structure. The default attenuation factor of 0.002 was used for the preliminary screening evaluation based on a residential structure. The calculated theoretical indoor air concentrations for the detected compounds in the soil vapor samples did not exceed the respective SF-RWQCB ESLs for both Residential and Industrial indoor air.

Based on these results, a vapor encroachment condition (VEC) for the Property resulting from the historical uses of the Property appears unlikely.

3.2 RECOMMENDATIONS

Based on the results of this assessment, CCI does not recommend additional assessment at this time.

4.0 REFERENCES

United States Environmental Protection Agency Regional Screening Levels (RSLs), April 2019

Department of Toxic Substances Control Modified Screening Levels (SLs), April 2019

San Francisco Regional Water Quality Control Board Environmental Screening Levels (ESLs), January 2019

Guidance for the Evaluation and Mitigation of Subsurface Vapor Intrusion to Indoor Air (Vapor Intrusion Guidance), DTSC, October 2011

Advisory - Active Soil Gas Investigation, Department of Toxic Substances Control, 2015

5.0 LIMITATIONS

This assessment was conducted according to accepted industry standards and guidelines for similar assessments conducted in this geographic region at this time.

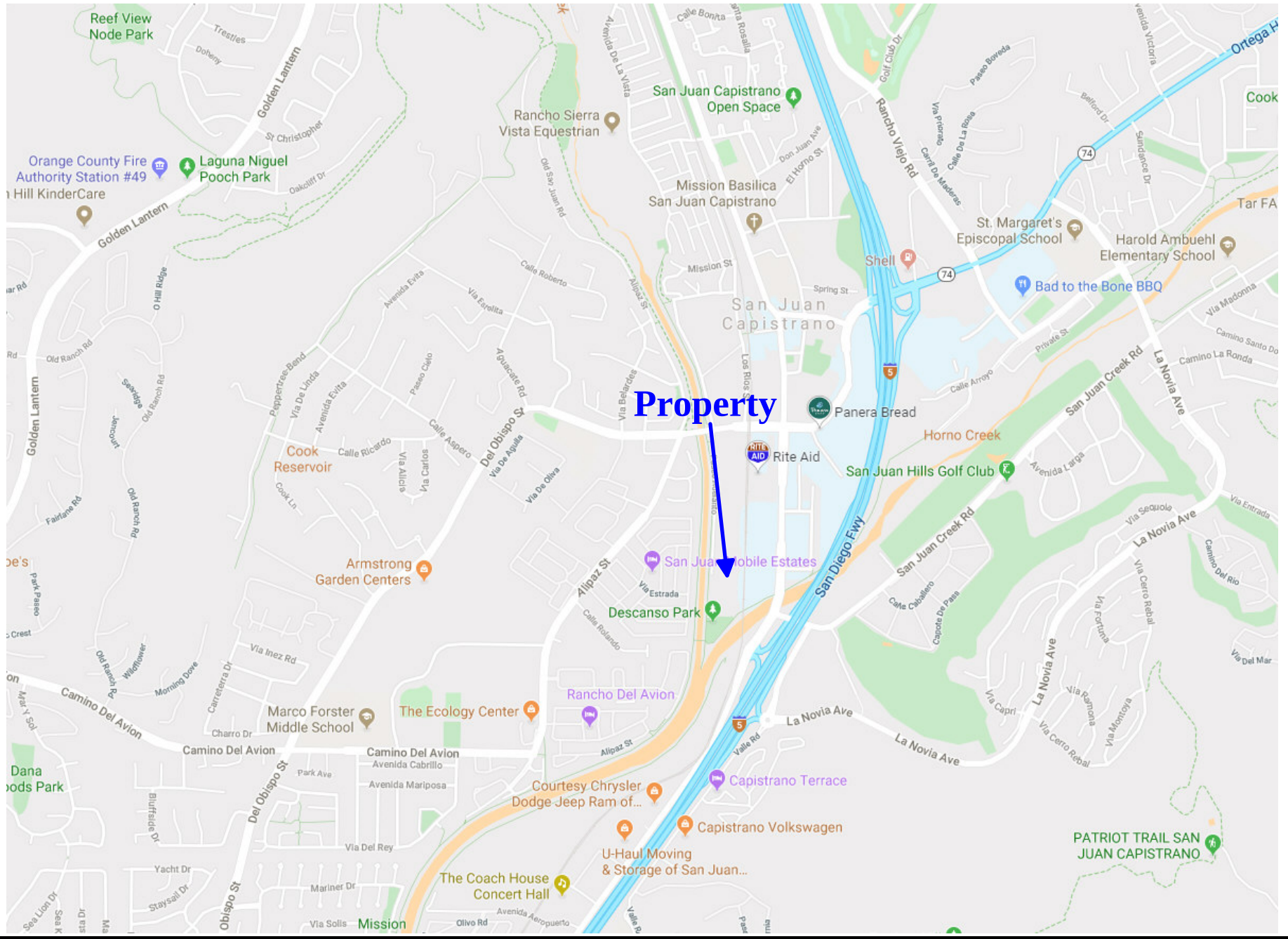
The conclusions and recommendations of this assessment are based, in part, from information and data provided by others. CCI is not responsible for the accuracy or completeness of this information. Inaccurate data, or information that was not found or made available to CCI, may result in a modification of our conclusions and recommendations.

In today's technology, no amount of assessment can ascertain that the Property is completely free of environmental concern. This assessment is not intended to be all inclusive, identify all potential concerns, or wholly eliminate the possibility of the Property having environmental risks. It is possible that variations in unpermitted, undocumented, or concealed improvements or alterations to the Property could exist beyond what was found during this assessment. Future changes in observed conditions on the Property could occur due to variations in environmental and physical conditions.

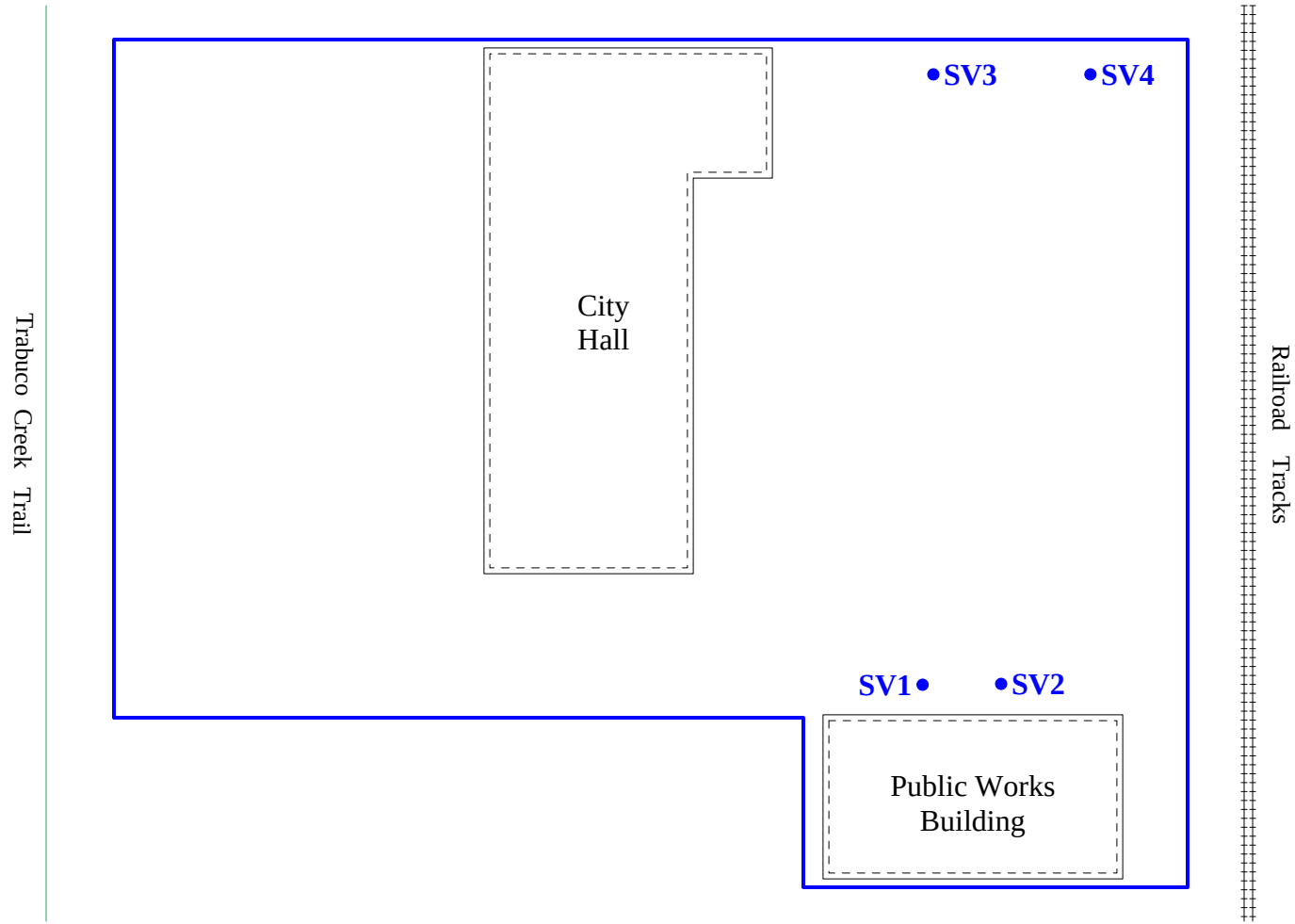
USER RELIANCE

This report may be distributed and relied upon by Jamboree Housing Corporation, its successors and assigns. Reliance on the information and conclusions of this report by any other person or entity is not authorized without the written consent of CCI. This report is not legal opinion and does not offer warranties or guarantees.

APPENDIX A - FIGURES



CCI CONSERVATION CONSULTING INTERNATIONAL	**PROPERTY LOCATION MAP**	Commercial Property 3240 Paseo Adelanto San Juan Capistrano, California 92675 CCI Project No. CC2272-1	Map Taken From: Google Maps N	**FIGURE 1**



CCI
CONSERVATION CONSULTING INTERNATIONAL

SAMPLE LOCATION MAP

Commercial Property
3240 Paseo Adelanto
San Juan Capistrano, California 92675
CCI Project No. CC2272-1

SV1 Soil Boring Location

N

FIGURE 2

APPENDIX B - TABLES

Table 1 - Analytical Laboratory Results (Soil)

Commercial Property
3240 Paseo Adelanto
San Juan Capistrano, California 92675
CCI Project No. CC2272-1

Sample ID	Analytical Laboratory Results, µg/kg (micrograms per kilogram, or parts per billion [ppb])				
	TPH CC ID[1] (Total)	Ethylbenzene	m,p-Xylenes	o-Xylenes	Other VOCs[2]
SV1-5	NA[3]	NA	NA	NA	NA
SV1-10	ND[4]	ND	ND	ND	ND
SV1-15	ND	1.1	2.4	ND	ND
SV2-5	NA	NA	NA	NA	NA
SV2-10	67.6	ND	2.5	ND	ND
SV2-15	ND	ND	ND	ND	ND
SV3-5	NA	NA	NA	NA	NA
SV3-10	ND	ND	2.7	ND	ND
SV3-15	ND	ND	ND	ND	ND
SV4-5	NA	NA	NA	NA	NA
SV4-10	ND	ND	ND	ND	ND
SV4-15	ND	ND	ND	ND	ND
Industrial RSLs[5]	- - -	25,000	2,400,000	2,800,000	- - -
Residential RSLs[6]	- - -	5,800	550,000	650,000	- - -
MSSLs[7]	1,000	- - -	- - -	- - -	- - -

[1]TPH CC ID - Total Petroleum Hydrocarbons Carbon Chain Identification reported in milligrams per kilogram (mg/kg) or parts per million (ppm)
[2]VOCs - Volatile Organic Compounds
[3]NA - Not Analyzed
[4]ND - Non-Detectable above the practical quantitation limit (PQL)
[5]Industrial RSLs - United States Environmental Protection Agency Regional Screening Levels for Industrial Soil
[6]Residential RSLs - United States Environmental Protection Agency Regional Screening Levels for Residential Soil
[7]MSSLs - Regional Water Quality Control Board Maximum Soil Screening Levels

Table 2 - Analytical Laboratory Results (Soil Vapor)

Commercial Property
3240 Paseo Adelanto
San Juan Capistrano, California 92675
CCI Project No. CC2272-1

Sample ID	Analytical Laboratory Results, µg/m³ (micrograms per cubic meter)							
	Benzene	n-Butylbenzene	Ethylbenzene	Isopropylbenzene	4-Isopropyltoluene	n-Propylbenzene	Styrene	PCE[1]
SV1-5'	ND[2]	ND	**299**	ND	ND	ND	12	ND
SV1-15'	ND	ND	8	ND	ND	ND	ND	ND
SV2-5'	ND	ND	ND	ND	ND	ND	ND	ND
SV2-15'	ND	ND	ND	ND	ND	ND	ND	ND
SV3-5'	ND	9	18	ND	ND	9	ND	ND
SV3-15'	**20**	21	**115**	16	ND	40	9	ND
SV4-5'	ND	ND	ND	ND	19	ND	ND	**15**
SV4-15'	ND	ND	ND	ND	ND	ND	ND	**17**
Industrial ESLs[3]	14	NS	160	NS	NS	NS	130,000	67
Residential ESLs[4]	3.2	NS	37	NS	NS	NS	31,000	15

[1]PCE - Tetrachloroethene
[2]ND - Non-Detectable above the practical quantitation limit
[3]ESLs - San Francisco Regional Water Quality Control Board Environmental Screening Levels (Industrial Soil Gas)
[4]ESLs - San Francisco Regional Water Quality Control Board Environmental Screening Levels (Residential Soil Gas)

Table 2 - Analytical Laboratory Results (Soil Vapor)

Commercial Property
3240 Paseo Adelanto
San Juan Capistrano, California 92675
CCI Project No. CC2272-1

Sample ID	Analytical Laboratory Results, µg/m³ (micrograms per cubic meter)					
	Toluene	1,2,4-Trimethylbenzene	1,3,5-Trimethylbenzene	m,p-Xylenes	o-Xylenes	Other VOCs[1]
SV1-5'	14	10	ND[2]	1,240	408	ND
SV1-15'	ND	10	ND	38	11	ND
SV2-5'	12	ND	ND	ND	ND	ND
SV2-15'	9	ND	ND	ND	ND	ND
SV3-5'	72	**86**	30	80	46	ND
SV3-15'	113	**226**	100	473	241	ND
SV4-5'	24	ND	34	ND	ND	ND
SV4-15'	9	ND	ND	ND	ND	ND
Industrial ESLs[3]	44,000	290	NS	15,000	15,000	- - -
Residential ESLs[4]	10,000	70	NS	3,500	3,500	- - -

[1]VOCs - Volatile Organic Compounds
[2]ND - Non-Detectable above the practical quantitation limit
[3]ESLs - San Francisco Regional Water Quality Control Board Environmental Screening Levels (Industrial Soil Gas)
[4]ESLs - San Francisco Regional Water Quality Control Board Environmental Screening Levels (Residential Soil Gas)

Table 3 - Calculated Indoor Air Concentrations
*Industrial Default Attenuation Factor

Commercial Property
3240 Paseo Adelanto
San Juan Capistrano, California 92675
CCI Project No. CC2272-1

Sample ID	Analytical Laboratory Results, µg/m^3 (micrograms per cubic meter)							
	Benzene	n-Buthylbenzene	Ethylbenzene	Isopropylbenzene	4-Isopropyltoluene	n-Propylbenzene	Styrene	PCE[1]
SV1-5'	---	---	0.299	---	---	---	0.012	---
SV1-15'	---	---	0.008	---	---	---	---	---
SV2-5'	---	---	---	---	---	---	---	---
SV2-15'	---	---	---	---	---	---	---	---
SV3-5'	---	0.009	0.018	---	---	0.009	---	---
SV3-15'	0.020	0.021	0.115	0.016	---	0.040	0.009	---
SV4-5'	---	---	---	---	0.019	---	---	0.015
SV4-15'	---	---	---	---	---	---	---	0.017
Industrial ESLs[2]	0.42	[3]NS	4.9	NS	NS	NS	3,900	2.0

*The DTSC Industrial Default Attenuation Factor of 0.001 was used to calculate the theoretical indoor air concentrations
[1]PCE - Tetrachloroethene
[2]ESLs - San Francisco Regional Water Quality Control Board Environmental Screening Levels (Industrial Indoor Air)
[3]NS- Not Specified

Table 3 - Calculated Indoor Air Concentrations
*Industrial Default Attenuation Factor

Commercial Property
3240 Paseo Adelanto
San Juan Capistrano, California 92675
CCI Project No. CC2272-1

Sample ID	Analytical Laboratory Results, µg/m³ (micrograms per cubic meter)					
	Toluene	1,2,4-Trimethylbenzene	1,3,5-Trimethylbenzene	m,p-Xylenes	o-Xylenes	Other VOCs[1]
SV1-5'	0.014	0.010	---	1.240	0.408	---
SV1-15'	---	0.010	---	0.038	0.011	---
SV2-5'	0.012	---	---	---	---	---
SV2-15'	0.009	---	---	---	---	---
SV3-5'	0.072	0.086	0.030	0.080	0.046	---
SV3-15'	0.113	0.226	0.100	0.473	0.241	---
SV4-5'	0.024	---	0.034	---	---	---
SV4-15'	0.009	---	---	---	---	---
Industrial ESLs[3]	1,300	8.8	NS	440	440	- - -

*The DTSC Industrial Default Attenuation Factor of 0.001 was used to calculate the theoretical indoor air concentrations
[1]VOCs - Volatile Organic Compounds
[2]ESLs - San Francisco Regional Water Quality Control Board Environmental Screening Levels (Industrial Indoor Air)
[3]NS- Not Specified

Table 4- Calculated Indoor Air Concentrations
*Residential Default Attenuation Factor

Commercial Property
3240 Paseo Adelanto
San Juan Capistrano, California 92675
CCI Project No. CC2272-1

Sample ID	Analytical Laboratory Results, µg/m^3 (micrograms per cubic meter)							
	Benzene	n-Buthylbenzene	Ethylbenzene	Isopropylbenzene	4-Isopropyltoluene	n-Propylbenzene	Styrene	PCE[1]
SV1-5'	---	---	0.598	---	---	---	0.024	---
SV1-15'	---	---	0.016	---	---	---	---	---
SV2-5'	---	---	---	---	---	---	---	---
SV2-15'	---	---	---	---	---	---	---	---
SV3-5'	---	0.018	0.036	---	---	0.018	---	---
SV3-15'	0.040	0.042	0.230	0.032	---	0.080	0.018	---
SV4-5'	---	---	---	---	0.038	---	---	0.030
SV4-15'	---	---	---	---	---	---	---	0.034
Residential ESLs[2]	0.097	NS[3]	1.1	NS	NS	NS	940	0.460

*The DTSC Residential Default Attenuation Factor of 0.002 was used to calculate the theoretical indoor air concentrations

[1]PCE - Tetrachloroethene

[2]ESLs - San Francisco Regional Water Quality Control Board Environmental Screening Levels (Residential Indoor Air)

[3]NS - Not Specified

Table 4- Calculated Indoor Air Concentrations
*Residential Default Attenuation Factor

Commercial Property
3240 Paseo Adelanto
San Juan Capistrano, California 92675
CCI Project No. CC2272-1

Sample ID	Analytical Laboratory Results, µg/m^3 (micrograms per cubic meter)					
	Toluene	1,2,4-Trimethylbenzene	1,3,5-Trimethylbenzene	m,p-Xylenes	o-Xylenes	Other VOCs[1]
SV1-5'	0.028	0.020	---	2.480	0.816	---
SV1-15'	---	0.020	---	0.076	0.022	---
SV2-5'	0.024	---	---	---	---	---
SV2-15'	0.018	---	---	---	---	---
SV3-5'	0.144	0.172	0.060	0.160	0.092	---
SV3-15'	0.226	0.452	0.200	0.946	0.482	---
SV4-5'	0.048	---	0.068	---	---	---
SV4-15'	0.018	---	---	---	---	---
Residential ESLs[2]	310	2.1	NS[3]	100	100	- - -

*The DTSC Residential Default Attenuation Factor of 0.002 was used to calculate the theoretical indoor air concentrations
[1]VOCs - Volatile Organic Compounds
[2]ESLs - San Francisco Regional Water Quality Control Board Environmental Screening Levels (Residential Indoor Air)
[3]NS - Not Specified

APPENDIX C - PHOTOGRAPHS

Photograph 1: View of the soil boring activities.

Photograph 2: View of the soil boring activities.

Photograph 3: View of the soil vapor sampling activities.

Photograph 4: View of a completed and patched soil boring location.

APPENDIX D - ANALYTICAL LABORATORY DATA SHEETS

JONES ENVIRONMENTAL, INC.

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SANTA FE SPRINGS, CA 90670
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JONES ENVIRONMENTAL
LABORATORY RESULTS

Client:	CCI	**Report date:**	10/25/2019
Client Address:	23840 Hawthorne Blvd Suite 100 Torrance, CA 90505	**Jones Ref. No.:** **Client Ref. No.:**	ST-14505 2272-1
Attn:	Ken Durand	**Date Sampled:** **Date Received:**	10/19/2019 10/19/2019
Project:	Jamboree - SJC	**Date Analyzed:**	10/24/2019
Project Address:	32400 Paseo Adelante San Juan Capistrano, CA	**Physical State:**	Soil

ANALYSES REQUESTED

Soil:

1. EPA 8015M – Extended Range Hydrocarbons
2. EPA 8260B by 5035 – Volatile Organics by GC/MS + Oxygenates/Gasoline Range Organics

Approval:

Colby Wakeman
QA/QC Manager

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JONES ENVIRONMENTAL
LABORATORY RESULTS

10/25/2019

Client:	CCI	**Report date:**	10/25/2019
Client Address:	23840 Hawthorne Blvd Suite 100 Torrance, CA 90505	**Jones Ref. No.:** **Client Ref. No.:**	ST-14505 2272-1
Attn:	Ken Durand	**Date Sampled:** **Date Received:**	10/19/2019 10/19/2019
Project:	Jamboree - SJC	**Date Analyzed:**	10/24/2019
Project Address:	32400 Paseo Adelante San Juan Capistrano, CA	**Physical State:**	Soil

EPA 8015M - Extended Range Hydrocarbons

Sample ID:	**SV1-10**	**SV1-15**	**SV2-10**	**SV2-15**	**SV3-10**		
Jones ID:	**ST-14505-02**	**ST-14505-03**	**ST-14505-05**	**ST-14505-06**	**ST-14505-08**	**Reporting Limit**	**Units**
Carbon Chain Range							
C10 - C11	ND	ND	ND	ND	ND	1.0	mg/kg
C12 - C13	ND	ND	ND	ND	ND	1.0	mg/kg
C14 - C15	ND	ND	ND	ND	ND	1.0	mg/kg
C16 - C17	ND	ND	ND	ND	ND	1.0	mg/kg
C18 - C19	ND	ND	ND	ND	ND	1.0	mg/kg
C20 - C23	ND	ND	**3.6**	ND	ND	1.0	mg/kg
C24 - C27	ND	ND	**7.6**	ND	ND	1.0	mg/kg
C28 - C31	ND	ND	**13.4**	ND	ND	1.0	mg/kg
C32 - C35	ND	ND	**15.9**	ND	ND	1.0	mg/kg
C36 - C39	ND	ND	**19.2**	ND	ND	1.0	mg/kg
C40 - C43	ND	ND	**17.5**	ND	ND	1.0	mg/kg
C13 - C22	ND	ND	ND	ND	ND	10.0	mg/kg
C23 - C40	ND	ND	**62.9**	ND	ND	10.0	mg/kg
Diesel Range Organics (C10-C28)	ND	ND	**16.4**	ND	ND	10.0	mg/kg
Oil Range Organics (C29-C40)	ND	ND	**51.2**	ND	ND	10.0	mg/kg
Dilution Factor	1	1	1	1	1		
Surrogate Recovery:						**QC Limits**	
Hexacosane	88%	46%	75%	57%	40%	30 - 120	
Batch:	8015_102419_01	8015_102419_01	8015_102419_01	8015_102419_01	8015_102419_01		

ND = Value less than reporting limit

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JONES ENVIRONMENTAL
LABORATORY RESULTS

10/25/2019

Client:	CCI	**Report date:**	10/25/2019
Client Address:	23840 Hawthorne Blvd Suite 100 Torrance, CA 90505	**Jones Ref. No.:** **Client Ref. No.:**	ST-14505 2272-1
Attn:	Ken Durand	**Date Sampled:** **Date Received:**	10/19/2019 10/19/2019
Project:	Jamboree - SJC	**Date Analyzed:**	10/24/2019
Project Address:	32400 Paseo Adelante San Juan Capistrano, CA	**Physical State:**	Soil

EPA 8015M - Extended Range Hydrocarbons

Sample ID:	**SV3-15**	**SV4-10**	**SV4-15**		
Jones ID:	**ST-14505-09**	**ST-14505-11**	**ST-14505-12**	**Reporting Limit**	**Units**
Carbon Chain Range					
C10 - C11	ND	ND	ND	1.0	mg/kg
C12 - C13	ND	ND	ND	1.0	mg/kg
C14 - C15	ND	ND	ND	1.0	mg/kg
C16 - C17	ND	ND	ND	1.0	mg/kg
C18 - C19	ND	ND	ND	1.0	mg/kg
C20 - C23	ND	ND	ND	1.0	mg/kg
C24 - C27	ND	ND	ND	1.0	mg/kg
C28 - C31	ND	ND	ND	1.0	mg/kg
C32 - C35	ND	ND	ND	1.0	mg/kg
C36 - C39	ND	ND	ND	1.0	mg/kg
C40 - C43	ND	ND	ND	1.0	mg/kg
C13 - C22	ND	ND	ND	10.0	mg/kg
C23 - C40	ND	ND	ND	10.0	mg/kg
Diesel Range Organics (C10-C28)	ND	ND	ND	10.0	mg/kg
Oil Range Organics (C29-C40)	ND	ND	ND	10.0	mg/kg
Dilution Factor	1	1	1		
Surrogate Recovery:				**QC Limits**	
Hexacosane	47%	69%	55%	30 - 120	
Batch:	8015 _102419_01	8015 _102419_01	8015 _102419_01		

ND = Value less than reporting limit

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JONES ENVIRONMENTAL
LABORATORY RESULTS

10/25/2019

Client:	CCI	**Report date:**	10/25/2019
Client Address:	23840 Hawthorne Blvd Suite 100 Torrance, CA 90505	**Jones Ref. No.:** **Client Ref. No.:**	ST-14505 2272-1
Attn:	Ken Durand	**Date Sampled:** **Date Received:**	10/19/2019 10/19/2019
Project:	Jamboree - SJC	**Date Analyzed:**	10/24/2019
Project Address:	32400 Paseo Adelante San Juan Capistrano, CA	**Physical State:**	Soil

EPA 8015M - Extended Range Hydrocarbons

Sample ID:	**METHOD BLANK**		
Jones ID:	**MB-102419_01**	**Reporting Limit**	**Units**
Carbon Chain Range			
C10 - C11	ND	1.0	mg/kg
C12 - C13	ND	1.0	mg/kg
C14 - C15	ND	1.0	mg/kg
C16 - C17	ND	1.0	mg/kg
C18 - C19	ND	1.0	mg/kg
C20 - C23	ND	1.0	mg/kg
C24 - C27	ND	1.0	mg/kg
C28 - C31	ND	1.0	mg/kg
C32 - C35	ND	1.0	mg/kg
C36 - C39	ND	1.0	mg/kg
C40 - C43	ND	1.0	mg/kg
C13 - C22	ND	10.0	mg/kg
C23 - C40	ND	10.0	mg/kg
Diesel Range Organics (C10-C28)	ND	10.0	mg/kg
Oil Range Organics (C29-C40)	ND	10.0	mg/kg
Dilution Factor	1		
Surrogate Recovery:		**QC Limits**	
Hexacosane	64%	30 - 120	
Batch:	8015_102419_01		

ND = Value less than reporting limit

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Client:	CCI	**Report date:**	10/25/2019
Client Address:	23840 Hawthorne Blvd Suite 100 Torrance, CA 90505	**Jones Ref. No.:** **Client Ref. No.:**	ST-14505 2272-1
Attn:	Ken Durand	**Date Sampled:** **Date Received:**	10/19/2019 10/19/2019
Project:	Jamboree - SJC	**Date Analyzed:**	10/24/2019
Project Address:	32400 Paseo Adelante San Juan Capistrano, CA	**Physical State:**	Soil

BATCH: 8015 _102419_01 **Prepared:** 10/24/2019 **Analyzed:** 10/24/2019

EPA 8015M - Extended Range Hydrocarbons

	Result	Spike Level	% Recovery	% RPD	% Recovery Limits	Units
LCS:	LCS-102419_01	**SAMPLE SPIKED:**	CLEAN SOIL			
Analyte:						
Diesel	**458**	500	92%		60 - 140	mg/kg
Surrogate Recovery:						
Hexacosane			78%		30 - 120	
LCSD:	LCSD-102419_01	**SAMPLE SPIKED:**	CLEAN SOIL			
Analyte:						
Diesel	**503**	500	101%	9.4%	60 - 140	mg/kg
Surrogate Recoveries:						
Hexacosane			82%		30 - 120	
CCV:	CCV-102419_01					
Analyte:						
Diesel	**1180**	1000	118%		80 - 120	mg/kg

LCS = Laboratory Control Sample
LCSD= Laboratory Control Sample Duplicate
CCV = Continuing Calibration Verification
RPD = Relative Percent Difference

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JONES ENVIRONMENTAL LABORATORY RESULTS

Client:	CCI	**Report date:**	10/25/2019
Client Address:	23840 Hawthorne Blvd Suite 100 Torrance, CA 90505	**Jones Ref. No.:** **Client Ref. No.:**	ST-14505 2272-1
Attn:	Ken Durand	**Date Sampled:** **Date Received:**	10/19/2019 10/19/2019
Project:	Jamboree - SJC	**Date Analyzed:**	10/23/2019
Project Address:	32400 Paseo Adelante San Juan Capistrano, CA	**Physical State:**	Soil

EPA 8260B by 5035 – Volatile Organics by GC/MS + Oxygenates/Gasoline Range Organics

Sample ID:	**SV1-10**	**SV1-15**	**SV2-10**	**SV2-15**	**SV3-10**		
Jones ID:	**ST-14505-02**	**ST-14505-03**	**ST-14505-05**	**ST-14505-06**	**ST-14505-08**	**Reporting Limit**	**Units**
Analytes:							
Benzene	ND	ND	ND	ND	ND	1.0	µg/kg
Bromobenzene	ND	ND	ND	ND	ND	1.0	µg/kg
Bromodichloromethane	ND	ND	ND	ND	ND	1.0	µg/kg
Bromoform	ND	ND	ND	ND	ND	1.0	µg/kg
n-Butylbenzene	ND	ND	ND	ND	ND	1.0	µg/kg
sec-Butylbenzene	ND	ND	ND	ND	ND	1.0	µg/kg
tert-Butylbenzene	ND	ND	ND	ND	ND	1.0	µg/kg
Carbon tetrachloride	ND	ND	ND	ND	ND	1.0	µg/kg
Chlorobenzene	ND	ND	ND	ND	ND	1.0	µg/kg
Chloroform	ND	ND	ND	ND	ND	1.0	µg/kg
2-Chlorotoluene	ND	ND	ND	ND	ND	1.0	µg/kg
4-Chlorotoluene	ND	ND	ND	ND	ND	1.0	µg/kg
Dibromochloromethane	ND	ND	ND	ND	ND	1.0	µg/kg
1,2-Dibromo-3-chloropropane	ND	ND	ND	ND	ND	1.0	µg/kg
1,2-Dibromoethane (EDB)	ND	ND	ND	ND	ND	1.0	µg/kg
Dibromomethane	ND	ND	ND	ND	ND	1.0	µg/kg
1,2- Dichlorobenzene	ND	ND	ND	ND	ND	1.0	µg/kg
1,3-Dichlorobenzene	ND	ND	ND	ND	ND	1.0	µg/kg
1,4-Dichlorobenzene	ND	ND	ND	ND	ND	1.0	µg/kg
1,1-Dichloroethane	ND	ND	ND	ND	ND	1.0	µg/kg
1,2-Dichloroethane	ND	ND	ND	ND	ND	1.0	µg/kg
1,1-Dichloroethene	ND	ND	ND	ND	ND	1.0	µg/kg
cis-1,2-Dichloroethene	ND	ND	ND	ND	ND	1.0	µg/kg
trans-1,2-Dichloroethene	ND	ND	ND	ND	ND	1.0	µg/kg
1,2-Dichloropropane	ND	ND	ND	ND	ND	1.0	µg/kg
1,3-Dichloropropane	ND	ND	ND	ND	ND	1.0	µg/kg
2,2-Dichloropropane	ND	ND	ND	ND	ND	1.0	µg/kg
1,1-Dichloropropene	ND	ND	ND	ND	ND	1.0	µg/kg
cis-1,3-Dichloropropene	ND	ND	ND	ND	ND	1.0	µg/kg

JONES ENVIRONMENTAL LABORATORY RESULTS

EPA 8260B by 5035 – Volatile Organics by GC/MS + Oxygenates/Gasoline Range Organics

Sample ID:	**SV1-10**	**SV1-15**	**SV2-10**	**SV2-15**	**SV3-10**		
Jones ID:	**ST-14505-02**	**ST-14505-03**	**ST-14505-05**	**ST-14505-06**	**ST-14505-08**	**Reporting Limit**	**Units**
Analytes:							
trans-1,3-Dichloropropene	ND	ND	ND	ND	ND	1.0	µg/kg
Ethylbenzene	ND	**1.1**	ND	ND	ND	1.0	µg/kg
Freon 11	ND	ND	ND	ND	ND	5.0	µg/kg
Freon 12	ND	ND	ND	ND	ND	5.0	µg/kg
Freon 113	ND	ND	ND	ND	ND	5.0	µg/kg
Hexachlorobutadiene	ND	ND	ND	ND	ND	1.0	µg/kg
Isopropylbenzene	ND	ND	ND	ND	ND	1.0	µg/kg
4-Isopropyltoluene	ND	ND	ND	ND	ND	1.0	µg/kg
Methylene chloride	ND	ND	ND	ND	ND	1.0	µg/kg
Naphthalene	ND	ND	ND	ND	ND	1.0	µg/kg
n-Propylbenzene	ND	ND	ND	ND	ND	1.0	µg/kg
Styrene	ND	ND	ND	ND	ND	1.0	µg/kg
1,1,1,2-Tetrachloroethane	ND	ND	ND	ND	ND	1.0	µg/kg
1,1,2,2-Tetrachloroethane	ND	ND	ND	ND	ND	1.0	µg/kg
Tetrachloroethene	ND	ND	ND	ND	ND	1.0	µg/kg
Toluene	ND	ND	ND	ND	ND	1.0	µg/kg
1,2,3-Trichlorobenzene	ND	ND	ND	ND	ND	1.0	µg/kg
1,2,4-Trichlorobenzene	ND	ND	ND	ND	ND	1.0	µg/kg
1,1,1-Trichloroethane	ND	ND	ND	ND	ND	1.0	µg/kg
1,1,2-Trichloroethane	ND	ND	ND	ND	ND	1.0	µg/kg
Trichloroethene	ND	ND	ND	ND	ND	1.0	µg/kg
1,2,3-Trichloropropane	ND	ND	ND	ND	ND	1.0	µg/kg
1,2,4-Trimethylbenzene	ND	ND	ND	ND	ND	1.0	µg/kg
1,3,5-Trimethylbenzene	ND	ND	ND	ND	ND	1.0	µg/kg
Vinyl chloride	ND	ND	ND	ND	ND	1.0	µg/kg
m,p-Xylene	ND	**2.4**	**2.5**	ND	**2.7**	2.0	µg/kg
o-Xylene	ND	ND	ND	ND	ND	1.0	µg/kg
Methyl-tert-butylether	ND	ND	ND	ND	ND	5.0	µg/kg
Ethyl-tert-butylether	ND	ND	ND	ND	ND	5.0	µg/kg
Di-isopropylether	ND	ND	ND	ND	ND	5.0	µg/kg
tert-amylmethylether	ND	ND	ND	ND	ND	5.0	µg/kg
tert-Butylalcohol	ND	ND	ND	ND	ND	50.0	µg/kg
Gasoline Range Organics (C4-C12)	ND	ND	ND	ND	ND	0.20	mg/kg
Dilution Factor	1	1	1	1	1		
Surrogate Recoveries:						**QC Limits**	
Dibromofluoromethane	105%	103%	104%	105%	104%	60 - 140	
Toluene-d_8	88%	86%	93%	88%	89%	60 - 140	
4-Bromofluorobenzene	95%	92%	90%	94%	92%	60 - 140	
	VOC4-102319-01	VOC4-102319-01	VOC4-102319-01	VOC4-102319-01	VOC4-102319-01		

ND= Value less than reporting limit

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JONES ENVIRONMENTAL LABORATORY RESULTS

Client:	CCI	**Report date:**	10/25/2019
Client Address:	23840 Hawthorne Blvd Suite 100 Torrance, CA 90505	**Jones Ref. No.:** **Client Ref. No.:**	ST-14505 2272-1
Attn:	Ken Durand	**Date Sampled:** **Date Received:**	10/19/2019 10/19/2019
Project:	Jamboree - SJC	**Date Analyzed:**	10/23/2019
Project Address:	32400 Paseo Adelante San Juan Capistrano, CA	**Physical State:**	Soil

EPA 8260B by 5035 – Volatile Organics by GC/MS + Oxygenates/Gasoline Range Organics

Sample ID:	**SV3-15**	**SV4-10**	**SV4-15**		
Jones ID:	**ST-14505-09**	**ST-14505-11**	**ST-14505-12**	**Reporting Limit**	**Units**
Analytes:					
Benzene	ND	ND	ND	1.0	µg/kg
Bromobenzene	ND	ND	ND	1.0	µg/kg
Bromodichloromethane	ND	ND	ND	1.0	µg/kg
Bromoform	ND	ND	ND	1.0	µg/kg
n-Butylbenzene	ND	ND	ND	1.0	µg/kg
sec-Butylbenzene	ND	ND	ND	1.0	µg/kg
tert-Butylbenzene	ND	ND	ND	1.0	µg/kg
Carbon tetrachloride	ND	ND	ND	1.0	µg/kg
Chlorobenzene	ND	ND	ND	1.0	µg/kg
Chloroform	ND	ND	ND	1.0	µg/kg
2-Chlorotoluene	ND	ND	ND	1.0	µg/kg
4-Chlorotoluene	ND	ND	ND	1.0	µg/kg
Dibromochloromethane	ND	ND	ND	1.0	µg/kg
1,2-Dibromo-3-chloropropane	ND	ND	ND	1.0	µg/kg
1,2-Dibromoethane (EDB)	ND	ND	ND	1.0	µg/kg
Dibromomethane	ND	ND	ND	1.0	µg/kg
1,2- Dichlorobenzene	ND	ND	ND	1.0	µg/kg
1,3-Dichlorobenzene	ND	ND	ND	1.0	µg/kg
1,4-Dichlorobenzene	ND	ND	ND	1.0	µg/kg
1,1-Dichloroethane	ND	ND	ND	1.0	µg/kg
1,2-Dichloroethane	ND	ND	ND	1.0	µg/kg
1,1-Dichloroethene	ND	ND	ND	1.0	µg/kg
cis-1,2-Dichloroethene	ND	ND	ND	1.0	µg/kg
trans-1,2-Dichloroethene	ND	ND	ND	1.0	µg/kg
1,2-Dichloropropane	ND	ND	ND	1.0	µg/kg
1,3-Dichloropropane	ND	ND	ND	1.0	µg/kg
2,2-Dichloropropane	ND	ND	ND	1.0	µg/kg
1,1-Dichloropropene	ND	ND	ND	1.0	µg/kg
cis-1,3-Dichloropropene	ND	ND	ND	1.0	µg/kg

JONES ENVIRONMENTAL LABORATORY RESULTS

EPA 8260B by 5035 – Volatile Organics by GC/MS + Oxygenates/Gasoline Range Organics

Sample ID:	**SV3-15**	**SV4-10**	**SV4-15**		
Jones ID:	**ST-14505-09**	**ST-14505-11**	**ST-14505-12**	**Reporting Limit**	**Units**
Analytes:					
trans-1,3-Dichloropropene	ND	ND	ND	1.0	µg/kg
Ethylbenzene	ND	ND	ND	1.0	µg/kg
Freon 11	ND	ND	ND	5.0	µg/kg
Freon 12	ND	ND	ND	5.0	µg/kg
Freon 113	ND	ND	ND	5.0	µg/kg
Hexachlorobutadiene	ND	ND	ND	1.0	µg/kg
Isopropylbenzene	ND	ND	ND	1.0	µg/kg
4-Isopropyltoluene	ND	ND	ND	1.0	µg/kg
Methylene chloride	ND	ND	ND	1.0	µg/kg
Naphthalene	ND	ND	ND	1.0	µg/kg
n-Propylbenzene	ND	ND	ND	1.0	µg/kg
Styrene	ND	ND	ND	1.0	µg/kg
1,1,1,2-Tetrachloroethane	ND	ND	ND	1.0	µg/kg
1,1,2,2-Tetrachloroethane	ND	ND	ND	1.0	µg/kg
Tetrachloroethene	ND	ND	ND	1.0	µg/kg
Toluene	ND	ND	ND	1.0	µg/kg
1,2,3-Trichlorobenzene	ND	ND	ND	1.0	µg/kg
1,2,4-Trichlorobenzene	ND	ND	ND	1.0	µg/kg
1,1,1-Trichloroethane	ND	ND	ND	1.0	µg/kg
1,1,2-Trichloroethane	ND	ND	ND	1.0	µg/kg
Trichloroethene	ND	ND	ND	1.0	µg/kg
1,2,3-Trichloropropane	ND	ND	ND	1.0	µg/kg
1,2,4-Trimethylbenzene	ND	ND	ND	1.0	µg/kg
1,3,5-Trimethylbenzene	ND	ND	ND	1.0	µg/kg
Vinyl chloride	ND	ND	ND	1.0	µg/kg
m,p-Xylene	ND	ND	ND	2.0	µg/kg
o-Xylene	ND	ND	ND	1.0	µg/kg
Methyl-tert-butylether	ND	ND	ND	5.0	µg/kg
Ethyl-tert-butylether	ND	ND	ND	5.0	µg/kg
Di-isopropylether	ND	ND	ND	5.0	µg/kg
tert-amylmethylether	ND	ND	ND	5.0	µg/kg
tert-Butylalcohol	ND	ND	ND	50.0	µg/kg
Gasoline Range Organics (C4-C12)	ND	ND	ND	0.20	mg/kg
Dilution Factor	1	1	1		
Surrogate Recoveries:				**QC Limits**	
Dibromofluoromethane	103%	104%	103%	60 - 140	
Toluene-d_8	91%	88%	88%	60 - 140	
4-Bromofluorobenzene	87%	92%	89%	60 - 140	
	VOC4-102319-01	VOC4-102319-01	VOC4-102319-01		

ND= Value less than reporting limit

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JONES ENVIRONMENTAL QUALITY CONTROL INFORMATION

Client:	CCI	**Report date:**	10/25/2019
Client Address:	23840 Hawthorne Blvd Suite 100 Torrance, CA 90505	**Jones Ref. No.:** **Client Ref. No.:**	ST-14505 2272-1
Attn:	Ken Durand	**Date Sampled:**	10/19/2019
		Date Received:	10/19/2019
Project:	Jamboree - SJC	**Date Analyzed:**	10/23/2019
Project Address:	32400 Paseo Adelante San Juan Capistrano, CA	**Physical State:**	Soil

EPA 8260B by 5035 – Volatile Organics by GC/MS + Oxygenates/Gasoline Range Organics

Sample ID:	**METHOD BLANK**		
Jones ID:	**102319-V4MB1**	**Reporting Limit**	**Units**
Analytes:			
Benzene	ND	1.0	µg/kg
Bromobenzene	ND	1.0	µg/kg
Bromodichloromethane	ND	1.0	µg/kg
Bromoform	ND	1.0	µg/kg
n-Butylbenzene	ND	1.0	µg/kg
sec-Butylbenzene	ND	1.0	µg/kg
tert-Butylbenzene	ND	1.0	µg/kg
Carbon tetrachloride	ND	1.0	µg/kg
Chlorobenzene	ND	1.0	µg/kg
Chloroform	ND	1.0	µg/kg
2-Chlorotoluene	ND	1.0	µg/kg
4-Chlorotoluene	ND	1.0	µg/kg
Dibromochloromethane	ND	1.0	µg/kg
1,2-Dibromo-3-chloropropane	ND	1.0	µg/kg
1,2-Dibromoethane (EDB)	ND	1.0	µg/kg
Dibromomethane	ND	1.0	µg/kg
1,2- Dichlorobenzene	ND	1.0	µg/kg
1,3-Dichlorobenzene	ND	1.0	µg/kg
1,4-Dichlorobenzene	ND	1.0	µg/kg
1,1-Dichloroethane	ND	1.0	µg/kg
1,2-Dichloroethane	ND	1.0	µg/kg
1,1-Dichloroethene	ND	1.0	µg/kg
cis-1,2-Dichloroethene	ND	1.0	µg/kg
trans-1,2-Dichloroethene	ND	1.0	µg/kg
1,2-Dichloropropane	ND	1.0	µg/kg
1,3-Dichloropropane	ND	1.0	µg/kg
2,2-Dichloropropane	ND	1.0	µg/kg
1,1-Dichloropropene	ND	1.0	µg/kg
cis-1,3-Dichloropropene	ND	1.0	µg/kg

JONES ENVIRONMENTAL QUALITY CONTROL INFORMATION

EPA 8260B by 5035 – Volatile Organics by GC/MS + Oxygenates/Gasoline Range Organics

Sample ID:	**METHOD BLANK**		
Jones ID:	**102319-V4MB1**	**Reporting Limit**	**Units**
Analytes:			
trans-1,3-Dichloropropene	ND	1.0	µg/kg
Ethylbenzene	ND	1.0	µg/kg
Freon 11	ND	5.0	µg/kg
Freon 12	ND	5.0	µg/kg
Freon 113	ND	5.0	µg/kg
Hexachlorobutadiene	ND	1.0	µg/kg
Isopropylbenzene	ND	1.0	µg/kg
4-Isopropyltoluene	ND	1.0	µg/kg
Methylene chloride	ND	1.0	µg/kg
Naphthalene	ND	1.0	µg/kg
n-Propylbenzene	ND	1.0	µg/kg
Styrene	ND	1.0	µg/kg
1,1,1,2-Tetrachloroethane	ND	1.0	µg/kg
1,1,2,2-Tetrachloroethane	ND	1.0	µg/kg
Tetrachloroethene	ND	1.0	µg/kg
Toluene	ND	1.0	µg/kg
1,2,3-Trichlorobenzene	ND	1.0	µg/kg
1,2,4-Trichlorobenzene	ND	1.0	µg/kg
1,1,1-Trichloroethane	ND	1.0	µg/kg
1,1,2-Trichloroethane	ND	1.0	µg/kg
Trichloroethene	ND	1.0	µg/kg
1,2,3-Trichloropropane	ND	1.0	µg/kg
1,2,4-Trimethylbenzene	ND	1.0	µg/kg
1,3,5-Trimethylbenzene	ND	1.0	µg/kg
Vinyl chloride	ND	1.0	µg/kg
m,p-Xylene	ND	2.0	µg/kg
o-Xylene	ND	1.0	µg/kg
Methyl-tert-butylether	ND	5.0	µg/kg
Ethyl-tert-butylether	ND	5.0	µg/kg
Di-isopropylether	ND	5.0	µg/kg
tert-amylmethylether	ND	5.0	µg/kg
tert-Butylalcohol	ND	50.0	µg/kg
Gasoline Range Organics (C4-C12)	ND	0.20	mg/kg
Dilution Factor	1		
Surrogate Recoveries:		**QC Limits**	
Dibromofluoromethane	100%	60 - 140	
Toluene-d_8	91%	60 - 140	
4-Bromofluorobenzene	93%	60 - 140	
	VOC4-102319-01		

ND= Value less than reporting limit

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JONES ENVIRONMENTAL QUALITY CONTROL INFORMATION

Client:	CCI	**Report date:**	10/25/2019
Client Address:	23840 Hawthorne Blvd Suite 100 Torrance, CA 90505	**Jones Ref. No.:** **Client Ref. No.:**	ST-14505 2272-1
Attn:	Ken Durand	**Date Sampled:** **Date Received:**	10/19/2019 10/19/2019
Project:	Jamboree - SJC	**Date Analyzed:**	10/23/2019
Project Address:	32400 Paseo Adelante San Juan Capistrano, CA	**Physical State:**	Soil

EPA 8260B by 5035 – Volatile Organics by GC/MS + Oxygenates/Gasoline Range Organics

Sample Spiked: CLEAN SOIL **GC#:** VOC4-102319-01

Jones ID: **102319-V4MS1** **102319-V4MSD1** **102319-V4CCV1**

Parameter	MS Recovery (%)	MSD Recovery (%)	RPD	Acceptability Range (%)	CCV	Acceptability Range (%)
Vinyl chloride	129%	124%	4.2%	60 - 140	106%	80 - 120
1,1-Dichloroethene	101%	100%	0.9%	60 - 140	120%	80 - 120
Cis-1,2-Dichloroethene	114%	114%	0.0%	70 - 130	114%	80 - 120
1,1,1-Trichloroethane	111%	110%	0.5%	70 - 130	112%	80 - 120
Benzene	107%	107%	0.1%	70 - 130	114%	80 - 120
Trichloroethene	100%	99%	1.2%	70 - 130	110%	80 - 120
Toluene	106%	103%	2.8%	70 - 130	111%	80 - 120
Tetrachloroethene	102%	97%	5.0%	70 - 130	107%	80 - 120
Chlorobenzene	95%	95%	0.6%	70 - 130	101%	80 - 120
Ethylbenzene	105%	103%	1.7%	70 - 130	113%	80 - 120
1,2,4 Trimethylbenzene	107%	108%	1.1%	70 - 130	114%	80 - 120
Gasoline Range Organics (C4-C12)	106%	105%	0.8%	70 - 130		
Surrogate Recovery:						
Dibromofluoromethane	98%	100%		60 - 140	95%	60 - 140
Toluene-d_8	91%	89%		60 - 140	97%	60 - 140
4-Bromofluorobenzene	94%	93%		60 - 140	109%	60 - 140

MS = Matrix Spike
MSD = Matrix Spike Duplicate
CCV = Continuing Calibration Verification
RPD = Relative Percent Difference; Acceptability range for RPD is ≤ 20%

Chain-of-Custody Record

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Client CCI

Date 10/19/19

Project Name Jamboree - SJC

Client Project # 3272-1

Project Address

Email

Phone

Report To **Sampler** K Durham

Turn Around Requested:
- ☐ Immediate Attention
- ☐ Rush 24 Hours
- ☐ Rush 48 Hours
- ☐ Rush 72 Hours
- ☑ Normal

Report Options
EDD _____
EDF* - 10% Surcharge____
*Global ID _____

LAB USE ONLY
Jones Project # ST-14505
Page 1 of 2

Sample Condition as Recieved:
Chilled ☐ yes ☐ no
Sealed ☐ yes ☐ no

Sample Container / Preservative Abbreviations
V - VOAS
AS - Acetate Sleeve
SS - Stainless Steel Sleeve
BS - Brass Sleeve
G - Glass Jar
AB - Amber Bottle
P - Plastic
SOBI - Sodium Bisulfate
MeOH - Methanol
HCl - Hydrochloric Acid
HNO3 - Nitric Acid
O - Other (See Notes)

Analysis Requested

Sample ID	Date	Sample Collection Time	Jones ID Lab Use Only	Preservative	Sample Container	Sample Matrix: Soil (S), Sludge (SL), Aqueous (A), Free Product (FP)	TPH cy Lyo	VOC 8260	Hold	Number of Containers	Notes & Special Instructions
SV1-5	10/19	829	ST-14505-01								
SV1-10		830	ST-14505-02				X	X			
SV1-15		831	ST-14505-03				X	X			
SV2-5		902	ST-14505-04								
SV2-10		905	ST-14505-05				X	X			
SV2-15		907	ST-14505-06				X	X			
SV3-5		952	ST-14505-07								
SV3-10		955	ST-14505-08				X	X			
SV3-15		957	ST-14505-09				X	X			
SV4-5		1020	ST-14505-10								

Relinquished By (Signature) [signature] **Printed Name** KEN DURHAM
Company CCI **Date** 10/19/19 **Time** 1237

Relinquished By (Signature) **Printed Name**
Company **Date:** **Time**

Received By (Signature) [signature] **Printed Name** Kevin Hoechler
Company JEL **Date** 10/19/19 **Time** 1237

Received By Laboratory (Signature) **Printed Name**
Company **Date** **Time**

Total Number of Containers

Client signature on this Chain of Custody form consitutes acknowlegement that the above analyses have been requested, and the information provided herein is correct and accurate.

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Chain-of-Custody Record

Client CCF

Date 10/19/19

Project Name Jamboree ~~SJC~~ SJC

Client Project # 2272-1

Project Address

Email

Phone

Report To K Duran **Sampler** K Duran

Turn Around Requested:
- ☐ Immediate Attention
- ☐ Rush 24 Hours
- ☐ Rush 48 Hours
- ☐ Rush 72 Hours
- ☒ Normal

Report Options
EDD ____
EDF* - 10% Surcharge ____
*Global ID ____________

LAB USE ONLY
Jones Project # ST-14505
Page 2 of 2

Sample Condition as Recieved:
Chilled ☐ yes ☐ no
Sealed ☐ yes ☐ no

Sample Container / Preservative Abbreviations
V - VOAS
AS - Acetate Sleeve
SS - Stainless Steel Sleeve
BS - Brass Sleeve
G - Glass Jar
AB - Amber Bottle
P - Plastic
SOBI - Sodium Bisulfate
MeOH - Methanol
HCl - Hydrochloric Acid
HNO3 - Nitric Acid
O - Other (See Notes)

Analysis Requested

Sample ID	Date	Sample Collection Time	Jones ID Lab Use Only	Preservative	Sample Container	Sample Matrix: Soil (S), Sludge (SL), Aqueous (A), Free Product (FP)	TPH C4-C40	VOC E8260	Hold	Number of Containers	Notes & Special Instructions
SV4-10	10/19/19	1022	ST-14505-11				X	X			
SV4-15	↓	1025	ST-14505-12				X	X			

Total Number of Containers

Relinquished By (Signature)	Printed Name	Received By (Signature)	Printed Name
[signature]	Ken Duran	[signature]	Kevin Horchle
Company: CCF	Date: 10/19/19 Time: 1237	Company: JEL	Date: 10/19/19 Time: 1237
Relinquished By (Signature)	Printed Name	Received By Laboratory (Signature)	Printed Name
Company	Date: Time	Company	Date Time

Client signature on this Chain of Custody form consitutes acknowlegement that the above analyses have been requested, and the information provided herein is correct and accurate.

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JONES ENVIRONMENTAL LABORATORY RESULTS

Client:	CCI	**Report date:**	10/22/2019
Client Address:	23840 Hawthorne Blvd., Suite 100 Torrance, CA 9050	**Jones Ref. No.:** **Client Ref. No.:**	ST-14506 2272
Attn:	Ken Durand	**Date Sampled:** **Date Received:**	10/19/2019 10/19/2019
Project:	Jamboree- SJC	**Date Analyzed:**	10/21/2019
Project Address:	32400 Paseo Adelante San Juan Capistrano, CA	**Physical State:**	Soil Gas

ANALYSES REQUESTED

1. EPA 8260B – Volatile Organics by GC/MS + Oxygenates/Gasoline Range Organics

Sampling – Soil Gas samples were collected in glass gas-tight syringes equipped with Teflon plungers.

A tracer gas mixture of n-pentane, n-hexane, and n-heptane was placed at the tubing-surface interface before sampling. These compounds were analyzed during the 8260B analytical run to determine if there were surface leaks into the subsurface due to improper installation of the probe. No tracer was detected in any of the samples reported herein.

The sampling rate was approximately 200 cc/min, except when noted differently on the chain of custody record, using a glass gas-tight syringe. Purging was completed using a pump set at approximately 200 cc/min, except when noted differently on the chain of custody record. A default of 3 purge volumes was used as recommended by July 2015 DTSC/RWQCB guidance documents.

Prior to purging and sampling of soil gas at each point, a shut-in test was conducted to check for leaks in the above ground fittings. The shut-in test was performed on the above ground apparatus by evacuating the line to a vacuum of 100 inches of water, sealing the entire system and watching the vacuum for at least one minute. A vacuum gauge attached in parallel to the apparatus measured the vacuum. If there was any observable loss of vacuum, the fittings were adjusted as needed until the vacuum did not change noticeably. The soil gas sample was then taken.

No flow conditions occur when a sampling rate greater than 10 mL/min cannot be maintained without applying a vacuum greater than 100 inches of water to the sampling train. The sampling train is left at a vacuum for no less than three minutes. If the vacuum does not subside appreciably after three minutes, the sample location is determined to be a no flow sample.

Analytical – Soil Gas samples were analyzed using EPA Method 8260 that includes extra compounds required by DTSC/RWQCB (such as Freon 113). Instrument Continuing Calibration Verification, QC Reference Standards, Instrument Blanks and Sampling Blanks were analyzed every 12 hours as prescribed by the method. In addition, a Laboratory Control Sample (LCS) and Laboratory Control Sample Duplicate (LCSD) were analyzed with each batch of Soil Gas samples. A duplicate/replicate sample was analyzed each day of the sampling activity. All samples were injected into the GC/MS system within 30 minutes of collection.

Approval:

Colby Wakeman
QA/QC Manager

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JONES ENVIRONMENTAL LABORATORY RESULTS

Client:	CCI	**Report date:**	10/22/2019
Client Address:	23840 Hawthorne Blvd., Suite 100 Torrance, CA 9050	**Jones Ref. No.:** **Client Ref. No.:**	ST-14506 2272
Attn:	Ken Durand	**Date Sampled:** **Date Received:**	10/19/2019 10/19/2019
Project:	Jamboree- SJC	**Date Analyzed:**	10/21/2019
Project Address:	32400 Paseo Adelante San Juan Capistrano, CA	**Physical State:**	Soil Gas

EPA 8260B – Volatile Organics by GC/MS + Oxygenates/Gasoline Range Organics

Sample ID:	**SV1-5'**	**SV1-15'**	**SV2-5'**	**SV2-15'**	**SV3-5'**		
Jones ID:	**ST-14506-01**	**ST-14506-02**	**ST-14506-03**	**ST-14506-04**	**ST-14506-05**	**Reporting Limit**	**Units**
Analytes:							
Benzene	ND	ND	ND	ND	ND	8	µg/m3
Bromobenzene	ND	ND	ND	ND	ND	8	µg/m3
Bromodichloromethane	ND	ND	ND	ND	ND	8	µg/m3
Bromoform	ND	ND	ND	ND	ND	8	µg/m3
n-Butylbenzene	ND	ND	ND	ND	**9**	12	µg/m3
sec-Butylbenzene	ND	ND	ND	ND	ND	12	µg/m3
tert-Butylbenzene	ND	ND	ND	ND	ND	12	µg/m3
Carbon tetrachloride	ND	ND	ND	ND	ND	8	µg/m3
Chlorobenzene	ND	ND	ND	ND	ND	8	µg/m3
Chloroform	ND	ND	ND	ND	ND	8	µg/m3
2-Chlorotoluene	ND	ND	ND	ND	ND	12	µg/m3
4-Chlorotoluene	ND	ND	ND	ND	ND	12	µg/m3
Dibromochloromethane	ND	ND	ND	ND	ND	8	µg/m3
1,2-Dibromo-3-chloropropane	ND	ND	ND	ND	ND	8	µg/m3
1,2-Dibromoethane (EDB)	ND	ND	ND	ND	ND	8	µg/m3
Dibromomethane	ND	ND	ND	ND	ND	8	µg/m3
1,2- Dichlorobenzene	ND	ND	ND	ND	ND	16	µg/m3
1,3-Dichlorobenzene	ND	ND	ND	ND	ND	16	µg/m3
1,4-Dichlorobenzene	ND	ND	ND	ND	ND	16	µg/m3
Dichlorodifluoromethane	ND	ND	ND	ND	ND	8	µg/m3
1,1-Dichloroethane	ND	ND	ND	ND	ND	8	µg/m3
1,2-Dichloroethane	ND	ND	ND	ND	ND	8	µg/m3
1,1-Dichloroethene	ND	ND	ND	ND	ND	8	µg/m3
cis-1,2-Dichloroethene	ND	ND	ND	ND	ND	8	µg/m3
trans-1,2-Dichloroethene	ND	ND	ND	ND	ND	8	µg/m3
1,2-Dichloropropane	ND	ND	ND	ND	ND	8	µg/m3
1,3-Dichloropropane	ND	ND	ND	ND	ND	8	µg/m3
2,2-Dichloropropane	ND	ND	ND	ND	ND	16	µg/m3
1,1-Dichloropropene	ND	ND	ND	ND	ND	10	µg/m3

JONES ENVIRONMENTAL LABORATORY RESULTS

EPA 8260B – Volatile Organics by GC/MS + Oxygenates/Gasoline Range Organics

Sample ID:	**SV1-5'**	**SV1-15'**	**SV2-5'**	**SV2-15'**	**SV3-5'**		
Jones ID:	**ST-14506-01**	**ST-14506-02**	**ST-14506-03**	**ST-14506-04**	**ST-14506-05**	**Reporting Limit**	**Units**
Analytes:							
cis-1,3-Dichloropropene	ND	ND	ND	ND	ND	8	µg/m3
trans-1,3-Dichloropropene	ND	ND	ND	ND	ND	8	µg/m3
Ethylbenzene	**299**	**8**	ND	ND	**18**	8	µg/m3
Freon 113	ND	ND	ND	ND	ND	16	µg/m3
Hexachlorobutadiene	ND	ND	ND	ND	ND	24	µg/m3
Isopropylbenzene	ND	ND	ND	ND	ND	8	µg/m3
4-Isopropyltoluene	ND	ND	ND	ND	ND	8	µg/m3
Methylene chloride	ND	ND	ND	ND	ND	8	µg/m3
Naphthalene	ND	ND	ND	ND	ND	40	µg/m3
n-Propylbenzene	ND	ND	ND	ND	**9**	8	µg/m3
Styrene	**12**	ND	ND	ND	ND	8	µg/m3
1,1,1,2-Tetrachloroethane	ND	ND	ND	ND	ND	8	µg/m3
1,1,2,2-Tetrachloroethane	ND	ND	ND	ND	ND	16	µg/m3
Tetrachloroethene	ND	ND	ND	ND	ND	8	µg/m3
Toluene	**14**	ND	**12**	**9**	**72**	8	µg/m3
1,2,3-Trichlorobenzene	ND	ND	ND	ND	ND	16	µg/m3
1,2,4-Trichlorobenzene	ND	ND	ND	ND	ND	16	µg/m3
1,1,1-Trichloroethane	ND	ND	ND	ND	ND	8	µg/m3
1,1,2-Trichloroethane	ND	ND	ND	ND	ND	8	µg/m3
Trichloroethene	ND	ND	ND	ND	ND	8	µg/m3
Trichlorofluoromethane	ND	ND	ND	ND	ND	16	µg/m3
1,2,3-Trichloropropane	ND	ND	ND	ND	ND	8	µg/m3
1,2,4-Trimethylbenzene	**10**	**10**	ND	ND	**86**	8	µg/m3
1,3,5-Trimethylbenzene	ND	ND	ND	ND	**30**	8	µg/m3
Vinyl chloride	ND	ND	ND	ND	ND	8	µg/m3
m,p-Xylene	**1240**	**38**	ND	ND	**80**	16	µg/m3
o-Xylene	**408**	**11**	ND	ND	**46**	8	µg/m3
MTBE	ND	ND	ND	ND	ND	40	µg/m3
Ethyl-tert-butylether	ND	ND	ND	ND	ND	40	µg/m3
Di-isopropylether	ND	ND	ND	ND	ND	40	µg/m3
tert-amylmethylether	ND	ND	ND	ND	ND	40	µg/m3
tert-Butylalcohol	ND	ND	ND	ND	ND	400	µg/m3
Gasoline Range Organics (C4-C12)	ND	ND	ND	ND	ND	2000	µg/m3
Tracer:							
n-Pentane	ND	ND	ND	ND	ND	80	µg/m3
n-Hexane	ND	ND	ND	ND	ND	80	µg/m3
n-Heptane	ND	ND	ND	ND	ND	80	µg/m3
Dilution Factor	1	1	1	1	1		
Surrogate Recoveries:						**QC Limits**	
Dibromofluoromethane	103%	102%	104%	103%	101%	60 - 140	
Toluene-d_8	98%	99%	99%	97%	96%	60 - 140	
4-Bromofluorobenzene	99%	98%	101%	94%	96%	60 - 140	
Batch ID:	D1-102119-01	D1-102119-01	D1-102119-01	D1-102119-01	D1-102119-01		

ND = Value below reporting limit

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JONES ENVIRONMENTAL LABORATORY RESULTS

Client:	CCI	**Report date:**	10/22/2019
Client Address:	23840 Hawthorne Blvd., Suite 100 Torrance, CA 9050	**Jones Ref. No.:** **Client Ref. No.:**	ST-14506 2272
Attn:	Ken Durand	**Date Sampled:** **Date Received:**	10/19/2019 10/19/2019
Project:	Jamboree- SJC	**Date Analyzed:**	10/21/2019
Project Address:	32400 Paseo Adelante San Juan Capistrano, CA	**Physical State:**	Soil Gas

EPA 8260B – Volatile Organics by GC/MS + Oxygenates/Gasoline Range Organics

Sample ID:	**SV3-15'**	**SV4-5'**	**SV4-15'**		
Jones ID:	**ST-14506-06**	**ST-14506-07**	**ST-14506-08**	**Reporting Limit**	**Units**
Analytes:					
Benzene	**20**	ND	ND	8	µg/m3
Bromobenzene	ND	ND	ND	8	µg/m3
Bromodichloromethane	ND	ND	ND	8	µg/m3
Bromoform	ND	ND	ND	8	µg/m3
n-Butylbenzene	**21**	ND	ND	12	µg/m3
sec-Butylbenzene	ND	ND	ND	12	µg/m3
tert-Butylbenzene	ND	ND	ND	12	µg/m3
Carbon tetrachloride	ND	ND	ND	8	µg/m3
Chlorobenzene	ND	ND	ND	8	µg/m3
Chloroform	ND	ND	ND	8	µg/m3
2-Chlorotoluene	ND	ND	ND	12	µg/m3
4-Chlorotoluene	ND	ND	ND	12	µg/m3
Dibromochloromethane	ND	ND	ND	8	µg/m3
1,2-Dibromo-3-chloropropane	ND	ND	ND	8	µg/m3
1,2-Dibromoethane (EDB)	ND	ND	ND	8	µg/m3
Dibromomethane	ND	ND	ND	8	µg/m3
1,2- Dichlorobenzene	ND	ND	ND	16	µg/m3
1,3-Dichlorobenzene	ND	ND	ND	16	µg/m3
1,4-Dichlorobenzene	ND	ND	ND	16	µg/m3
Dichlorodifluoromethane	ND	ND	ND	8	µg/m3
1,1-Dichloroethane	ND	ND	ND	8	µg/m3
1,2-Dichloroethane	ND	ND	ND	8	µg/m3
1,1-Dichloroethene	ND	ND	ND	8	µg/m3
cis-1,2-Dichloroethene	ND	ND	ND	8	µg/m3
trans-1,2-Dichloroethene	ND	ND	ND	8	µg/m3
1,2-Dichloropropane	ND	ND	ND	8	µg/m3
1,3-Dichloropropane	ND	ND	ND	8	µg/m3
2,2-Dichloropropane	ND	ND	ND	16	µg/m3
1,1-Dichloropropene	ND	ND	ND	10	µg/m3

JONES ENVIRONMENTAL LABORATORY RESULTS

EPA 8260B – Volatile Organics by GC/MS + Oxygenates/Gasoline Range Organics

Sample ID:	**SV3-15'**	**SV4-5'**	**SV4-15'**		
Jones ID:	**ST-14506-06**	**ST-14506-07**	**ST-14506-08**	**Reporting Limit**	**Units**
Analytes:					
cis-1,3-Dichloropropene	ND	ND	ND	8	µg/m3
trans-1,3-Dichloropropene	ND	ND	ND	8	µg/m3
Ethylbenzene	**115**	ND	ND	8	µg/m3
Freon 113	ND	ND	ND	16	µg/m3
Hexachlorobutadiene	ND	ND	ND	24	µg/m3
Isopropylbenzene	**16**	ND	ND	8	µg/m3
4-Isopropyltoluene	ND	**19**	ND	8	µg/m3
Methylene chloride	ND	ND	ND	8	µg/m3
Naphthalene	ND	ND	ND	40	µg/m3
n-Propylbenzene	**40**	ND	ND	8	µg/m3
Styrene	**9**	ND	ND	8	µg/m3
1,1,1,2-Tetrachloroethane	ND	ND	ND	8	µg/m3
1,1,2,2-Tetrachloroethane	ND	ND	ND	16	µg/m3
Tetrachloroethene	ND	**15**	**17**	8	µg/m3
Toluene	**113**	**24**	**9**	8	µg/m3
1,2,3-Trichlorobenzene	ND	ND	ND	16	µg/m3
1,2,4-Trichlorobenzene	ND	ND	ND	16	µg/m3
1,1,1-Trichloroethane	ND	ND	ND	8	µg/m3
1,1,2-Trichloroethane	ND	ND	ND	8	µg/m3
Trichloroethene	ND	ND	ND	8	µg/m3
Trichlorofluoromethane	ND	ND	ND	16	µg/m3
1,2,3-Trichloropropane	ND	ND	ND	8	µg/m3
1,2,4-Trimethylbenzene	**226**	ND	ND	8	µg/m3
1,3,5-Trimethylbenzene	**100**	**34**	ND	8	µg/m3
Vinyl chloride	ND	ND	ND	8	µg/m3
m,p-Xylene	**473**	ND	ND	16	µg/m3
o-Xylene	**241**	ND	ND	8	µg/m3
MTBE	ND	ND	ND	40	µg/m3
Ethyl-tert-butylether	ND	ND	ND	40	µg/m3
Di-isopropylether	ND	ND	ND	40	µg/m3
tert-amylmethylether	ND	ND	ND	40	µg/m3
tert-Butylalcohol	ND	ND	ND	400	µg/m3
Gasoline Range Organics (C4-C12)	ND	ND	ND	2000	µg/m3
Tracer:					
n-Pentane	ND	ND	ND	80	µg/m3
n-Hexane	ND	ND	ND	80	µg/m3
n-Heptane	ND	ND	ND	80	µg/m3
Dilution Factor	1	1	1		
Surrogate Recoveries:				**QC Limits**	
Dibromofluoromethane	99%	102%	104%	60 - 140	
Toluene-d_8	98%	97%	98%	60 - 140	
4-Bromofluorobenzene	102%	100%	98%	60 - 140	
Batch ID:	D1-102119-01	D1-102119-01	D1-102119-01		

ND = Value below reporting limit

JONES ENVIRONMENTAL, INC.

714-449-9937
562-646-1611
805-399-0060

11007 FOREST PLACE
SANTA FE SPRINGS, CA 90670
WWW.JONESENV.COM

JONES ENVIRONMENTAL QUALITY CONTROL INFORMATION

Client:	CCI	**Report date:**	10/22/2019
Client Address:	23840 Hawthorne Blvd., Suite 100 Torrance, CA 9050	**Jones Ref. No.:** **Client Ref. No.:**	ST-14506 2272
Attn:	Ken Durand	**Date Sampled:** **Date Received:**	10/19/2019 10/19/2019
Project:	Jamboree- SJC	**Date Analyzed:**	10/21/2019
Project Address:	32400 Paseo Adelante San Juan Capistrano, CA	**Physical State:**	Soil Gas

EPA 8260B – Volatile Organics by GC/MS + Oxygenates/Gasoline Range Organics

Sample ID:	**METHOD BLANK**	**SAMPLING BLANK**		
Jones ID:	**102119-D1MB1**	**102119-D1SB1**	**Reporting Limit**	**Units**
Analytes:				
Benzene	ND	ND	8	µg/m3
Bromobenzene	ND	ND	8	µg/m3
Bromodichloromethane	ND	ND	8	µg/m3
Bromoform	ND	ND	8	µg/m3
n-Butylbenzene	ND	ND	12	µg/m3
sec-Butylbenzene	ND	ND	12	µg/m3
tert-Butylbenzene	ND	ND	12	µg/m3
Carbon tetrachloride	ND	ND	8	µg/m3
Chlorobenzene	ND	ND	8	µg/m3
Chloroform	ND	ND	8	µg/m3
2-Chlorotoluene	ND	ND	12	µg/m3
4-Chlorotoluene	ND	ND	12	µg/m3
Dibromochloromethane	ND	ND	8	µg/m3
1,2-Dibromo-3-chloropropane	ND	ND	8	µg/m3
1,2-Dibromoethane (EDB)	ND	ND	8	µg/m3
Dibromomethane	ND	ND	8	µg/m3
1,2- Dichlorobenzene	ND	ND	16	µg/m3
1,3-Dichlorobenzene	ND	ND	16	µg/m3
1,4-Dichlorobenzene	ND	ND	16	µg/m3
Dichlorodifluoromethane	ND	ND	8	µg/m3
1,1-Dichloroethane	ND	ND	8	µg/m3
1,2-Dichloroethane	ND	ND	8	µg/m3
1,1-Dichloroethene	ND	ND	8	µg/m3
cis-1,2-Dichloroethene	ND	ND	8	µg/m3
trans-1,2-Dichloroethene	ND	ND	8	µg/m3
1,2-Dichloropropane	ND	ND	8	µg/m3
1,3-Dichloropropane	ND	ND	8	µg/m3
2,2-Dichloropropane	ND	ND	16	µg/m3
1,1-Dichloropropene	ND	ND	10	µg/m3

JONES ENVIRONMENTAL QUALITY CONTROL INFORMATION

EPA 8260B – Volatile Organics by GC/MS + Oxygenates/Gasoline Range Organics

Sample ID:	**METHOD BLANK**	**SAMPLING BLANK**		
Jones ID:	**102119-D1MB1**	**102119-D1SB1**	**Reporting Limit**	**Units**
Analytes:				
cis-1,3-Dichloropropene	ND	ND	8	µg/m3
trans-1,3-Dichloropropene	ND	ND	8	µg/m3
Ethylbenzene	ND	ND	8	µg/m3
Freon 113	ND	ND	16	µg/m3
Hexachlorobutadiene	ND	ND	24	µg/m3
Isopropylbenzene	ND	ND	8	µg/m3
4-Isopropyltoluene	ND	ND	8	µg/m3
Methylene chloride	ND	ND	8	µg/m3
Naphthalene	ND	ND	40	µg/m3
n-Propylbenzene	ND	ND	8	µg/m3
Styrene	ND	ND	8	µg/m3
1,1,1,2-Tetrachloroethane	ND	ND	8	µg/m3
1,1,2,2-Tetrachloroethane	ND	ND	16	µg/m3
Tetrachloroethene	ND	ND	8	µg/m3
Toluene	ND	ND	8	µg/m3
1,2,3-Trichlorobenzene	ND	ND	16	µg/m3
1,2,4-Trichlorobenzene	ND	ND	16	µg/m3
1,1,1-Trichloroethane	ND	ND	8	µg/m3
1,1,2-Trichloroethane	ND	ND	8	µg/m3
Trichloroethene	ND	ND	8	µg/m3
Trichlorofluoromethane	ND	ND	16	µg/m3
1,2,3-Trichloropropane	ND	ND	8	µg/m3
1,2,4-Trimethylbenzene	ND	ND	8	µg/m3
1,3,5-Trimethylbenzene	ND	ND	8	µg/m3
Vinyl chloride	ND	ND	8	µg/m3
m,p-Xylene	ND	ND	16	µg/m3
o-Xylene	ND	ND	8	µg/m3
MTBE	ND	ND	40	µg/m3
Ethyl-tert-butylether	ND	ND	40	µg/m3
Di-isopropylether	ND	ND	40	µg/m3
tert-amylmethylether	ND	ND	40	µg/m3
tert-Butylalcohol	ND	ND	400	µg/m3
Gasoline Range Organics (C4-C12)	ND	ND	2000	µg/m3
Tracer:				
n-Pentane	ND	ND	80	µg/m3
n-Hexane	ND	ND	80	µg/m3
n-Heptane	ND	ND	80	µg/m3
Dilution Factor	1	1		
Surrogate Recoveries:			**QC Limits**	
Dibromofluoromethane	61%	93%	60 - 140	
Toluene-d_8	99%	99%	60 - 140	
4-Bromofluorobenzene	100%	101%	60 - 140	
Batch ID:	D1-102119-01	D1-102119-01		

ND = Value below reporting limit

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805-399-0060

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JONES ENVIRONMENTAL QUALITY CONTROL INFORMATION

Client: CCI
Client Address: 23840 Hawthorne Blvd., Suite 100, Torrance, CA 9050

Attn: Ken Durand

Project: Jamboree- SJC
Project Address: 32400 Paseo Adelante, San Juan Capistrano, CA

Report date: 10/22/2019
Jones Ref. No.: ST-14506
Client Ref. No.: 2272

Date Sampled: 10/19/2019
Date Received: 10/19/2019
Date Analyzed: 10/21/2019
Physical State: Soil Gas

EPA 8260B – Volatile Organics by GC/MS + Oxygenates/Gasoline Range Organics

Batch ID: D1-102119-01

Jones ID:	**102119-D1LCS1**	**102119-D1LCSD1**			**102119-D1CCV1**	
Parameter	LCS Recovery (%)	LCSD Recovery (%)	RPD	Acceptability Range (%)	CCV	Acceptability Range (%)
Vinyl chloride	95%	100%	5.5%	60 - 140	92%	80 - 120
1,1-Dichloroethene	97%	90%	7.6%	60 - 140	96%	80 - 120
Cis-1,2-Dichloroethene	107%	115%	7.1%	70 - 130	98%	80 - 120
1,1,1-Trichloroethane	104%	110%	5.7%	70 - 130	104%	80 - 120
Benzene	107%	113%	5.2%	70 - 130	102%	80 - 120
Trichloroethene	125%	101%	21.2%	70 - 130	106%	80 - 120
Toluene	93%	98%	5.3%	70 - 130	95%	80 - 120
Tetrachloroethene	87%	90%	3.6%	70 - 130	91%	80 - 120
Chlorobenzene	90%	95%	5.0%	70 - 130	96%	80 - 120
Ethylbenzene	98%	104%	5.4%	70 - 130	105%	80 - 120
1,2,4 Trimethylbenzene	96%	97%	0.9%	70 - 130	104%	80 - 120
Gasoline Range Organics (C4-C12)	99%	103%	4.2%	70 - 130	101%	80 - 120
Surrogate Recovery:						
Dibromofluoromethane	72%	103%		60 - 140	91%	60 - 140
Toluene-d_8	95%	94%		60 - 140	100%	60 - 140
4-Bromofluorobenzene	97%	100%		60 - 140	102%	60 - 140

LCS = Laboratory Control Sample
LCSD = Laboratory Control Sample Duplicate
CCV = Continuing Calibration Verification
RPD = Relative Percent Difference; Acceptability range for RPD is ≤ 20%

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11007 Forest Pl.
Santa Fe Springs, CA 90670
(714) 449-9937
Fax (714) 449-9685
www.jonesenv.com

Soil-Gas Chain of Custody Record

Purge Number: ☐ 1P ☒ 3P ☐ 7P ☐ 10P

Shut-In Test: (Y) / N

Flow Rate: 200cc/min

If different than above, see Notes.

Report Options

EDD ____
EDF* - 10% Surcharge____
*Global ID ____

LAB USE ONLY

Jones Project # ST-14506

Page 1 of 1

Sample Condition as Recieved: Sealed ☐ yes ☐ no

Sample Container: Summa

If different than above, see Notes.

Client: CCI
Date: 10/19/2019
Project Name: Jamboree - SJC
Client Project #: 2272
Project Address: 32400 Paseo Adelanto
San Juan Capistrano, CA 92675
Email:
Phone:
Report To: Ken Durand
Sampler: Kevin Horchler

Turn Around Requested:
- ☐ Immediate Attention
- ☐ Rush 24 Hours
- ☐ Rush 48 Hours
- ☐ Rush 72 Hours
- ☒ Normal
- ☐ Mobile Lab

Tracer:
- ☒ n-pentane
- ☒ n-hexane
- ☒ n-heptane
- ☐ Helium
- ☐ 1,1-DFA
- ☐ _____

Reporting Limits Requested: ☐ Commercial ☒ Residential

Units: ug/m³

Analysis Requested

Sample ID	Purge Number	Purge Volume (mL)	Date	Pump Used	Magnehelic	Laboratory Sample ID	Canister ID	Canister Start Pressure	Canister End Pressure	Sampling Start Time	Sampling End Time	Sample Matrix: Soil Gas (SG), Air (A)	EPA 8260B	EPA TO-15	Magnehelic Vacuum (In/H_2O)	Number of Containers	Notes & Special Instructions
SV1-5'	3	1630	10/19	SAMPLER.1	M100.152	ST-14506-01	B2458	-30	-5	1214	1220	SG	X		42	1	
SV1-15'	3	1790	10/19	GOOSE.1	M100.116	ST-14506-02	01180	-30	-5	1215	1221	SG	X		42	1	
SV2-5'	3	1630	10/19	SAMPLER.1	M100.155	ST-14506-03	B2455	-30	-4	1223	1227	SG	X		42	1	
SV2-15'	3	1790	10/19	GOOSE.1	M100.500	ST-14506-04	B2460	-30	-3	1224	1229	SG	X		42	1	
SV3-5'	3	1630	10/19	SAMPLER.1	M100.152	ST-14506-05	B2412	-28	-3	1234	1240	SG	X		42	1	
SV3-15'	3	1790	10/19	GOOSE.1	M100.116	ST-14506-06	B2427	-28	-3	1234	1240	SG	X		42	1	
SV4-5'	3	1630	10/19	SAMPLER.1	M100.155	ST-14506-07	01198	-30	-4	1241	1247	SG	X		42	1	
SV4-15'	3	1790	10/19	GOOSE.1	M100.500	ST-14506-08	B2416	-30	-4	1242	1247	SG	X		42	1	

Relinquished By (Signature)	Printed Name	Received By (Signature)	Printed Name		
	Ken Durand		Kevin Horchler	8	Total Number of Containers
Company: CCI	Date: 10/19/2019 Time:	Company: JEL	Date: 10/19/2019 Time:		
Relinquished By (Signature)	Printed Name	Received By Laboratory (Signature)	Printed Name		
Company	Date: Time:	Company	Date: Time:		

Client signature on this Chain of Custody form constitutes acknowledgement that the above analyses have been reqested, and the information provided herein is correct and accurate.

Attachment 10. USFWS IPaC Database Search

IPaC **U.S. Fish & Wildlife Service**

IPaC resource list

This report is an automatically generated list of species and other resources such as critical habitat (collectively referred to as *trust resources*) under the U.S. Fish and Wildlife Service's (USFWS) jurisdiction that are known or expected to be on or near the project area referenced below. The list may also include trust resources that occur outside of the project area, but that could potentially be directly or indirectly affected by activities in the project area. However, determining the likelihood and extent of effects a project may have on trust resources typically requires gathering additional site-specific (e.g., vegetation/species surveys) and project-specific (e.g., magnitude and timing of proposed activities) information.

Below is a summary of the project information you provided and contact information for the USFWS office(s) with jurisdiction in the defined project area. Please read the introduction to each section that follows (Endangered Species, Migratory Birds, USFWS Facilities, and NWI Wetlands) for additional information applicable to the trust resources addressed in that section.

Location

Orange County, California

Local office

Carlsbad Fish And Wildlife Office

(760) 431-9440
(760) 431-5901

2177 Salk Avenue - Suite 250
Carlsbad, CA 92008-7385

http://www.fws.gov/carlsbad/

Endangered species

This resource list is for informational purposes only and does not constitute an analysis of project level impacts.

The primary information used to generate this list is the known or expected range of each species. Additional areas of influence (AOI) for species are also considered. An AOI includes areas outside of the species range if the species could be indirectly affected by activities in that area (e.g., placing a dam upstream of a fish population even if that fish does not occur at the dam site, may indirectly impact the species by reducing or eliminating water flow downstream). Because species can move, and site conditions can change, the species on this list are not guaranteed to be found on or near the project area. To fully determine any potential effects to species, additional site-specific and project-specific information is often required.

Section 7 of the Endangered Species Act **requires** Federal agencies to "request of the Secretary information whether any species which is listed or proposed to be listed may be present in the area of such proposed action" for any project that is conducted, permitted, funded, or licensed by any Federal agency. A letter from the local office and a species list which fulfills this requirement can **only** be obtained by requesting an official species list from either the Regulatory Review section in IPaC (see directions below) or from the local field office directly.

For project evaluations that require USFWS concurrence/review, please return to the IPaC website and request an official species list by doing the following:

1. Draw the project location and click CONTINUE.
2. Click DEFINE PROJECT.
3. Log in (if directed to do so).
4. Provide a name and description for your project.
5. Click REQUEST SPECIES LIST.

Listed species[1] and their critical habitats are managed by the Ecological Services Program of the U.S. Fish and Wildlife Service (USFWS) and the fisheries division of the National Oceanic and Atmospheric Administration (NOAA Fisheries[2]).

Species and critical habitats under the sole responsibility of NOAA Fisheries are **not** shown on this list. Please contact NOAA Fisheries for species under their jurisdiction.

1. Species listed under the Endangered Species Act are threatened or endangered; IPaC also shows species that are candidates, or proposed, for listing. See the listing status page for more information. IPaC only shows species that are regulated by USFWS (see FAQ).
2. NOAA Fisheries, also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

The following species are potentially affected by activities in this location:

Mammals

NAME	STATUS

Pacific Pocket Mouse Perognathus longimembris pacificus — Endangered
Wherever found
No critical habitat has been designated for this species.
https://ecos.fws.gov/ecp/species/8080

Birds

NAME	STATUS

California Least Tern Sterna antillarum browni — Endangered
Wherever found
No critical habitat has been designated for this species.
https://ecos.fws.gov/ecp/species/8104

Coastal California Gnatcatcher Polioptila californica californica — Threatened
Wherever found
There is **final** critical habitat for this species. The location of the critical habitat is not available.
https://ecos.fws.gov/ecp/species/8178

Least Bell's Vireo Vireo bellii pusillus — Endangered
Wherever found
There is **final** critical habitat for this species. The location of the critical habitat is not available.
https://ecos.fws.gov/ecp/species/5945

Amphibians

NAME	STATUS

Arroyo (=arroyo Southwestern) Toad Anaxyrus californicus — Endangered
Wherever found
There is **final** critical habitat for this species. The location of the critical habitat is not available.
https://ecos.fws.gov/ecp/species/3762

Fishes

NAME	STATUS

Tidewater Goby Eucyclogobius newberryi — Endangered
Wherever found
There is **final** critical habitat for this species. The location of the critical habitat is not available.
https://ecos.fws.gov/ecp/species/57

Flowering Plants

NAME	STATUS

Big-leaved Crownbeard Verbesina dissita — Threatened
Wherever found
No critical habitat has been designated for this species.
https://ecos.fws.gov/ecp/species/8049

Laguna Beach Liveforever Dudleya stolonifera — Threatened
Wherever found
No critical habitat has been designated for this species.
https://ecos.fws.gov/ecp/species/7919

Critical habitats

Potential effects to critical habitat(s) in this location must be analyzed along with the endangered species themselves.

THERE ARE NO CRITICAL HABITATS AT THIS LOCATION.

Migratory birds

Certain birds are protected under the Migratory Bird Treaty Act[1] and the Bald and Golden Eagle Protection Act[2].

Any person or organization who plans or conducts activities that may result in impacts to migratory birds, eagles, and their habitats should follow appropriate regulations and consider implementing appropriate conservation measures, as described below.

1. The Migratory Birds Treaty Act of 1918.
2. The Bald and Golden Eagle Protection Act of 1940.

Additional information can be found using the following links:

- Birds of Conservation Concern http://www.fws.gov/birds/management/managed-species/birds-of-conservation-concern.php
- Measures for avoiding and minimizing impacts to birds http://www.fws.gov/birds/management/project-assessment-tools-and-guidance/conservation-measures.php
- Nationwide conservation measures for birds http://www.fws.gov/migratorybirds/pdf/management/nationwidestandardconservationmeasures.pdf

The birds listed below are birds of particular concern either because they occur on the USFWS Birds of Conservation Concern (BCC) list or warrant special attention in your project location. To learn more about the levels of concern for birds on your list and how this list is generated, see the FAQ below. This is not a list of every bird you may find in this location, nor a guarantee that every bird on this list will be found in your project area. To see exact locations of where birders and the general public have sighted birds in and around your project area, visit the E-bird data mapping tool (Tip:

enter your location, desired date range and a species on your list). For projects that occur off the Atlantic Coast, additional maps and models detailing the relative occurrence and abundance of bird species on your list are available. Links to additional information about Atlantic Coast birds, and other important information about your migratory bird list, including how to properly interpret and use your migratory bird report, can be found below.

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, click on the PROBABILITY OF PRESENCE SUMMARY at the top of your list to see when these birds are most likely to be present and breeding in your project area.

NAME	BREEDING SEASON (IF A BREEDING SEASON IS INDICATED FOR A BIRD ON YOUR LIST, THE BIRD MAY BREED IN YOUR PROJECT AREA SOMETIME WITHIN THE TIMEFRAME SPECIFIED, WHICH IS A VERY LIBERAL ESTIMATE OF THE DATES INSIDE WHICH THE BIRD BREEDS ACROSS ITS ENTIRE RANGE. "BREEDS ELSEWHERE" INDICATES THAT THE BIRD DOES NOT LIKELY BREED IN YOUR PROJECT AREA.)
Allen's Hummingbird Selasphorus sasin This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9637	Breeds Feb 1 to Jul 15
Black Oystercatcher Haematopus bachmani This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9591	Breeds Apr 15 to Oct 31
Black Skimmer Rynchops niger This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/5234	Breeds May 20 to Sep 15
Black Turnstone Arenaria melanocephala This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds elsewhere
Burrowing Owl Athene cunicularia This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/9737	Breeds Mar 15 to Aug 31

California Thrasher Toxostoma redivivum — Breeds Jan 1 to Jul 31
This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

Clark's Grebe Aechmophorus clarkii — Breeds Jan 1 to Dec 31
This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

Common Yellowthroat Geothlypis trichas sinuosa — Breeds May 20 to Jul 31
This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA
https://ecos.fws.gov/ecp/species/2084

Costa's Hummingbird Calypte costae — Breeds Jan 15 to Jun 10
This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA
https://ecos.fws.gov/ecp/species/9470

Long-billed Curlew Numenius americanus — Breeds elsewhere
This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.
https://ecos.fws.gov/ecp/species/5511

Marbled Godwit Limosa fedoa — Breeds elsewhere
This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.
https://ecos.fws.gov/ecp/species/9481

Nuttall's Woodpecker Picoides nuttallii — Breeds Apr 1 to Jul 20
This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA
https://ecos.fws.gov/ecp/species/9410

Oak Titmouse Baeolophus inornatus — Breeds Mar 15 to Jul 15
This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.
https://ecos.fws.gov/ecp/species/9656

Rufous Hummingbird selasphorus rufus — Breeds elsewhere
This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.
https://ecos.fws.gov/ecp/species/8002

Short-billed Dowitcher Limnodromus griseus — Breeds elsewhere
This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.
https://ecos.fws.gov/ecp/species/9480

Song Sparrow Melospiza melodia — Breeds Feb 20 to Sep 5
This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA

Spotted Towhee Pipilo maculatus clementae — Breeds Apr 15 to Jul 20
This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA
https://ecos.fws.gov/ecp/species/4243

Whimbrel Numenius phaeopus — Breeds elsewhere
This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.
https://ecos.fws.gov/ecp/species/9483

Willet Tringa semipalmata — Breeds elsewhere
This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

Wrentit Chamaea fasciata — Breeds Mar 15 to Aug 10
This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

Probability of Presence Summary

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read and understand the FAQ "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

Probability of Presence (■)

Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. (A year is represented as 12 4-week months.) A taller bar indicates a higher probability of species presence. The survey effort (see below) can be used to establish a level of confidence in the presence score. One can have higher confidence in the presence score if the corresponding survey effort is also high.

How is the probability of presence score calculated? The calculation is done in three steps:

1. The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.
2. To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the maximum of any

week of the year. The relative probability of presence on week 12 is 0.25/0.25 = 1; at week 20 it is 0.05/0.25 = 0.2.

3. The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

To see a bar's probability of presence score, simply hover your mouse cursor over the bar.

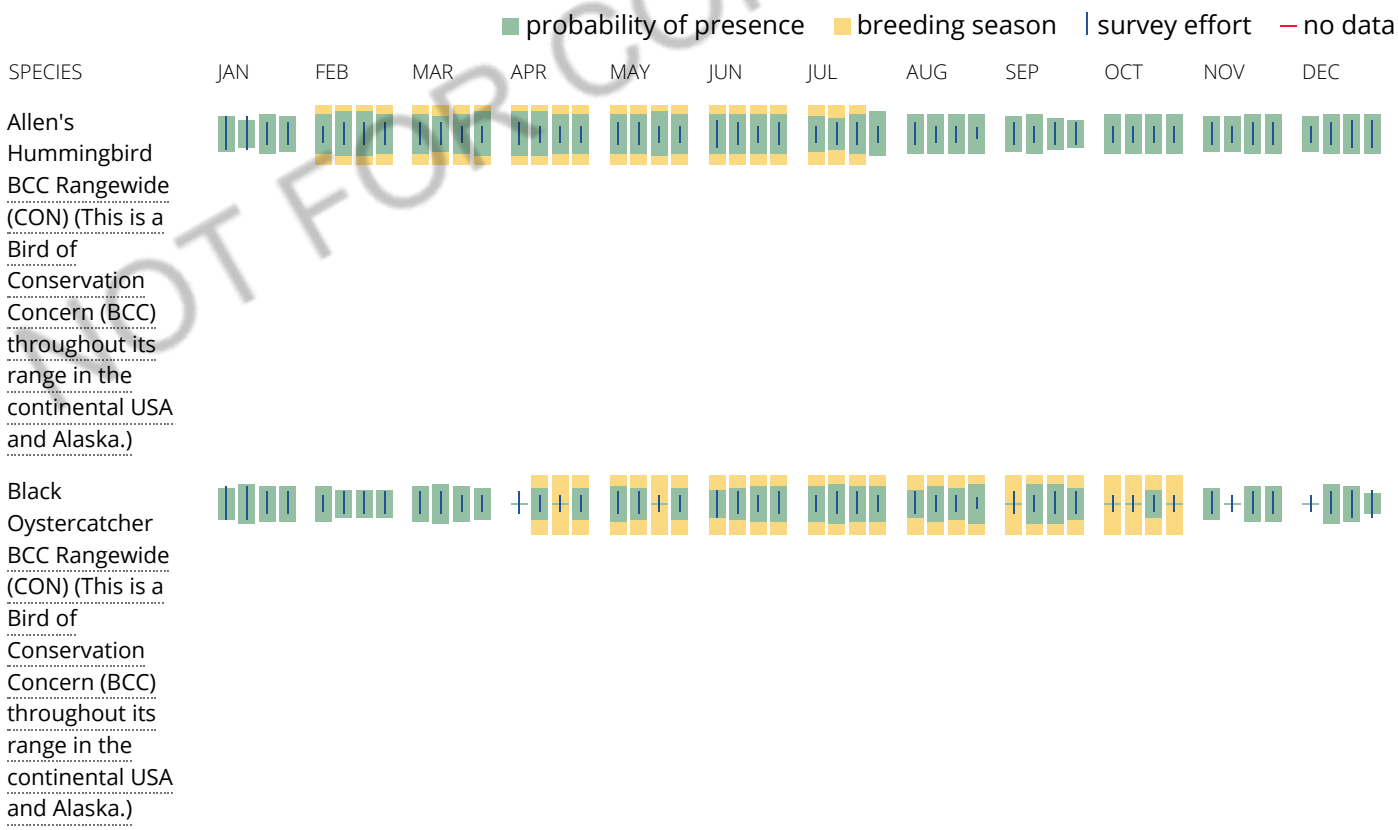
Breeding Season (▪)
Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

Survey Effort (|)
Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps. The number of surveys is expressed as a range, for example, 33 to 64 surveys.

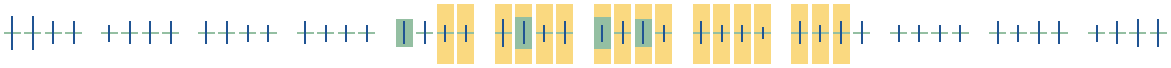
To see a bar's survey effort range, simply hover your mouse cursor over the bar.

No Data (–)
A week is marked as having no data if there were no survey events for that week.

Survey Timeframe
Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.

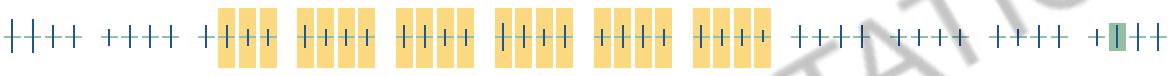


Black Skimmer BCC Rangewide (CON) (This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.)

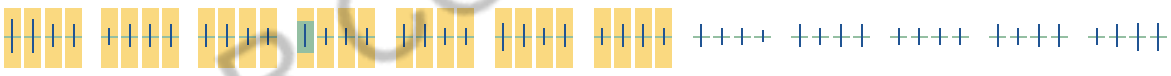


Black Turnstone BCC Rangewide (CON) (This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.)

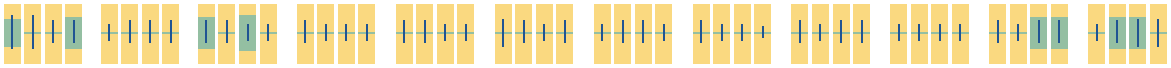
Burrowing Owl BCC - BCR (This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA)



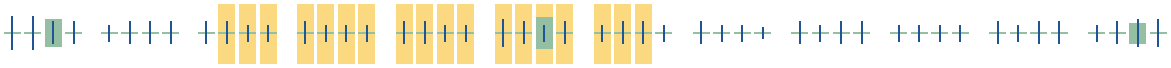
California Thrasher BCC Rangewide (CON) (This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.)



Clark's Grebe BCC Rangewide (CON) (This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.)



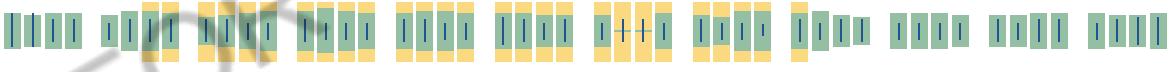
Oak Titmouse BCC Rangewide (CON) (This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.)



Rufous Hummingbird BCC Rangewide (CON) (This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.)

Short-billed Dowitcher BCC Rangewide (CON) (This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.)

Song Sparrow BCC - BCR (This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA)

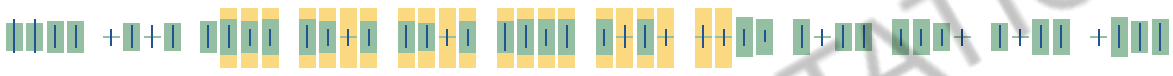


Spotted Towhee BCC - BCR (This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA)

Whimbrel BCC Rangewide (CON) (This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.)

Willet BCC Rangewide (CON) (This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.)

Wrentit BCC Rangewide (CON) (This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.)



Tell me more about conservation measures I can implement to avoid or minimize impacts to migratory birds.

Nationwide Conservation Measures describes measures that can help avoid and minimize impacts to all birds at any location year round. Implementation of these measures is particularly important when birds are most likely to occur in the project area. When birds may be breeding in the area, identifying the locations of any active nests and avoiding their destruction is a very helpful impact minimization measure. To see when birds are most likely to occur and be breeding in your project area, view the Probability of Presence Summary. Additional measures or permits may be advisable depending on the type of activity you are conducting and the type of infrastructure or bird species present on your project site.

What does IPaC use to generate the migratory birds potentially occurring in my specified location?

The Migratory Bird Resource List is comprised of USFWS Birds of Conservation Concern (BCC) and other species that may warrant special attention in your project location.

The migratory bird list generated for your project is derived from data provided by the Avian Knowledge Network (AKN). The AKN data is based on a growing collection of survey, banding, and citizen science datasets and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) which your project intersects, and that have been identified as warranting special attention because they are a BCC species in that area, an eagle (Eagle Act requirements may apply), or a species that has a particular vulnerability to offshore activities or development.

Again, the Migratory Bird Resource list includes only a subset of birds that may occur in your project area. It is not representative of all birds that may occur in your project area. To get a list of all birds potentially present in your project area, please visit the AKN Phenology Tool.

What does IPaC use to generate the probability of presence graphs for the migratory birds potentially occurring in my specified location?

The probability of presence graphs associated with your migratory bird list are based on data provided by the Avian Knowledge Network (AKN). This data is derived from a growing collection of survey, banding, and citizen science datasets .

Probability of presence data is continuously being updated as new and better information becomes available. To learn more about how the probability of presence graphs are produced and how to interpret them, go the Probability of Presence Summary and then click on the "Tell me about these graphs" link.

How do I know if a bird is breeding, wintering, migrating or present year-round in my project area?

To see what part of a particular bird's range your project area falls within (i.e. breeding, wintering, migrating or year-round), you may refer to the following resources: The Cornell Lab of Ornithology All About Birds Bird Guide, or (if you are unsuccessful in locating the bird of interest there), the Cornell Lab of Ornithology Neotropical Birds guide. If a bird on your migratory bird species list has a breeding season associated with it, if that bird does occur in your project area, there may be nests present at some point within the timeframe specified. If "Breeds elsewhere" is indicated, then the bird likely does not breed in your project area.

What are the levels of concern for migratory birds?

Migratory birds delivered through IPaC fall into the following distinct categories of concern:

1. "BCC Rangewide" birds are Birds of Conservation Concern (BCC) that are of concern throughout their range anywhere within the USA (including Hawaii, the Pacific Islands, Puerto Rico, and the Virgin Islands);
2. "BCC - BCR" birds are BCCs that are of concern only in particular Bird Conservation Regions (BCRs) in the continental USA; and
3. "Non-BCC - Vulnerable" birds are not BCC species in your project area, but appear on your list either because of the Eagle Act requirements (for eagles) or (for non-eagles) potential susceptibilities in offshore areas from certain types of development or activities (e.g. offshore energy development or longline fishing).

Although it is important to try to avoid and minimize impacts to all birds, efforts should be made, in particular, to avoid and minimize impacts to the birds on this list, especially eagles and BCC species of rangewide concern. For more information on conservation measures you can implement to help avoid and minimize migratory bird impacts and requirements for eagles, please see the FAQs for these topics.

Details about birds that are potentially affected by offshore projects

For additional details about the relative occurrence and abundance of both individual bird species and groups of bird species within your project area off the Atlantic Coast, please visit the Northeast Ocean Data Portal. The Portal also offers data and information about other taxa besides birds that may be helpful to you in your project review. Alternately, you may download the bird model results files underlying the portal maps through the NOAA NCCOS Integrative Statistical Modeling and Predictive Mapping of Marine Bird Distributions and Abundance on the Atlantic Outer Continental Shelf project webpage.

Bird tracking data can also provide additional details about occurrence and habitat use throughout the year, including migration. Models relying on survey data may not include this information. For additional information on marine bird tracking data, see the Diving Bird Study and the nanotag studies or contact Caleb Spiegel or Pam Loring.

What if I have eagles on my list?

If your project has the potential to disturb or kill eagles, you may need to obtain a permit to avoid violating the Eagle Act should such impacts occur.

Proper Interpretation and Use of Your Migratory Bird Report

The migratory bird list generated is not a list of all birds in your project area, only a subset of birds of priority concern. To learn more about how your list is generated, and see options for identifying what other birds may be in your project area, please see the FAQ "What does IPaC use to generate the migratory birds potentially occurring in my specified location". Please be aware this report provides the "probability of presence" of birds within the 10 km grid cell(s) that overlap your project; not your exact project footprint. On the graphs provided, please also look carefully at the survey effort (indicated by the black vertical bar) and for the existence of the "no data" indicator (a red horizontal bar). A high survey effort is the key component. If the survey effort is high, then the probability of presence score can be viewed as more dependable. In contrast, a low survey effort bar or no data bar means a lack of data and, therefore, a lack of certainty about presence of the species. This list is not perfect; it is simply a starting point for identifying what birds of concern have the potential to be in your project area, when they might be there, and if they might be breeding (which means nests might be present). The list helps you know what to look for to confirm presence, and helps guide you in knowing when to implement conservation measures to avoid or minimize potential impacts from your project activities, should presence be confirmed. To learn more about conservation measures, visit the FAQ "Tell me about conservation measures I can implement to avoid or minimize impacts to migratory birds" at the bottom of your migratory bird trust resources page.

Facilities

National Wildlife Refuge lands

Any activity proposed on lands managed by the National Wildlife Refuge system must undergo a 'Compatibility Determination' conducted by the Refuge. Please contact the individual Refuges to discuss any questions or concerns.

THERE ARE NO REFUGE LANDS AT THIS LOCATION.

Fish hatcheries

THERE ARE NO FISH HATCHERIES AT THIS LOCATION.

Wetlands in the National Wetlands Inventory

Impacts to NWI wetlands and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local U.S. Army Corps of Engineers District.

THERE ARE NO KNOWN WETLANDS AT THIS LOCATION.

Data limitations

The Service's objective of mapping wetlands and deepwater habitats is to produce reconnaissance level information on the location, type and size of these resources. The maps are prepared from the analysis of high altitude imagery. Wetlands are identified based on vegetation, visible hydrology and geography. A margin of error is inherent in the use of imagery; thus, detailed on-the-ground inspection of any particular site may result in revision of the wetland boundaries or classification established through image analysis.

The accuracy of image interpretation depends on the quality of the imagery, the experience of the image analysts, the amount and quality of the collateral data and the amount of ground truth verification work conducted. Metadata should be consulted to determine the date of the source imagery used and any mapping problems.

Wetlands or other mapped features may have changed since the date of the imagery or field work. There may be occasional differences in polygon boundaries or classifications between the information depicted on the map and the actual conditions on site.

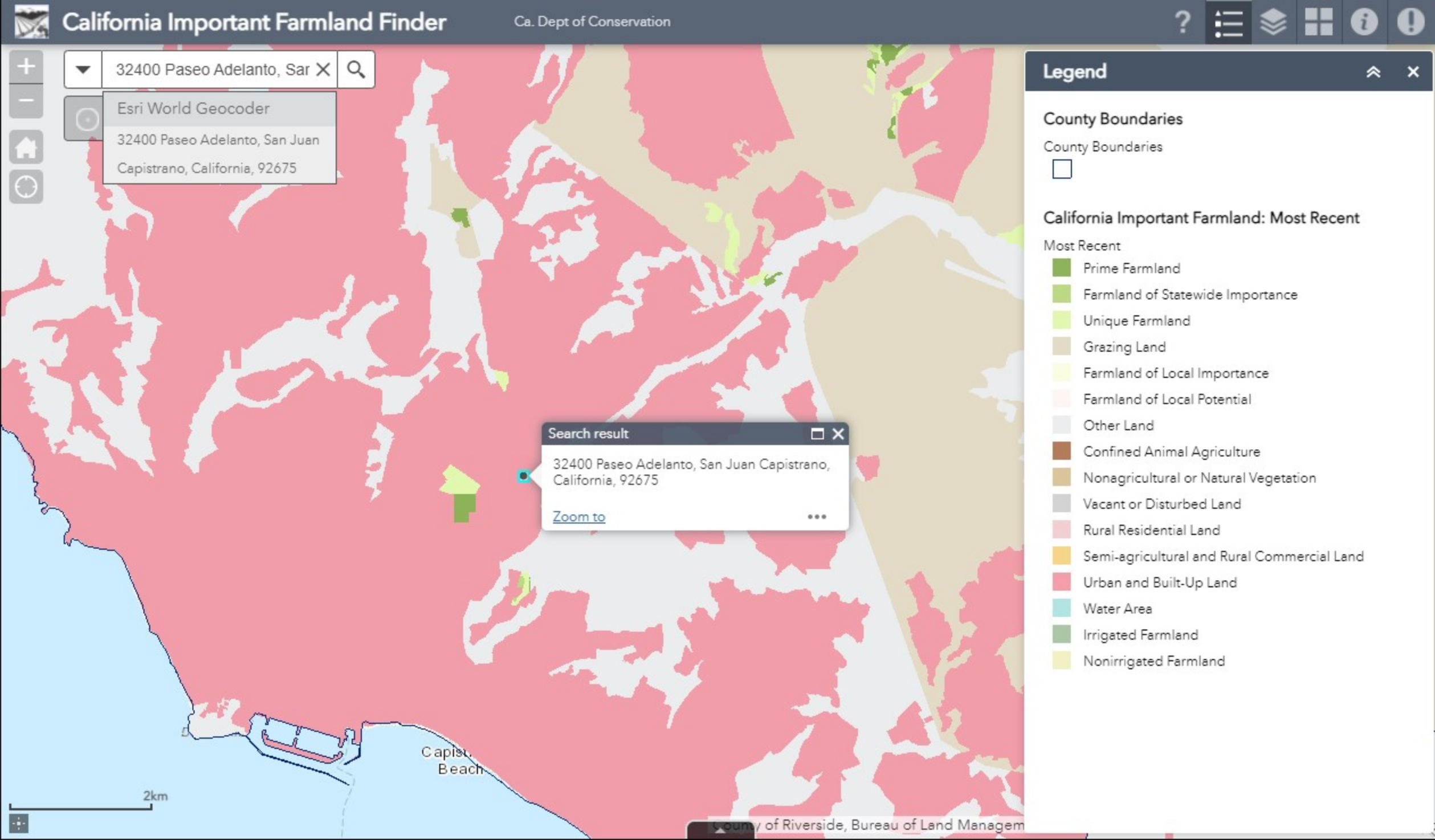
Data exclusions

Certain wetland habitats are excluded from the National mapping program because of the limitations of aerial imagery as the primary data source used to detect wetlands. These habitats include seagrasses or submerged aquatic vegetation that are found in the intertidal and subtidal zones of estuaries and nearshore coastal waters. Some deepwater reef communities (coral or tuberficid worm reefs) have also been excluded from the inventory. These habitats, because of their depth, go undetected by aerial imagery.

Data precautions

Federal, state, and local regulatory agencies with jurisdiction over wetlands may define and describe wetlands in a different manner than that used in this inventory. There is no attempt, in either the design or products of this inventory, to define the limits of proprietary jurisdiction of any Federal, state, or local government or to establish the geographical scope of the regulatory programs of government agencies. Persons intending to engage in activities involving modifications within or adjacent to wetland areas should seek the advice of appropriate federal, state, or local agencies concerning specified agency regulatory programs and proprietary jurisdictions that may affect such activities.

Attachment 11. California Important Farmland Finder


California Important Farmland Finder
Ca. Dept of Conservation
32400 Paseo Adelanto, Sar
Esri World Geocoder
32400 Paseo Adelanto, San Juan Capistrano, California, 92675
Search result
32400 Paseo Adelanto, San Juan Capistrano, California, 92675
Zoom to
Legend
County Boundaries
County Boundaries
California Important Farmland: Most Recent
Most Recent
Prime Farmland
Farmland of Statewide Importance
Unique Farmland
Grazing Land
Farmland of Local Importance
Farmland of Local Potential
Other Land
Confined Animal Agriculture
Nonagricultural or Natural Vegetation
Vacant or Disturbed Land
Rural Residential Land
Semi-agricultural and Rural Commercial Land
Urban and Built-Up Land
Water Area
Irrigated Farmland
Nonirrigated Farmland
Beach
2km
County of Riverside, Bureau of Land Managem

Attachment 12. State Historic Preservation Office Letter

State of California • Natural Resources Agency
Gavin Newsom, *Governor*

DEPARTMENT OF PARKS AND RECREATION
OFFICE OF HISTORIC PRESERVATION
Armando Quintero, *Director*

Julianne Polanco, State Historic Preservation Officer
1725 23rd Street, Suite 100, Sacramento, CA 95816-7100
Telephone: (916) 445-7000 FAX: (916) 445-7053
calshpo.ohp@parks.ca.gov www.ohp.parks.ca.gov

October 14, 2020
[VIA EMAIL]

Refer to HUD_2020_0910_004

Ms. Liza Santos
Housing Development Compliance Administrator
Housing & Community Development
County of Orange
1501 St. Andrews Place, First Floor
Santa Ana, CA 92705

Re: Multifamily Affordable Housing & City Hall Development Project at 32400 Paseo Adelanto, San Juan Capistrano, CA

Dear Ms. Santos:

The California State Historic Preservation Officer received the consultation submittal for the above referenced undertaking for our review and comment pursuant to Section 106 of the National Historic Preservation Act and its implementing regulations found at 36 CFR Part 800. The regulations and advisory materials are located at www.achp.gov.

Pursuant to 36 CFR §800.4(d) we do not object to the County of Orange's finding that no historic properties will be affected by the proposed multifamily affordable housing and San Juan Capistrano City Hall development project located at 32400 Paseo Adelanto in San Juan Capistrano, CA. However, the County may have additional Section 106 responsibilities under certain circumstances set forth at 36 CFR Part 800. For example, in the event that historic properties are discovered during implementation of the undertaking, your agency is required to consult further pursuant to §800.13(b).

We appreciate the County of Orange's consideration of historic properties in the project planning process. If you have questions please contact Shannon Lauchner Pries, Historian II, with the Local Government & Environmental Compliance Unit at (916)445-7013 or by email at shannon.pries@parks.ca.gov .

Note that we are only sending this letter in electronic format. Please confirm receipt of this letter. If you would like a hard copy mailed to you, respond to this email to request a hard copy be mailed.

Sincerely,

Julianne Polanco
State Historic Preservation Officer

Attachment 13. Noise Calculations Technical Noise Memo

DNL Calculator

The Day/Night Noise Level Calculator is an electronic assessment tool that calculates the Day/Night Noise Level (DNL) from roadway and railway traffic. For more information on using the DNL calculator, view the **Day/Night Noise Level Calculator Electronic Assessment Tool Overview (/programs/environmental-review/daynight-noise-level-electronic-assessment-tool/)**.

Guidelines

- To display the Road and/or Rail DNL calculator(s), click on the "Add Road Source" and/or "Add Rail Source" button(s) below.
- All Road and Rail input values must be positive non-decimal numbers.
- All Road and/or Rail DNL value(s) must be calculated separately before calculating the Site DNL.
- All checkboxes that apply must be checked for vehicles and trains in the tables' headers.
- **Note #1:** Tooltips, containing field specific information, have been added in this tool and may be accessed by hovering over all the respective data fields (site identification, roadway and railway assessment, DNL calculation results, roadway and railway input variables) with the mouse.
- **Note #2:** DNL Calculator assumes roadway data is always entered.

DNL Calculator

Site ID	3400 Paseo Adelanto, San Juan Capistrano
Record Date	05/21/2021
User's Name	Mike Greene

Road # 1 Name:	**Camino Capistrano**

Road #1

Vehicle Type	**Cars** ☑	**Medium Trucks** ☑	**Heavy Trucks** ☑
Effective Distance	470	470	470
Distance to Stop Sign	0	0	0
Average Speed	35	35	30
Average Daily Trips (ADT)	21340	440	220
Night Fraction of ADT	15	15	15
Road Gradient (%)			0
Vehicle DNL	43	36	52
Calculate Road #1 DNL	52	Reset	

Road # 2 Name:	**I-5 Freeway**

Road #2

Vehicle Type	**Cars** ☑	**Medium Trucks** ☑	**Heavy Trucks** ☑

Effective Distance	775	775	775
Distance to Stop Sign	0	0	0
Average Speed	65	65	60
Average Daily Trips (ADT)	244800	5100	5100
Night Fraction of ADT	15	15	15
Road Gradient (%)			0
Vehicle DNL	55	48	64
Calculate Road #2 DNL	64	Reset	

Railroad #1 Track Identifier:	**SCAX Rail line east of project site - freight trains**

Rail # 1

Train Type	**Electric** ☐	**Diesel** ☑
Effective Distance		100
Average Train Speed		55
Engines per Train		4

Railway cars per Train		50
Average Train Operations (ATO)		21
Night Fraction of ATO		38
Railway whistles or horns?	Yes: ☐ No: ☐	Yes: ☐ No: ☑
Bolted Tracks?	Yes: ☐ No: ☐	Yes: ☐ No: ☑
Train DNL	0	71
Calculate Rail #1 DNL	71	Reset

Railroad #2 Track Identifier:	**SCAX Rail line east of project site - Metrolink trains**

Rail # 2

Train Type	**Electric** ☐	**Diesel** ☑
Effective Distance		100
Average Train Speed		60
Engines per Train		1
Railway cars per Train		5

Average Train Operations (ATO)		10
Night Fraction of ATO		40
Railway whistles or horns?	Yes: ☐ No: ☐	Yes: ☐ No: ☑
Bolted Tracks?	Yes: ☐ No: ☐	Yes: ☐ No: ☑
Train DNL	0	61
Calculate Rail #2 DNL	61	Reset

Railroad #3 Track Identifier:	**SCAX Rail line east of project site - Amtrak trains**

Rail # 3

Train Type	**Electric** ☐	**Diesel** ☑
Effective Distance		100
Average Train Speed		60
Engines per Train		1
Railway cars per Train		10
Average Train Operations (ATO)		12

Night Fraction of ATO		25
Railway whistles or horns?	Yes: ☐ No: ☐	Yes: ☐ No: ☑
Bolted Tracks?	Yes: ☐ No: ☐	Yes: ☐ No: ☑
Train DNL	0	61
Calculate Rail #3 DNL	61	Reset

Add Road Source | Add Rail Source

Airport Noise Level	
Loud Impulse Sounds?	○**Yes** ○**No**
Combined DNL for all Road and Rail sources	**72**
Combined DNL including Airport	**N/A**
Site DNL with Loud Impulse Sound	

Calculate | Reset

Mitigation Options

If your site DNL is in Excess of 65 decibels, your options are:

- **No Action Alternative**: Cancel the project at this location
- **Other Reasonable Alternatives**: Choose an alternate site
- **Mitigation**
  - **Contact your Field or Regional Environmental Officer (/programs/environmental-review/hud-environmental-staff-contacts/)**
  - Increase mitigation in the building walls (only effective if no outdoor, noise sensitive areas)
  - Reconfigure the site plan to increase the distance between the noise source and noise-sensitive uses
  - Incorporate natural or man-made barriers. See ***The Noise Guidebook (/resource/313/hud-noise-guidebook/)***
  - Construct noise barrier. See the **Barrier Performance Module (/programs/environmental-review/bpm-calculator/)**

Tools and Guidance

Day/Night Noise Level Assessment Tool User Guide (/resource/3822/day-night-noise-level-assessment-tool-user-guide/)

Day/Night Noise Level Assessment Tool Flowcharts (/resource/3823/day-night-noise-level-assessment-tool-flowcharts/)

Attachment 14. Technical Noise Memo

1 SW COLUMBIA STREET
PORTLAND, OREGON 97204
T 971.930.1700

MEMORANDUM

To:	Jonathan Rigg, Dudek
From:	Mike Greene, Dudek
Subject:	Technical Noise Memo - Paseo Adelanto Mixed-Use PSH Project
Date:	6/11/2021
cc:	
Attachment(s):	Figure 1, Project Location
	Figure 2, Site Plan and Noise Modeling Locations
	Attachment A; Rail and Traffic volumes
	Attachment B; HUD DNL Calculator Noise Model Input/Output Data, Noise Barrier Calculations (Fresnel Equation)

This technical noise memo summarizes the results of the noise analysis conducted for onsite uses of the Paseo Adelanto Mixed-Use PSH Project in San Juan Capistrano, California.

1 Background

1.1 Project Description

The Paseo Adelanto Mixed-Use PSH ("Project") is new construction permanent supportive housing project on a lot located at 32400 Paseo Adelanto, San Juan Capistrano (as shown in Figure 1). The proposed development is located on 2.51 acres of the 5.7-acre City Hall property owned by the City of San Juan Capistrano. Current uses on the 2.51 acres include a City Hall and 118 parking spaces. The project is a mixed-use development of permanent supportive housing and a new City Hall. The site serves as an ideal opportunity to provide much needed affordable housing for the most vulnerable individuals experiencing homelessness in the community.

The Project will include leasing & amenity space as well as an outdoor courtyard area and open space. The Project will also include a one-story, 12,280 square foot City Hall. A total of 92 parking spaces will be provided. Of the 50 units, 40 units are set aside for individuals experiencing homelessness who are earning 30% Area Median Income (AMI) or below. Of these 40 PSH units, 24 units are set aside for individuals living with a mental illness. Additionally, nine units will be affordable housing reserved for households earning up to 50% AMI. Seven of these will be one-bedrooms, and two will be two bedrooms. The last two-bedroom unit will be for the on-site property manager.

The project will contain 3,900 square feet of community space and offices that will be used for social services, case management, and property management staff who serve the residents. The space will have

a leasing office, common area, individual counseling offices, a community room with kitchen area, TV lounge, computer room, and a multi-purpose gathering flex room. In addition, a community courtyard/garden will be provided for the tenants' enjoyment.

1.2 Noise Fundamentals and Terminology

Vibrations, traveling as waves through air from a source, exert a force perceived by the human ear as sound. Sound pressure level (referred to as sound level) is measured on a logarithmic scale in decibels (dB) that represent the fluctuation of air pressure above and below atmospheric pressure. Frequency, or pitch, is a physical characteristic of sound and is expressed in units of cycles per second or hertz (Hz). The normal frequency range of hearing for most people extends from about 20 to 20,000 Hz. The human ear is more sensitive to middle and high frequencies, especially when the noise levels are quieter. As noise levels get louder, the human ear starts to hear the frequency spectrum more evenly. To accommodate for this phenomenon, a weighting system to evaluate how loud a noise level is to a human was developed. The frequency weighting called "A" weighting is typically used for quieter noise levels, which de-emphasizes the low-frequency components of the sound in a manner similar to the response of a human ear. This A-weighted sound level is called the "noise level" and is referenced in units of dBA.

Because sound is measured on a logarithmic scale, a doubling of sound energy results in a 3 dBA increase in the noise level. Changes in a community noise level of less than 3 dB are not typically noticed by the human ear (Caltrans 2013). Changes from 3 to 5 dB may be noticed by some individuals who are extremely sensitive to changes in noise. A 5 dB increase is readily noticeable. The human ear perceives a 10 dB increase in sound level as a doubling of the sound level (i.e., 65 dBA sounds twice as loud as 55 dBA to a human ear).

An individual's noise exposure occurs over a period of time; however, noise level is a measure of noise at a given instant in time. The equivalent continuous sound level (L_{eq}), also referred to as the average sound level, is a single number representing the fluctuating sound level in A-weighted decibels (dBA) over a specified period of time. It is a sound-energy average of the fluctuating level and is equal to a constant unchanging sound of that dB level. Community noise sources vary continuously, being the product of many noise sources at various distances, all of which constitute a relatively stable background or ambient noise environment.

Noise levels are generally higher during the daytime and early evening when traffic (including airplanes), commercial, and industrial activity is the greatest. However, noise sources experienced during nighttime hours when background levels are generally lower can be potentially more conspicuous and irritating to the receiver. In order to evaluate noise in a way that considers periodic fluctuations experienced throughout the day and night, a concept termed "community noise equivalent level" (CNEL) was developed, The CNEL scale represents a time-weighted 24-hour average noise level based on the A-weighted sound level. CNEL accounts for the increased noise sensitivity during the evening hours (7 p.m. to 10 p.m.) and nighttime hours (10 p.m. to 7 a.m.) by adding 5 dB to the average sound levels occurring during the evening hours and 10 dB to the sound levels occurring during nighttime hours. Additional noise definitions are provided below.

Ambient Noise Level. The composite of noise from all sources near and far. The normal or existing level of environmental noise at a given location.

A-Weighted Sound Level (dBA). The sound pressure level in decibels as measured on a sound level meter using the A-weighted filter network. The A-weighting filter deemphasizes the very low and very high frequency components of the sound in a manner similar to the frequency response of the human ear and correlates well with community equivalent sound level.

Community Noise Equivalent Level (CNEL). CNEL is the A-weighted equivalent continuous sound exposure level for a 24-hour period with a 10 dB adjustment added to sound levels occurring during the nighttime hours (10 p.m.–7 a.m.) and 5 dB added to the sound during the evening hours (7 p.m.–10 p.m.).

Day Night Average Sound Level (DNL or L_{dn}). Similar to the CNEL noise metric, except that no penalty is added during the evening hours (7 p.m.–10 p.m.). Typically, the CNEL and L_{dn} noise metrics vary by approximately 1 decibel or less and are often considered to be functionally equivalent.

Decibel (dB). The decibel is a unit for measuring sound pressure level and is equal to 10 times the logarithm to the base 10 of the ratio of the measured sound pressure squared to a reference pressure, which is 20 micropascals.

2 Noise Analysis Methodology

2.1 Applicable Noise Standards

Because the proposed project may receive funding from the U.S. Department of Housing and Urban Development (HUD), the noise standards specified by HUD were used for this analysis. HUD's noise standards may be found in 24 CFR Part 51, Subpart B (CFR 2013). Exterior uses with a day night average sound level (DNL) of 65 dBA or less are considered normally acceptable. Sites at which the environmental or community noise exposure exceeds 65 decibels DNL are considered noise-impacted areas. For new construction proposed in high noise areas, grantees shall incorporate noise attenuation features to the extent required by HUD environmental criteria and standards contained in Subpart B (Noise Abatement and Control) of 24 CFR Part 51.

The "Normally Unacceptable" noise zone includes community noise levels from above 65 decibels to 75 decibels. Approvals in this noise zone require a minimum of 5 dB additional sound attenuation for buildings having noise-sensitive uses if the day-night average sound level is greater than 65 dBA but does not exceed 70 dBA, or a minimum of 10 decibels of additional sound attenuation if the day-night average sound level is greater than 70 dBA but does not exceed 75 dBA.

The interior noise standard is 45 dBA DNL.

2.2 Noise Modeling

The primary noise sources in the project vicinity consist of trains and motor vehicle traffic. The eastern façade of the proposed residential units would face a rail line maintained by the Southern California

Regional Rail Authority and used by Amtrak, Metrolink, and freight operators. Because the rail line would be only about 100 feet from the nearest residential row, and because it carries approximately 43 trains per day based upon available information, the rail line would be the main noise source. The same (eastern) row of residential units would also face Camino Capistrano and beyond that, the I-5 freeway. These sources, while contributing to the overall project site noise levels, would not be as loud as the rail line because of the greater distances between the project site and the roadways.

An analysis of rail and traffic noise was carried out using HUD's DNL Calculator modeling tool[1]. Modeled receiver locations (shown in Figure 2) consisted of the eastern-most row of proposed residences.

Rail traffic was determined using the U.S. Department of Transportation Crossing Inventory Form for DOT Crossing Inventory No. 922853G, the current (April 30, 2021) Amtrak Pacific Surfliner schedule, and the current (May 29, 2021) Metrolink timetables, all of which are provided in Attachment A. Modeled rail traffic parameters are summarized in Table 1.

Table 1 – Modeled Railway Volumes

Train Type	Speed	Trains per Day	
		Daytime	Nighttime
Freight	55	13	8
Amtrak	60	9	3
Metrolink	60	6	4

Sources: DOT 2021, Amtrak 2021, Metrolink 2021 (Attachment A)

Roadway Average Daily Traffic (ADT) volumes used for the analysis were from the Orange County Transportation Authority (OCTA) website (OCTA 2019). The most recent traffic volume counts available (Year 2019) were used. The modeled ADTs are shown in Table 2 below. Modeled traffic speeds were used based upon the posted roadway speed limits using Google Earth Street View.

Table 2 – Modeled Traffic Volumes

Modeled Roadway	Average Daily Traffic (ADT) Volume
Camino Capistrano south of Del Obispo	22,000
I-5 Freeway north of Stonehill Drive	255,000

Source: OCTA 2019 (Attachment A)

[1] https://www.hudexchange.info/programs/environmental-review/dnl-calculator/

3 Noise Analysis Results

The results of the rail and traffic noise analysis using the HUD DNL Calculator for the nearest on-site receivers (shown in Figure 2) are summarized in Table 3. The modeled input and output data are provided in Attachment B. As shown in Table 3, the combined rail and traffic noise level at the proposed eastern-most residential building facades would be 72 dBA DNL. Thus, the combined noise exposure would exceed the HUD exterior noise standard of 65 dBA DNL by 7 dB at the nearest residential units, putting these receivers in the "normally unacceptable" noise range.

Using the HUD DNL Calculator, it was determined that (without shielding from intervening terrain or structures) the 65 dBA DNL exterior noise standard would be exceeded up to a distance of approximately 500 feet from the rail line[2]. The input and output data substantiating this is provided in Appendix B. This distance encompasses the entirety of the proposed project site. Therefore, all residential units with an exposure to the rail line and roadways to the east (i.e., the outer row of units along the eastern and northern sides) would exceed the HUD exterior noise standard of 65 dBA DNL. Second-row (i.e., courtyard-facing) units and the courtyard, however, would be shielded by the outer row and would not exceed the HUD exterior noise standard.

Table 3 –Noise Level Results Summary

Receiver	Noise Source	DNL (dBA)
Eastern Façade Residences	Freight Trains	71
	Amtrak Trains	61
	Metrolink Trains	61
	I-5 Freeway Traffic	64
	Camino Capistrano Traffic	52
	Total (Train plus Roadway Traffic) Noise Level	**72**

Source: Attachment B.

As detailed in Section 2.1, 24 CFR Part 51, Subpart B states that sites at which environmental or community noise exposure exceeds the day night average sound level (DNL) of 65 dBA are considered to be noise-

[2] This calculation also included a corresponding adjustment of the distance to the major nearby roadways, although the rail line is the main noise source. The distance from the combined traffic-plus rail 65 dBA DNL noise contour to Camino Capistrano and I-5 is approximately 870 feet and 1,175 feet, respectively.

impacted. For new construction proposed in high noise areas, grantees shall incorporate noise attenuation features to the extent required. Approvals in the "normally unacceptable" noise zone require a minimum of 10 decibels of additional sound attenuation if the day-night average sound level is greater than 70 dBA but does not exceed 75 dBA.

Typical new construction of multi-family homes with windows closed provides a minimum of 25 dB exterior to interior noise reduction. All residential units will be equipped with a forced air heating ventilation air conditioning (HVAC) unit that allows for a "windows closed" condition (i.e., windows do not need to be left open for ventilation). As such, the interiors of the proposed habitable rooms with a view of the rail line, Camino Capistrano and the I-5 are anticipated to be approximately 47 dBA DNL (i.e. 72 dBA exterior – 25 dBA attenuation = 47 dBA interior). In order to ensure compliance with 24 CFR Part 51, Subpart B and that the HUD noise standard of 45 dBA DNL is not exceeded, the detailed architectural design plans (when these are prepared) shall provide the following specification for upgraded windows:

- All windows and exterior doors in the east and north-facing residential units shall have a Sound Transmission Class (STC) rating of 35 or greater.

Please see Table 4. With implementation of this requirement the proposed project would not exceed the HUD interior noise standard of 45 dBA DNL and would be within the "normally acceptable" noise range for interior noise.

Table 4. Interior Noise Levels (DNL (dBA))

Receivers / Location	Maximum Noise Level at Façade[1]	Required Interior Noise Reduction[2]	Minimum Anticipated Interior Noise Reduction[3]	Upgraded Windows ?[4]	Interior Noise Level[5]	Exceedance of Interior Noise Standard ?
Eastern Façade Residences	72	27	32	Yes	40	**No**
Northern Façade Residences	72	27	32	Yes	40	**No**
Courtyard-Facing Residences[6]	60	15	25	No	35	**No**

1 - Estimated exterior noise level at the building façade based upon Table 3.
2 - Noise reduction required to satisfy the interior noise standards.
3 - Minimum interior noise reduction with windows closed and upgraded windows and exterior doors for east and north-facing units, standard windows/doors elsewhere.
4 - Does the required interior noise reduction trigger upgraded windows with an STC greater than 27?
5 - Estimated noise level based upon minimum anticipated noise reduction.
6 – Noise reduction from intervening building row calculated using ray-trace calculations (i.e., the Fresnel equation) and included in Attachment B.

References

Caltrans (California Department of Transportation). 2013. Technical Noise Supplement to the Caltrans Traffic Noise Analysis Protocol. Division of Environmental Analysis, Environmental Engineering, Hazardous Waste, Air, Noise, Paleontology Office. September 2013

CFR (United States Code of Federal Regulations). 2013. Title 24, Volume 1, Title 51 Subpart B. Accessed 4/22/21: https://www.govinfo.gov/content/pkg/CFR-2013-title24-vol1/pdf/CFR-2013-title24-vol1-part51-subpartB.pdf

Attachment A

Rail and Traffic Volumes

DUDEK

U. S. DOT CROSSING INVENTORY FORM

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

OMB No. 2130-0017

Instructions for the initial reporting of the following types of new or previously unreported crossings: For public highway-rail grade crossings, complete the entire inventory Form. For private highway-rail grade crossings, complete the Header, Parts I and II, and the Submission Information section. For public pathway grade crossings (including pedestrian station grade crossings), complete the Header, Parts I and II, and the Submission Information section. For Private pathway grade crossings, complete the Header, Parts I and II, and the Submission Information section. For grade-separated highway-rail or pathway crossings (including pedestrian station crossings), complete the Header, Part I, and the Submission Information section. For changes to existing data, complete the Header, Part I Items 1-3, and the Submission Information section, in addition to the updated data fields. Note: For private crossings only, Part I Item 20 and Part III Item 2.K. are required unless otherwise noted. An asterisk * denotes an optional field.

A. Revision Date (MM/DD/YYYY)	B. Reporting Agency	C. Reason for Update (Select only one)	D. DOT Crossing Inventory Number
04 / 22 / 2021	☒ Railroad ☐ Transit ☐ State ☐ Other	☒ Change in Data ☐ New Crossing ☐ Closed ☐ No Train Traffic ☐ Quiet Zone Update ☐ Re-Open ☐ Date Change Only ☐ Change in Primary Operating RR ☐ Admin. Correction	922853G

Part I: Location and Classification Information

1. Primary Operating Railroad	2. State	3. County
Southern California Regional Rail Authority [SCAX]	CALIFORNIA	ORANGE

4. City / Municipality	5. Street/Road Name & Block Number	6. Highway Type & No.
☒ In ☐ Near SAN JUAN CAPISTRANO	Vereda Biketrail UP (Street/Road Name) | 0 (* Block Number)	LOCAL

7. Do Other Railroads Operate a Separate Track at Crossing?	8. Do Other Railroads Operate Over Your Track at Crossing?
☐ Yes ☒ No If Yes, Specify RR	☒ Yes ☐ No If Yes, Specify RR: UP, ATK

9. Railroad Division or Region	10. Railroad Subdivision or District	11. Branch or Line Name	12. RR Milepost
☒ None	☐ None ORANGE	☒ None	OR | 0197.88 | BD (prefix) | (nnnn.nnn) | (suffix)

13. Line Segment *	14. Nearest RR Timetable Station *	15. Parent RR (if applicable)	16. Crossing Owner (if applicable)
101OR-19788-BD	SAN JUAN CAPistrano	☐ N/A SCAX	☐ N/A SCAX

17. Crossing Type	18. Crossing Purpose	19. Crossing Position	20. Public Access (if Private Crossing)	21. Type of Train	22. Average Passenger Train Count Per Day
☒ Public ☐ Private	☐ Highway ☒ Pathway, Ped. ☐ Station, Ped.	☐ At Grade ☐ RR Under ☒ RR Over	☐ Yes ☐ No	☒ Freight ☒ Intercity Passenger ☒ Commuter ☐ Transit ☐ Shared Use Transit ☐ Tourist/Other	☐ Less Than One Per Day ☒ Number Per Day 43

23. Type of Land Use
☐ Open Space ☐ Farm ☐ Residential ☒ Commercial ☐ Industrial ☐ Institutional ☐ Recreational ☐ RR Yard

24. Is there an Adjacent Crossing with a Separate Number?	25. Quiet Zone (FRA provided)
☐ Yes ☒ No If Yes, Provide Crossing Number	☒ No ☐ 24 Hr ☐ Partial ☐ Chicago Excused Date Established

26. HSR Corridor ID	27. Latitude in decimal degrees	28. Longitude in decimal degrees	29. Lat/Long Source
☒ N/A	(WGS84 std: nn.nnnnnnn) 33.4919200	(WGS84 std: -nnn.nnnnnnn) -117.664200	☒ Actual ☐ Estimated

30.A. Railroad Use *	31.A. State Use *
101 OR-197.88-BD	
30.B. Railroad Use * 0	**31.B. State Use ***
30.C. Railroad Use * 0	**31.C. State Use ***
30.D. Railroad Use * 0	**31.D. State Use ***
32.A. Narrative (Railroad Use) * 0	**32.B. Narrative** (State Use) *

33. Emergency Notification Telephone No. (posted)	34. Railroad Contact (Telephone No.)	35. State Contact (Telephone No.)
888-446-9721	800-371-5465	415-703-3722

Part II: Railroad Information

1. Estimated Number of Daily Train Movements

1.A. Total Day Thru Trains (6 AM to 6 PM)	1.B. Total Night Thru Trains (6 PM to 6 AM)	1.C. Total Switching Trains	1.D. Total Transit Trains	1.E. Check if Less Than One Movement Per Day ☐ How many trains per week?
28	15	0	0	

2. Year of Train Count Data (YYYY)	3. Speed of Train at Crossing
2021	3.A. Maximum Timetable Speed (mph) 60 3.B. Typical Speed Range Over Crossing (mph) From 55 to 60

4. Type and Count of Tracks
Main 1 Siding 0 Yard 0 Transit 0 Industry 0

5. Train Detection (Main Track only)
☒ Constant Warning Time ☐ Motion Detection ☐ AFO ☒ PTC ☐ DC ☐ Other ☐ None

6. Is Track Signaled?	7.A. Event Recorder	7.B. Remote Health Monitoring
☒ Yes ☐ No	☒ Yes ☐ No	☒ Yes ☐ No

U. S. DOT CROSSING INVENTORY FORM

A. Revision Date *(MM/DD/YYYY)*	PAGE 2	D. Crossing Inventory Number *(7 char.)*
04/22/2021		922853G

Part III: Highway or Pathway Traffic Control Device Information

1. Are there Signs or Signals? ☐ Yes ☒ No

2. Types of Passive Traffic Control Devices associated with the Crossing

2.A. Crossbuck Assemblies *(count)*	2.B. STOP Signs *(R1-1)* *(count)*	2.C. YIELD Signs *(R1-2)* *(count)*	2.D. Advance Warning Signs *(Check all that apply; include count)* ☒ None
0	0	0	☐ W10-1 ____ ☐ W10-3 0 ____ ☐ W10-11 0 ____ ☐ W10-2 0 ____ ☐ W10-4 0 ____ ☐ W10-12 0 ____

2.E. Low Ground Clearance Sign *(W10-5)*	2.F. Pavement Markings	2.G. Channelization Devices/Medians	2.H. EXEMPT Sign *(R15-3)*	2.I. ENS Sign *(I-13)* Displayed
☐ Yes *(count_____)* ☒ No	☐ Stop Lines ☐ Dynamic Envelope ☐ RR Xing Symbols ☐ None	☐ All Approaches ☐ Median ☐ One Approach ☐ None	☐ Yes ☐ No	☐ Yes ☒ No

2.J. Other MUTCD Signs ☐ Yes ☒ No
Specify Type _____ Count _____
Specify Type _____ Count _____
Specify Type _____ Count _____

2.K. Private Crossing Signs *(if private)* ☐ Yes ☐ No

2.L. LED Enhanced Signs *(List types)* 0

3. Types of Train Activated Warning Devices at the Grade Crossing *(specify count of each device for all that apply)*

3.A. Gate Arms *(count)*	3.B. Gate Configuration	3.C. Cantilevered *(or Bridged)* Flashing Light Structures *(count)*	3.D. Mast Mounted Flashing Lights *(count of masts)* 0	3.E. Total Count of Flashing Light Pairs
Roadway 0 Pedestrian 0	☐ 2 Quad ☐ 3 Quad ☐ 4 Quad ☐ Full *(Barrier)* Resistance ☐ Median Gates	Over Traffic Lane 0 ☐ Incandescent Not Over Traffic Lane 0 ☐ LED	☐ Incandescent ☐ LED ☐ Back Lights Included ☐ Side Lights Included	0

3.F. Installation Date of Current Active Warning Devices: *(MM/YYYY)*	3.G. Wayside Horn	3.H. Highway Traffic Signals Controlling Crossing	3.I. Bells *(count)*
_____/_____ ☒ Not Required	☐ Yes Installed on *(MM/YYYY)* _____/_____ ☒ No	☐ Yes ☒ No	0

3.J. Non-Train Active Warning
☐ Flagging/Flagman ☐ Manually Operated Signals ☐ Watchman ☐ Floodlighting ☐ None

3.K. Other Flashing Lights or Warning Devices
Count 0 Specify type _____

4.A. Does nearby Hwy Intersection have Traffic Signals?	4.B. Hwy Traffic Signal Interconnection	4.C. Hwy Traffic Signal Preemption	5. Highway Traffic Pre-Signals	6. Highway Monitoring Devices *(Check all that apply)*
☐ Yes ☐ No	☐ Not Interconnected ☐ For Traffic Signals ☐ For Warning Signs	☐ Simultaneous ☐ Advance	☐ Yes ☐ No Storage Distance * 0 Stop Line Distance * _____	☐ Yes - Photo/Video Recording ☐ Yes – Vehicle Presence Detection ☐ None

Part IV: Physical Characteristics

1. Traffic Lanes Crossing Railroad	2. Is Roadway/Pathway Paved?	3. Does Track Run Down a Street?	4. Is Crossing Illuminated? *(Street lights within approx. 50 feet from nearest rail)*
☐ One-way Traffic ☐ Two-way Traffic ☐ Divided Traffic Number of Lanes 0	☒ Yes ☐ No	☐ Yes ☒ No	☐ Yes ☒ No

5. Crossing Surface *(on Main Track, multiple types allowed)* Installation Date * *(MM/YYYY)* _____/_____ Width * 10 Length * 62
☐ 1 Timber ☐ 2 Asphalt ☐ 3 Asphalt and Timber ☐ 4 Concrete ☐ 5 Concrete and Rubber ☐ 6 Rubber ☐ 7 Metal
☐ 8 Unconsolidated ☐ 9 Composite ☐ 10 Other *(specify)* _____

6. Intersecting Roadway within 500 feet?	7. Smallest Crossing Angle	8. Is Commercial Power Available? *
☐ Yes ☒ No If Yes, Approximate Distance *(feet)* _____	☐ 0° – 29° ☐ 30° – 59° ☒ 60° - 90°	☒ Yes ☐ No

Part V: Public Highway Information

1. Highway System	2. Functional Classification of Road at Crossing	3. Is Crossing on State Highway System?	4. Highway Speed Limit
☐ (01) Interstate Highway System ☐ (02) Other Nat Hwy System (NHS) ☐ (03) Federal AID, Not NHS ☒ (08) Non-Federal Aid	☐ (0) Rural ☐ (1) Urban ☐ (1) Interstate ☐ (5) Major Collector ☐ (2) Other Freeways and Expressways ☐ (3) Other Principal Arterial ☐ (6) Minor Collector ☐ (4) Minor Arterial ☒ (7) Local	☐ Yes ☒ No	0 MPH ☐ Posted ☐ Statutory

5. Linear Referencing System *(LRS Route ID)* * 0
6. LRS Milepost * 0

7. Annual Average Daily Traffic *(AADT)*	8. Estimated Percent Trucks	9. Regularly Used by School Buses?	10. Emergency Services Route
Year _____ AADT _____	_____ %	☐ Yes ☒ No Average Number per Day _____	☐ Yes ☒ No

Submission Information - *This information is used for administrative purposes and is not available on the public website.*

Submitted by _____ Organization _____ Phone _____ Date _____

SOUTHBOUND // Monday - Friday

San Luis Obispo to San Diego

Train Number ▶		564	768	774	580	584	796
San Luis Obispo, CA							
• Cal Poly	Depart		3:45A				**3:55P**
• San Luis Obispo Amtrak Station			4:00A	6:55A			**4:10P**
Grover Beach, CA			4:25A	7:15A			**4:35P**
Santa Maria, CA			4:40A				**4:50P**
Guadalupe-Santa Maria, CA				7:31A			
Lompoc, CA							
• Lompoc-Surf Amtrak Station				8:05A			
• Downtown Lompoc							
Solvang, CA			5:15A				**5:25P**
Buellton, CA			5:25A				**5:35P**
Goleta, CA			6:35A	9:13A			**6:48P**
Santa Barbara, CA							
• UCSB						**1:30P**	
• Santa Barbara Amtrak Station	Arrive		6:30A	9:24A			**6:40P**
	Depart		6:49A	9:27A		**2:00P**	**7:02P**
Carpinteria, CA			7:04A	9:42A			**7:18P**
Ventura, CA			7:29A	10:04A		**2:30P**	**7:40P**
Oxnard, CA			7:43A	10:18A		**2:55P**	**7:54P**
Camarillo, CA			7:54A	10:35A			
Moorpark, CA			8:08A				
Simi Valley, CA			8:23A	11:02A			**8:39P**
Chatsworth, CA			8:40A	11:14A			**8:51P**
Van Nuys, CA			8:56A	11:28A			**9:07P**
Hollywood Burbank Airport, CA			9:04A	11:35A			**9:14P**
Glendale, CA			9:16A	11:45A			**9:24P**
Los Angeles, CA	Arrive		9:35A	**12:15P**		**4:40P**	**9:48P**
	Depart	7:02A	9:55A	**12:33P**	**2:58P**	**5:15P**	**10:22P**
Fullerton, CA		7:33A	10:26A	**1:04P**	**3:29P**	**5:47P**	**10:53P**
Anaheim, CA		7:41A	10:34A	**1:12P**	**3:37P**	**5:56P**	**11:01P**
Santa Ana, CA		7:49A	10:43A	**1:21P**	**3:46P**	**6:05P**	**11:10P**
Irvine, CA		8:02A	10:54A	**1:34P**	**3:59P**	**6:18P**	**11:21P**
San Juan Capistrano, CA		8:22A	11:09A	**1:49P**	**4:14P**	**6:32P**	**11:36P**
San Clemente Pier, CA			11:22A				
Oceanside, CA		8:55A	11:47A	**2:24P**	**4:52P**	**7:06P**	12:10A
Solana Beach, CA		9:14A	**12:08P**	**2:43P**	**5:09P**	**7:23P**	12:26A
San Diego, CA							
• Old Town San Diego Amtrak Station		L 9:47A	L **12:37P**	L **3:15P**	L **5:42P**	L **7:54P**	L 12:55A
• Downtown San Diego Amtrak Station	Arrive	10:01A	**12:50P**	**3:28P**	**5:50P**	**8:09P**	1:15A

Pacific Surfliner train service

Thruway Bus and connecting services

Airport connection

Thruway Bus stop

L Stops to receive and discharge passengers; train may leave before time shown

Thruway Bus from San Jose/San Francisco/Oakland

NORTHBOUND // Monday - Friday

San Diego to San Luis Obispo

Train Number ▶		763	767	777	579	785	593
San Diego, CA							
• Downtown San Diego Amtrak Station ✈	Depart	5:55A	8:25A	**12:05P**	**1:35P**	**3:58P**	**6:40P**
• Old Town San Diego Amtrak Station		6:02A	8:32A	**12:12P**	**1:42P**	**4:05P**	**6:47P**
Solana Beach, CA		6:33A	9:02A	**12:43P**	**2:16P**	**4:36P**	**7:22P**
Oceanside, CA		6:57A	9:23A	**1:00P**	**2:36P**	**4:53P**	**7:40P**
San Clemente Pier, CA						**5:19P**	
San Juan Capistrano, CA		7:30A	10:01A	**1:33P**	**3:08P**	**5:34P**	**8:15P**
Irvine, CA		7:48A	10:16A	**1:48P**	**3:23P**	**5:49P**	**8:30P**
Santa Ana, CA		7:59A	10:27A	**1:59P**	**3:34P**	**6:00P**	**8:42P**
Anaheim, CA		8:08A	10:36A	**2:08P**	**3:43P**	**6:10P**	**8:52P**
Fullerton, CA		8:16A	10:45A	**2:16P**	**3:52P**	**6:20P**	**9:01P**
Los Angeles, CA ✈	Arrive	8:51A	11:25A	**2:51P**	**4:36P**	**6:57P**	**9:39P**
	Depart	9:11A		**3:06P**		**7:16P**	**9:50P**
Glendale, CA		9:23A		**3:18P**		**7:28P**	**10:05P**
Hollywood Burbank Airport, CA ✈		9:33A		**3:28P**		**7:38P**	
Van Nuys, CA		9:43A		**3:38P**		**7:48P**	**10:30P**
Chatsworth, CA		9:55A		**3:50P**		**8:00P**	**10:50P**
Simi Valley, CA		10:07A		**4:02P**		**8:12P**	**11:10P**
Moorpark, CA							**11:25P**
Camarillo, CA		10:31A		**4:28P**		**8:36P**	**11:35P**
Oxnard, CA		10:44A		**4:39P**		**8:47P**	**11:45P**
Ventura, CA		11:00A		**4:58P**		**9:01P**	**11:59P**
Carpinteria, CA		11:22A		**5:22P**		**9:23P**	12:15A
Santa Barbara, CA							
• Santa Barbara Amtrak Station	Arrive	Ⓛ 11:41A		**5:41P**		Ⓛ **9:51P**	
	Depart	11:50A		**5:44P**		**10:00P**	12:35A
• UCSB 🚌							12:55A
Goleta, CA		11:54A		**5:56P**		**10:04P**	
Solvang, CA 🚌		**12:40P**				**10:45P**	
Buellton, CA 🚌		**12:50P**				**10:50P**	
Lompoc, CA							
• Downtown Lompoc 🚌							
• Lompoc-Surf Amtrak Station				**7:02P**			
Guadalupe-Santa Maria, CA				**7:38P**			
Santa Maria, CA 🚌		**1:20P**				**11:30P**	
Grover Beach, CA		**1:40P**		**7:55P**		**11:55P**	
San Luis Obispo, CA							
• San Luis Obispo Amtrak Station	Arrive	**2:05P**		**8:36P**		12:20A	
	Depart	**2:10P**				12:25A	
• Cal Poly 🚌	Arrive	**2:20P**				12:35A	

Pacific Surfliner train service

Thruway Bus and connecting services

✈ Airport connection

🚌 Thruway Bus stop

Ⓛ Stops to receive and discharge passengers; train may leave before time shown

Thruway Bus to San Jose/San Francisco/Oakland

SOUTHBOUND // Saturday, Sunday, & Holidays

San Luis Obispo to San Diego

Train Number ▶		1564	768	774	580	1584	796
San Luis Obispo, CA							
• Cal Poly	Depart		3:45A				**3:55P**
• San Luis Obispo Amtrak Station			4:00A	6:55A			**4:10P**
Grover Beach, CA			4:25A	7:15A			**4:35P**
Santa Maria, CA			4:40A				**4:50P**
Guadalupe-Santa Maria, CA				7:31A			
Lompoc, CA							
• Lompoc-Surf Amtrak Station				8:05A			
• Downtown Lompoc							
Solvang, CA			5:15A				**5:25P**
Buellton, CA			5:25A				**5:35P**
Goleta, CA			6:35A	9:13A			**6:48P**
Santa Barbara, CA							
• UCSB						**1:10P**	
• Santa Barbara Amtrak Station	Arrive		6:30A	9:24A			**6:40P**
	Depart		6:49A	9:27A		**1:40P**	**7:02P**
Carpinteria, CA			7:04A	9:42A			**7:18P**
Ventura, CA			7:29A	10:04A		**2:10P**	**7:40P**
Oxnard, CA			7:43A	10:18A		**2:35P**	**7:54P**
Camarillo, CA			7:54A	10:35A			
Moorpark, CA			8:08A				
Simi Valley, CA			8:23A	11:02A			**8:39P**
Chatsworth, CA			8:40A	11:14A			**8:51P**
Van Nuys, CA			8:56A	11:28A			**9:07P**
Hollywood Burbank Airport, CA			9:04A	11:35A			**9:14P**
Glendale, CA			9:16A	11:45A			**9:24P**
Los Angeles, CA	Arrive		9:35A	**12:15P**		**4:40P**	**9:48P**
	Depart	6:52A	9:55A	**12:33P**	**2:58P**	**5:15P**	**10:22P**
Fullerton, CA		7:23A	10:26A	**1:04P**	**3:29P**	**5:47P**	**10:53P**
Anaheim, CA		7:31A	10:34A	**1:12P**	**3:37P**	**5:56P**	**11:01P**
Santa Ana, CA		7:40A	10:43A	**1:21P**	**3:46P**	**6:05P**	**11:10P**
Irvine, CA		7:53A	10:54A	**1:34P**	**3:59P**	**6:18P**	**11:21P**
San Juan Capistrano, CA		8:09A	11:09A	**1:49P**	**4:14P**	**6:32P**	**11:36P**
San Clemente Pier, CA			11:22A				
Oceanside, CA		8:42A	11:47A	**2:24P**	**4:52P**	**7:06P**	12:10A
Solana Beach, CA		9:01A	**12:08P**	**2:43P**	**5:09P**	**7:20P**	12:26A
San Diego, CA							
• Old Town San Diego Amtrak Station		L 9:34A	L **12:37P**	L **3:15P**	L **5:42P**	L **7:58P**	L 12:55A
• Downtown San Diego Amtrak Station	Arrive	9:48A	**12:50P**	**3:28P**	**5:50P**	**8:14P**	1:15A

Pacific Surfliner train service

Thruway Bus and connecting services

Airport connection

Thruway Bus stop

L Stops to receive and discharge passengers; train may leave before time shown

Thruway Bus from San Jose/San Francisco/Oakland

NORTHBOUND // Saturday, Sunday, & Holidays

San Diego to San Luis Obispo

Train Number ▶		763	1767	777	579	785	593
San Diego, CA							
• Downtown San Diego Amtrak Station ✈	Depart	5:55A	8:05A	**12:05P**	**1:35P**	**3:58P**	**6:40P**
• Old Town San Diego Amtrak Station		6:02A	8:12A	**12:12P**	**1:42P**	**4:05P**	**6:47P**
Solana Beach, CA		6:33A	8:44A	**12:43P**	**2:16P**	**4:36P**	**7:22P**
Oceanside, CA		6:57A	9:06A	**1:00P**	**2:36P**	**4:53P**	**7:40P**
San Clemente Pier, CA						**5:19P**	
San Juan Capistrano, CA		7:30A	9:42A	**1:33P**	**3:08P**	**5:34P**	**8:15P**
Irvine, CA		7:48A	9:57A	**1:48P**	**3:23P**	**5:49P**	**8:30P**
Santa Ana, CA		7:59A	10:08A	**1:59P**	**3:34P**	**6:00P**	**8:42P**
Anaheim, CA		8:08A	10:17A	**2:08P**	**3:43P**	**6:10P**	**8:52P**
Fullerton, CA		8:16A	10:26A	**2:16P**	**3:52P**	**6:20P**	**9:01P**
Los Angeles, CA ✈	Arrive	8:51A	11:06A	**2:51P**	**4:36P**	**6:57P**	**9:39P**
	Depart	9:11A		**3:06P**		**7:16P**	**9:50P**
Glendale, CA		9:23A		**3:18P**		**7:28P**	**10:05P**
Hollywood Burbank Airport, CA ✈		9:33A		**3:28P**		**7:38P**	
Van Nuys, CA		9:43A		**3:38P**		**7:48P**	**10:30P**
Chatsworth, CA		9:55A		**3:50P**		**8:00P**	**10:50P**
Simi Valley, CA		10:07A		**4:02P**		**8:12P**	**11:10P**
Moorpark, CA							**11:25P**
Camarillo, CA		10:31A		**4:28P**		**8:36P**	**11:35P**
Oxnard, CA		10:44A		**4:39P**		**8:47P**	**11:45P**
Ventura, CA		11:00A		**4:58P**		**9:01P**	**11:59P**
Carpinteria, CA		11:22A		**5:22P**		**9:23P**	12:15A
Santa Barbara, CA							
• Santa Barbara Amtrak Station	Arrive	Ⓛ 11:41A		**5:41P**		Ⓛ **9:51P**	12:35A
	Depart	11:50A		**5:44P**		**10:00P**	
• UCSB 🚌							12:55A
Goleta, CA		11:54A		**5:56P**		**10:04P**	
Solvang, CA 🚌		**12:40P**				**10:45P**	
Buellton, CA 🚌		**12:50P**				**10:50P**	
Lompoc, CA							
• Downtown Lompoc 🚌							
• Lompoc-Surf Amtrak Station				**7:02P**			
Guadalupe-Santa Maria, CA				**7:38P**			
Santa Maria, CA 🚌		**1:20P**				**11:30P**	
Grover Beach, CA		**1:40P**		**7:55P**		**11:55P**	
San Luis Obispo, CA							
• San Luis Obispo Amtrak Station	Arrive	**2:05P**		**8:36P**		12:20A	
	Depart	**2:10P**				12:25A	
• Cal Poly 🚌	Arrive	**2:20P**				12:35A	

Pacific Surfliner train service

Thruway Bus and connecting services

✈ Airport connection

🚌 Thruway Bus stop

Ⓛ Stops to receive and discharge passengers; train may leave before time shown

Thruway Bus to San Jose/San Francisco/Oakland

PACIFIC SURFLINER THRUWAY BUS CONNECTIONS // Daily

EASTBOUND // Fullerton to Indio

Connecting Train Number ▶		768 / 767 / 1767	782 / 579
Thruway Bus Number ▶		**4968**	**4984**
Fullerton, CA	Depart	11:00A	**4:50P**
Riverside, CA		[D] 11:50A	[D] **5:45P**
Palm Springs, CA			
• Downtown SunLine Transit		[D] **1:00P**	[D] **6:55P**
• Airport ✈		[D] **1:10P**	[D] **7:00P**
Palm Desert, CA			[D] **7:30P**
La Quinta, CA			[D] **7:40P**
Indio, CA	Arrive		**7:50P**

WESTBOUND // Indio to Fullerton

Connecting Train Number ▶		767 / 1767 / 768	584 / 1584 / 785
Thruway Bus Number ▶		**4967**	**4985**
Indio, CA	Depart	6:50A	
La Quinta, CA		[R] 7:00A	
Palm Desert, CA		[R] 7:15A	
Palm Springs, CA			
• Airport ✈		[R] 7:45A	**2:00P**
• Downtown SunLine Transit		[R] 7:50A	[R] **2:10P**
Riverside, CA		9:00A	[R] **3:25P**
Fullerton, CA	Arrive	10:05A	**4:25P**

NOTE: All Pacific Surfliner Thruway Bus connections require advance reservations.

Thruway Bus and connecting services

✈ Airport connection
[D] Stops only to discharge passengers; train may leave before time shown
[R] Stops only to receive passengers

For other Thruway Bus routes, go to
PacificSurfliner.com/Thruway

PACIFIC SURFLINER THRUWAY BUS CONNECTIONS // Daily

EASTBOUND // Los Angeles to Las Vegas

Connecting Train Number ▶		763 / 768	579
Thruway Bus Number ▶		**5763**	**5579**
Los Angeles, CA	Depart	9:50A	**5:00P**
San Bernardino, CA		10:58A	**6:08P**
Victorville, CA		11:45A	**6:55P**
Barstow, CA		**12:45P**	**7:55P**
Las Vegas, NV			
• South Strip Transfer Center		**3:04P**	**10:14P**
• Dowtown Bus Stop	Arrive	**3:20P**	**10:30P**

WESTBOUND // Las Vegas to Los Angeles

Connecting Train Number ▶		777 / 580	796
Thruway Bus Number ▶		**5580**	**5796**
Las Vegas, NV	Depart		
• South Strip Transfer Center		8:30A	**3:40P**
• Dowtown Bus Stop		8:50A	**4:00P**
Barstow, CA		11:35A	**6:45P**
Victorville, CA		**12:15P**	**7:25P**
San Bernardino, CA		**1:02P**	**8:12P**
Los Angeles, CA	Arrive	**2:30P**	**9:40P**

NOTE: All Pacific Surfliner Thruway Bus connections require advance reservations.

Thruway Bus and connecting services

- Airport connection
- D Stops only to discharge passengers; train may leave before time shown
- R Stops only to receive passengers

For other Thruway Bus routes, go to
PacificSurfliner.com/Thruway

PACIFIC SURFLINER TRAIN STATIONS

San Luis Obispo Station
1011 Railroad Ave.
San Luis Obispo, CA 93401
Staffed Station

Grover Beach Station
180 W. Grand Ave.
Grover Beach, CA 93433
Unstaffed Station

Guadalupe Station
330 Guadalupe St.
Guadalupe, CA 93434
Unstaffed Station

Lompoc-Surf Station
Ocean Ave. & Park Rd.
Surf, CA 93437
Unstaffed Station

Goleta Station
25 S. La Patera Ln.
Goleta, CA 93117
Unstaffed Station

Santa Barbara Station
209 State St.
Santa Barbara, CA 93101
Staffed Station

Carpinteria Station
475 Linden Ave.
Carpinteria, CA 93013
Unstaffed Station

Ventura Station
39 E. Harbor Blvd.
Ventura, CA 93001
Unstaffed Station

Oxnard Station
201 E. Fourth St.
Oxnard, CA 93030
Staffed Station

Camarillo Station
30 Lewis Rd.
Camarillo, CA 93010
Unstaffed Station

Moorpark Station
300 High St.
Moorpark, CA 93021
Unstaffed Station

Simi Valley Station
5050 Los Angeles Ave.
Simi Valley, CA 93063
Unstaffed Station

Chatsworth Station
10040 Old Depot Plaza Rd.
Chatsworth, CA 91311
Unstaffed Station

Van Nuys Station
7724 Van Nuys Blvd.
Van Nuys, CA 91405
Staffed Station

Burbank Airport Station
3750 Empire Ave.
Burbank, CA 91505
Unstaffed Station

Glendale Station
400 W. Cerritos Ave.
Glendale, CA 91204
Unstaffed Station

Los Angeles Union Station
800 N. Alameda St.
Los Angeles, CA 90012
Staffed Station

Fullerton Station
120 E. Santa Fe Ave.
Fullerton, CA 92832
Staffed Station

Anaheim Station
2626 E. Katella Ave.
Anaheim, CA 92806
*Staffed Station**

Santa Ana Station
1000 E. Santa Ana Blvd.
Santa Ana, CA 92701
Staffed Station

Irvine Station
15215 Barranca Pkwy.
Irvine, CA 92618
*Staffed Station**

San Juan Capistrano Station
26701 Verdugo St.
San Juan Capistrano,
CA 92675
*Staffed Station**

San Clemente Pier Station
615 Avenida Victoria
San Clemente, CA 92672
Unstaffed Station

Oceanside Station
235 S. Tremont St.
Oceanside, CA 92054
Staffed Station

Solana Beach Station
105 Cedros Ave.
Solana Beach, CA 92075
*Staffed Station**

San Diego –
Old Town Station
4005 Taylor St.
San Diego, CA 92110
Unstaffed Station

San Diego –
Santa Fe Depot
1050 Kettner Blvd.
San Diego, CA 92101
Staffed Station

** These station facilities are either temporarily closed or partially closed. However, trains continue to serve these stations. Please visit PacificSurfliner.com/Advisory for the latest updates.*

For more information about the Pacific Surfliner:

PacificSurfliner.com
@PacSurfliners
@PacificSurfliner
800-USA-RAIL

#689999756

METROLINK.

Metrolink Timetable
EFFECTIVE MAY 29, 2021

VENTURA COUNTY LINE

Ventura to L.A.

MONDAY THROUGH FRIDAY

		RESTORED		NEW TIMES			
Metrolink Train No.	100	102	104	108	110	116	118
Ventura - East		5:21	5:59				
Oxnard		5:35	6:15				
Camarillo		5:45	6:25				
Moorpark	5:02	5:57	6:37		8:28	**2:19**	**5:09**
Simi Valley	5:14	6:10	6:49		8:41	**2:33**	**5:22**
Chatsworth	5:26	6:22	7:01	8:20	8:54	**2:46**	**5:36**
Northridge	5:32	6:27	7:07	8:28	8:59	**2:52**	**5:42**
Van Nuys	5:40	6:35	7:15	8:36	9:09	**3:00**	**5:54**
Burbank Airport - South (VC Line)	5:47	6:43	7:24	8:43	9:17	**3:07**	**6:01**
Burbank - Downtown	5:55	6:48	7:32	8:48	9:22	**3:13**	**6:06**
Glendale	6:02	6:54	7:38	8:55	9:29	**3:19**	**6:13**
L.A. Union Station	6:15	7:13	7:51	9:09	9:41	**3:36**	**6:27**

SATURDAY

Metrolink Train No.	162
Ventura - East	
Oxnard	
Camarillo	
Moorpark	8:52
Simi Valley	9:06
Chatsworth	9:18
Northridge	9:25
Van Nuys	9:33
Burbank Airport - South (VC Line)	9:41
Burbank - Downtown	9:46
Glendale	9:53
L.A. Union Station	10:07

NOTES: AM times **PM times**

Boarding information is available at each station.

MA These Amtrak trains are available to passengers with all valid Metrolink tickets and cannot accommodate bicycles

A Amtrak train. Blackout dates may apply; schedules are subject to change. For details, visit: metrolinktrains.com/rail2rail

Check Antelope Valley Line schedule for additional trains to Hollywood Burbank Airport

VENTURA COUNTY LINE

L.A. to Ventura

MONDAY THROUGH FRIDAY

		NEW TIMES		NEW TIMES			RESTORED
Metrolink Train No.	101	103	109	115	117	119	121
L.A. Union Station	6:51	7:16	**12:43**	3:28	**4:28**	**5:10**	**5:52**
Glendale	7:03	7:27	**12:54**	3:39	**4:39**	**5:21**	**6:03**
Burbank - Downtown	7:09	7:34	**1:01**	3:46	**4:46**	**5:28**	**6:10**
Burbank Airport - South (VC Line)	7:15	7:40	**1:07**	3:51	**4:52**	**5:34**	**6:15**
Van Nuys	7:25	7:48	**1:16**	3:59	**4:59**	**5:41**	**6:23**
Northridge	7:33	7:57	**1:24**	4:07	**5:07**	**5:54**	**6:32**
Chatsworth	7:39	8:05	**1:31**	4:13	**5:13**	**6:00**	**6:38**
Simi Valley	7:52		**1:43**	4:25	**5:30**	**6:11**	**6:53**
Moorpark	8:06		**2:00**	4:42	**5:41**	**6:26**	**7:07**
Camarillo					**5:53**	**6:38**	
Oxnard					**6:03**	**6:48**	
Ventura - East					**6:20**	**7:07**	

SATURDAY

Metrolink Train No.	163
L.A. Union Station	**4:28**
Glendale	**4:39**
Burbank - Downtown	**4:46**
Burbank Airport - South (VC Line)	**4:45**
Van Nuys	**5:00**
Northridge	**5:08**
Chatsworth	**5:14**
Simi Valley	**5:26**
Moorpark	**5:39**
Camarillo	
Oxnard	
Ventura - East	

NOTES: AM times **PM times**

Boarding information is available at each station.

↓ Train does not stop at station

MA These Amtrak trains are available to passengers with all valid Metrolink tickets and cannot accommodate bicycles

A Amtrak train. Blackout dates may apply; schedules are

Check Antelope Valley Line schedule for additional trains to Hollywood Burbank Airport

ANTELOPE VALLEY LINE

Lancaster to L.A.

MONDAY THROUGH FRIDAY

Metrolink Train No.	200	202	204	208	212	218	222	230
Lancaster	3:41	4:41	5:11	7:11	9:11	**12:11**	**2:11**	**6:11**
Palmdale	3:50	4:50	5:20	7:20	9:20	**12:20**	**2:20**	**6:20**
Vincent Grade / Acton	4:01	5:01	5:32	7:32	9:32	**12:32**	**2:32**	**6:32**
Via Princessa	4:37	5:37	6:12	8:12	10:12	**1:12**	**3:12**	**7:12**
Santa Clarita	4:44	5:44	6:18	8:18	10:18	**1:18**	**3:18**	**7:18**
Newhall	4:52	5:53	6:27	8:27	10:27	**1:27**	**3:27**	**7:27**
Sylmar / San Fernando	5:07	6:08	6:42	8:42	10:42	**1:42**	**3:42**	**7:42**
Sun Valley	5:15	6:16	6:49	8:49	10:49	**1:49**	**3:49**	**7:49**
Burbank Airport - North (AV Line)	5:19	6:20	6:53	8:53	10:53	**1:53**	**3:53**	**7:53**
Burbank - Downtown	5:24	6:25	6:58	8:58	10:58	**1:58**	**3:58**	**7:58**
Glendale	5:31	6:32	7:05	9:05	11:05	**2:05**	**4:05**	**8:05**
L.A. Union Station	5:42	6:43	7:16	9:16	11:16	**2:16**	**4:16**	**8:16**

NOTES: AM times **PM times** Boarding information is available at each station.

Check Ventura County Line schedule for additional trains to Hollywood Burbank Airport

ALL TRAIN TIMES ADJUSTED

ANTELOPE VALLEY LINE

L.A. to Lancaster

MONDAY THROUGH FRIDAY

Metrolink Train No.	201	209	213	221	223	227	229	231
L.A. Union Station	6:39	9:39	11:39	**3:39**	**4:39**	**6:39**	**7:39**	**9:39**
Glendale	6:51	9:51	11:51	**3:51**	**4:51**	**6:51**	**7:51**	**9:51**
Burbank - Downtown	6:58	9:58	11:58	**3:58**	**4:58**	**6:58**	**7:58**	**9:58**
Burbank Airport - North (AVL)	7:04	10:04	**12:04**	**4:04**	**5:04**	**7:04**	**8:04**	**10:04**
Sun Valley	7:08	10:08	**12:08**	**4:08**	**5:08**	**7:08**	**8:08**	**10:08**
Sylmar / San Fernando	7:17	10:18	**12:18**	**4:18**	**5:18**	**7:18**	**8:18**	**10:18**
Newhall	7:33	10:33	**12:33**	**4:33**	**5:33**	**7:33**	**8:33**	**10:33**
Santa Clarita	7:42	10:42	**12:42**	**4:42**	**5:42**	**7:42**	**8:42**	**10:42**
Via Princessa	7:49	10:50	**12:50**	**4:50**	**5:50**	**7:50**	**8:50**	**10:50**
Vincent Grade / Acton	8:31	11:31	**1:31**	**5:31**	**6:31**	**8:31**	**9:31**	**11:31**
Palmdale	8:41	11:42	**1:42**	**5:42**	**6:42**	**8:42**	**9:42**	**11:42**
Lancaster	8:49	11:50	**1:50**	**5:50**	**6:50**	**8:50**	**9:50**	**11:50**

NOTES: AM times **PM times** Boarding information is available at each station.

Check Ventura County Line schedule for additional trains to Hollywood Burbank Airport

ALL TRAIN TIMES ADJUSTED

ANTELOPE VALLEY LINE

Lancaster to L.A.

SATURDAY AND SUNDAY

Metrolink Train No.	260	262	264	266	268	270
Lancaster	6:22	8:57	11:15	**12:40**	**2:23**	**6:20**
Palmdale	6:32	9:07	11:24	**12:49**	**2:32**	**6:29**
Vincent Grade / Acton	6:43	9:18	11:35	**12:59**	**2:43**	**6:40**
Via Princessa	7:17	9:57	**12:09**	**1:36**	**3:21**	**7:20**
Santa Clarita	7:23	10:04	**12:15**	**1:42**	**3:27**	**7:26**
Newhall	7:30	10:11	**12:23**	**1:49**	**3:35**	**7:33**
Sylmar / San Fernando	7:44	10:25	**12:40**	**2:03**	**3:50**	**7:48**
Sun Valley	7:51	10:32	**12:47**	**2:10**	**3:57**	**7:56**
Burbank Airport - North (AV Line)	7:55	10:36	**12:51**	**2:14**	**4:01**	**8:00**
Burbank - Downtown	8:01	10:42	**12:57**	**2:20**	**4:06**	**8:06**
Glendale	8:08	10:49	**1:04**	**2:27**	**4:13**	**8:13**
L.A. Union Station	8:25	11:05	**1:23**	**2:43**	**4:30**	**8:28**

NOTES: AM times **PM times** Boarding information is available at each station.

ANTELOPE VALLEY LINE

L.A. to Lancaster

SATURDAY AND SUNDAY

Metrolink Train No.	261	263	265	267	269	271
L.A. Union Station	8:45	11:37	**2:10**	**3:51**	**5:25**	**8:53**
Glendale	8:55	11:47	**2:20**	**4:01**	**5:35**	**9:04**
Burbank - Downtown	9:02	11:54	**2:27**	**4:08**	**5:42**	**9:11**
Burbank Airport - North (AVL)	9:06	11:58	**2:31**	**4:12**	**5:46**	**9:15**
Sun Valley	9:11	**12:03**	**2:36**	**4:17**	**5:51**	**9:20**
Sylmar / San Fernando	9:19	**12:11**	**2:44**	**4:26**	**5:59**	**9:28**
Newhall	9:33	**12:26**	**2:59**	**4:41**	**6:15**	**9:42**
Santa Clarita	9:41	**12:34**	**3:07**	**4:49**	**6:23**	**9:50**
Via Princessa	9:47	**12:40**	**3:14**	**4:55**	**6:29**	**9:57**
Vincent Grade / Acton	10:29	**1:24**	**3:54**	**5:34**	**7:10**	**10:36**
Palmdale	10:40	**1:34**	**4:03**	**5:45**	**7:22**	**10:47**
Lancaster	10:55	**1:50**	**4:18**	**5:58**	**7:30**	**11:00**

NOTES: AM times **PM times** Boarding information is available at each station.

SAN BERNARDINO LINE

San Bernardino to L.A.

MONDAY THROUGH FRIDAY

						EXPRESS									
Metrolink Train No.	301	303	305	307	309	381	313	315	317	319	321	325	331	333	335
San Bernardino - Downtown	3:41	4:11	4:41	5:11	5:41		6:21	6:41	7:41	8:38	9:38	11:38	**2:38**	**3:38**	**4:38**
San Bernardino - Depot	3:46	4:16	4:46	5:16	5:46	6:15	6:26	6:46	7:46	8:43	9:43	11:43	**2:43**	**3:43**	**4:43**
Rialto	3:53	4:23	4:53	5:22	5:53	↓	6:33	6:52	7:52	8:49	9:49	11:49	**2:49**	**3:49**	**4:49**
Fontana	4:00	4:29	4:59	5:29	5:59	↓	6:39	6:58	7:58	8:55	9:55	11:55	**2:55**	**3:55**	**4:55**
Rancho Cucamonga	4:08	4:38	5:08	5:37	6:08	6:30	6:48	7:08	8:07	9:04	10:04	**12:04**	**3:04**	**4:04**	**5:04**
Upland	4:16	4:45	5:15	5:45	6:15	↓	6:57	7:16	8:14	9:11	10:11	**12:11**	**3:11**	**4:11**	**5:16**
Montclair	4:21	4:51	5:21	5:50	6:21	6:40	7:02	7:21	8:20	9:17	10:17	**12:17**	**3:17**	**4:17**	**5:22**
Claremont	4:25	4:54	5:24	5:54	6:24	↓	7:06	7:25	8:24	9:21	10:21	**12:21**	**3:21**	**4:21**	**5:25**
Pomona - North	4:30	4:59	5:29	5:58	6:29	↓	7:10	7:30	8:28	9:25	10:25	**12:25**	**3:25**	**4:25**	**5:30**
Covina	4:41	5:10	5:40	6:09	6:40	6:54	7:21	7:42	8:42	9:40	10:40	**12:40**	**3:40**	**4:40**	**5:41**
Baldwin Park	4:47	5:17	5:47	6:17	6:46	↓	7:28	7:48	8:48	9:47	10:47	**12:47**	**3:47**	**4:47**	**5:48**
El Monte	4:57	5:26	5:58	6:27	6:55	↓	7:38	7:59	8:59	9:56	10:56	**12:56**	**4:00**	**4:58**	**5:59**
Cal State L.A.	5:08	5:37	6:09	6:38	7:06	7:17	7:51	8:10	9:11	10:10	11:10	**1:10**	**4:15**	**5:15**	**6:16**
L.A. Union Station	5:18	5:48	6:20	6:49	7:17	7:29	8:02	8:21	9:22	10:21	11:21	**1:21**	**4:26**	**5:26**	**6:27**

NOTES: AM times **PM times** Boarding information is available at each station. ↓ Express Train does not stop at station

ALL TRAIN TIMES ADJUSTED

SAN BERNARDINO LINE

L.A. to San Bernardino

MONDAY THROUGH FRIDAY

											EXPRESS				
Metrolink Train No.	300	304	306	312	314	318	320	322	324	326	382	330	332	334	336
L.A. Union Station	5:37	7:34	8:38	11:38	**12:38**	**2:38**	**3:38**	**3:57**	**4:38**	**4:55**	**5:26**	**5:37**	**5:57**	**6:38**	**7:38**
Cal State L.A.	5:48	7:44	8:49	11:49	**12:49**	**2:49**	**3:49**	**4:07**	**4:49**	**5:06**	**5:37**	**5:48**	**6:08**	**6:49**	**7:49**
El Monte	5:58	8:02	9:00	**12:00**	**1:00**	**3:00**	**4:00**	**4:18**	**5:00**	**5:19**	↓	**5:59**	**6:21**	**7:00**	**8:00**
Baldwin Park	6:09	8:12	9:10	**12:10**	**1:10**	**3:10**	**4:10**	**4:27**	**5:11**	**5:29**	↓	**6:10**	**6:31**	**7:10**	**8:10**
Covina	6:16	8:20	9:17	**12:17**	**1:17**	**3:17**	**4:17**	**4:35**	**5:18**	**5:36**	**6:03**	**6:17**	**6:38**	**7:17**	**8:17**
Pomona - North	6:30	8:33	9:30	**12:30**	**1:30**	**3:30**	**4:30**	**4:52**	**5:31**	**5:51**	↓	**6:30**	**6:52**	**7:30**	**8:30**
Claremont	6:35	8:38	9:35	**12:35**	**1:35**	**3:35**	**4:35**	**4:56**	**5:36**	**5:56**	↓	**6:35**	**6:56**	**7:35**	**8:35**
Montclair	6:39	8:42	9:39	**12:39**	**1:39**	**3:39**	**4:39**	**5:00**	**5:40**	**6:00**	**6:19**	**6:39**	**7:00**	**7:39**	**8:39**
Upland	6:47	8:47	9:45	**12:45**	**1:45**	**3:45**	**4:45**	**5:05**	**5:46**	**6:05**	↓	**6:45**	**7:06**	**7:45**	**8:45**
Rancho Cucamonga	6:55	8:54	9:52	**12:52**	**1:52**	**3:52**	**4:52**	**5:12**	**5:53**	**6:13**	**6:30**	**6:52**	**7:13**	**7:52**	**8:52**
Fontana	7:09	9:09	10:04	**1:04**	**2:04**	**4:04**	**5:04**	**5:22**	**6:07**	**6:22**	↓	**7:08**	**7:22**	**8:04**	**9:04**
Rialto	7:15	9:15	10:10	**1:10**	**2:10**	**4:10**	**5:10**	**5:28**	**6:13**	**6:29**	↓	**7:14**	**7:29**	**8:10**	**9:10**
San Bernardino - Depot	7:21	9:21	10:16	**1:16**	**2:16**	**4:16**	**5:16**	**5:35**	**6:20**	**6:36**	**6:46**	**7:21**	**7:35**	**8:16**	**9:16**
San Bernardino - Downtown	7:26	9:26	10:21	**1:21**	**2:21**	**4:21**	**5:21**	**5:40**	**6:25**	**6:41**		**7:25**	**7:40**	**8:21**	**9:21**

NOTES: AM times **PM times** Boarding information is available at each station. ↓ Express Train does not stop at station

ALL TRAIN TIMES ADJUSTED

METROLINK.

Metrolink Timetable
EFFECTIVE MAY 29, 2021

SAN BERNARDINO LINE

San Bernardino to L.A.

SATURDAY

Metrolink Train No.	351	353	357	359	363	367	369	373	377
San Bernardino - Downtown	6:38	8:38	11:38	**12:38**	**1:38**	**2:38**	**4:38**	**5:38**	**7:38**
San Bernardino - Depot	6:41	8:41	11:41	**12:41**	**1:41**	**2:41**	**4:41**	**5:41**	**7:41**
Rialto	6:48	8:48	11:48	**12:48**	**1:48**	**2:48**	**4:48**	**5:48**	**7:48**
Fontana	6:55	8:55	11:55	**12:55**	**1:55**	**2:55**	**4:55**	**5:55**	**7:55**
Rancho Cucamonga	7:04	9:04	**12:04**	**1:04**	**2:04**	**3:04**	**5:04**	**6:04**	**8:04**
Upland	7:12	9:12	**12:12**	**1:12**	**2:12**	**3:12**	**5:12**	**6:12**	**8:12**
Montclair	7:18	9:18	**12:18**	**1:18**	**2:18**	**3:18**	**5:18**	**6:18**	**8:18**
Claremont	7:21	9:21	**12:21**	**1:21**	**2:21**	**3:21**	**5:21**	**6:21**	**8:21**
Pomona - North	7:26	9:26	**12:26**	**1:26**	**2:26**	**3:26**	**5:26**	**6:26**	**8:26**
Covina	7:37	9:37	**12:37**	**1:37**	**2:37**	**3:37**	**5:37**	**6:37**	**8:37**
Baldwin Park	7:44	9:44	**12:44**	**1:44**	**2:44**	**3:44**	**5:44**	**6:44**	**8:44**
El Monte	7:55	9:55	**12:55**	**1:55**	**2:55**	**3:55**	**5:55**	**6:55**	**8:55**
Cal State L.A.	8:08	10:08	**1:08**	**2:08**	**3:08**	**4:08**	**6:08**	**7:08**	**9:08**
L.A. Union Station	8:22	10:22	**1:22**	**2:22**	**3:22**	**4:22**	**6:22**	**7:22**	**9:22**

SUNDAY

Metrolink Train No.	351	353	357	359	363	367	377
San Bernardino - Downtown	6:38	8:38	11:38	**12:38**	**1:38**	**2:38**	**7:38**
San Bernardino - Depot	6:41	8:41	11:41	**12:41**	**1:41**	**2:41**	**7:41**
Rialto	6:48	8:48	11:48	**12:48**	**1:48**	**2:48**	**7:48**
Fontana	6:55	8:55	11:55	**12:55**	**1:55**	**2:55**	**7:55**
Rancho Cucamonga	7:04	9:04	**12:04**	**1:04**	**2:04**	**3:04**	**8:04**
Upland	7:12	9:12	**12:12**	**1:12**	**2:12**	**3:12**	**8:12**
Montclair	7:18	9:18	**12:18**	**1:18**	**2:18**	**3:18**	**8:18**
Claremont	7:21	9:21	**12:21**	**1:21**	**2:21**	**3:21**	**8:21**
Pomona - North	7:26	9:26	**12:26**	**1:26**	**2:26**	**3:26**	**8:26**
Covina	7:37	9:37	**12:37**	**1:37**	**2:37**	**3:37**	**8:37**
Baldwin Park	7:44	9:44	**12:44**	**1:44**	**2:44**	**3:44**	**8:44**
El Monte	7:55	9:55	**12:55**	**1:55**	**2:55**	**3:55**	**8:55**
Cal State L.A.	8:08	10:08	**1:08**	**2:08**	**3:08**	**4:08**	**9:08**
L.A. Union Station	8:22	10:22	**1:22**	**2:22**	**3:22**	**4:22**	**9:22**

NOTES: AM times **PM times** Boarding information is available at each station.

SAN BERNARDINO LINE

L.A. to San Bernardino

SATURDAY

Metrolink Train No.	352	354	358	362	364	366	368	372	376
L.A. Union Station	8:38	10:38	**1:38**	**2:38**	**3:38**	**4:38**	**6:38**	**7:38**	**9:38**
Cal State L.A.	8:48	10:48	**1:48**	**2:48**	**3:48**	**4:48**	**6:48**	**7:48**	**9:48**
El Monte	8:59	10:59	**1:59**	**2:59**	**3:59**	**4:59**	**6:59**	**7:59**	**9:59**
Baldwin Park	9:10	11:10	**2:10**	**3:10**	**4:10**	**5:10**	**7:10**	**8:10**	**10:10**
Covina	9:17	11:17	**2:17**	**3:17**	**4:17**	**5:17**	**7:17**	**8:17**	**10:17**
Pomona - North	9:30	11:30	**2:30**	**3:30**	**4:30**	**5:30**	**7:30**	**8:30**	**10:30**
Claremont	9:36	11:36	**2:36**	**3:36**	**4:36**	**5:36**	**7:36**	**8:36**	**10:36**
Montclair	9:40	11:40	**2:40**	**3:40**	**4:40**	**5:40**	**7:40**	**8:40**	**10:40**
Upland	9:45	11:45	**2:45**	**3:45**	**4:45**	**5:45**	**7:45**	**8:45**	**10:45**
Rancho Cucamonga	9:52	11:52	**2:52**	**3:52**	**4:52**	**5:52**	**7:52**	**8:52**	**10:52**
Fontana	10:03	**12:03**	**3:03**	**4:03**	**5:03**	**6:03**	**8:03**	**9:03**	**11:03**
Rialto	10:09	**12:09**	**3:09**	**4:09**	**5:09**	**6:09**	**8:09**	**9:09**	**11:09**
San Bernardino - Depot	10:16	**12:16**	**3:16**	**4:16**	**5:16**	**6:16**	**8:16**	**9:16**	**11:16**
San Bernardino - Downtown	10:23	**12:23**	**3:23**	**4:23**	**5:23**	**6:23**	**8:23**	**9:23**	**11:23**

SUNDAY

Metrolink Train No.	352	354	358	362	364	366	376
L.A. Union Station	8:38	10:38	**1:38**	**2:38**	**3:38**	**4:38**	**9:38**
Cal State L.A.	8:48	10:48	**1:48**	**2:48**	**3:48**	**4:48**	**9:48**
El Monte	8:59	10:59	**1:59**	**2:59**	**3:59**	**4:59**	**9:59**
Baldwin Park	9:10	11:10	**2:10**	**3:10**	**4:10**	**5:10**	**10:10**
Covina	9:17	11:17	**2:17**	**3:17**	**4:17**	**5:17**	**10:17**
Pomona - North	9:30	11:30	**2:30**	**3:30**	**4:30**	**5:30**	**10:30**
Claremont	9:36	11:36	**2:36**	**3:36**	**4:36**	**5:36**	**10:36**
Montclair	9:40	11:40	**2:40**	**3:40**	**4:40**	**5:40**	**10:40**
Upland	9:45	11:45	**2:45**	**3:45**	**4:45**	**5:45**	**10:45**
Rancho Cucamonga	9:52	11:52	**2:52**	**3:52**	**4:52**	**5:52**	**10:52**
Fontana	10:03	**12:03**	**3:03**	**4:03**	**5:03**	**6:03**	**11:03**
Rialto	10:09	**12:09**	**3:09**	**4:09**	**5:09**	**6:09**	**11:09**
San Bernardino - Depot	10:16	**12:16**	**3:16**	**4:16**	**5:16**	**6:16**	**11:16**
San Bernardino - Downtown	10:23	**12:23**	**3:23**	**4:23**	**5:23**	**6:23**	**11:23**

NOTES: AM times **PM times** Boarding information is available at each station.

RIVERSIDE LINE

Riverside to L.A.

MONDAY THROUGH FRIDAY

Metrolink Train No.	401	403	NEW TIMES 407	409
Riverside - Downtown	4:35	5:35	6:35	8:10
Jurupa Valley / Pedley	4:46	5:46	6:46	8:21
Ontario - East	4:56	5:56	6:56	8:31
Pomona - Downtown	5:08	6:08	7:08	8:43
Industry	5:17	6:17	7:17	8:52
Montebello / Commerce	5:35	6:35	7:35	9:10
L.A. Union Station	6:00	7:00	8:00	9:35

L.A. to Riverside

MONDAY THROUGH FRIDAY

Metrolink Train No.	406	408	410
L.A. Union Station	**5:00**	**5:30**	**6:00**
Montebello / Commerce	**5:17**	**5:47**	**6:17**
Industry	**5:35**	**6:05**	**6:35**
Pomona - Downtown	**5:44**	**6:14**	**6:44**
Ontario - East	**5:56**	**6:26**	**6:56**
Jurupa Valley / Pedley	**6:08**	**6:38**	**7:08**
Riverside - Downtown	**6:27**	**6:58**	**7:25**

NOTES: AM times **PM times**

Boarding information is available at each station.

Check the 91 / PV Line schedule for additional trains between L.A. Union Station and Riverside - Downtown.
Check the San Bernardino Line schedule for additional trains serving the San Gabriel and Pomona Valleys.

91 / PERRIS VALLEY LINE

Perris to L.A.

MONDAY THROUGH FRIDAY

Metrolink Train No.	701	703	705	707
Perris - South	4:30	5:10	5:48	6:30
Perris - Downtown	4:34	5:14	5:52	6:34
Moreno Valley / March Field	4:44	5:24	6:02	6:44
Riverside - Hunter Park / UCR	5:02	5:42	6:20	7:02
Riverside - Downtown	5:14	5:54	6:32	7:14
Riverside - La Sierra	5:24	6:02	6:42	7:24
Corona - North Main	5:32	6:10	6:50	7:32
Corona - West	5:38	6:16	6:56	7:38
Fullerton	6:05	6:43	7:21	8:03
Buena Park	6:11	6:50	7:29	8:10
Norwalk / Santa Fe Springs	6:19	6:58	7:36	8:18
L.A. Union Station	6:45	7:25	8:10	8:45

NOTES: AM times **PM times**

Boarding information is available at each station.

L.A. to Perris

MONDAY THROUGH FRIDAY

Metrolink Train No.	700	704	706	708	710	712
L.A. Union Station	5:45	**3:35**	**4:20**	**5:00**	**5:30**	**6:50**
Norwalk / Santa Fe Springs	6:06	**3:56**	**4:41**	**5:21**	**5:51**	**7:11**
Buena Park	6:12	**4:03**	**4:47**	**5:27**	**5:57**	**7:17**
Fullerton	6:19	**4:09**	**4:54**	**5:34**	**6:04**	**7:24**
Corona - West	6:43	**4:35**	**5:18**	**5:58**	**6:28**	**7:48**
Corona - North Main	6:50	**4:41**	**5:25**	**6:05**	**6:35**	**7:55**
Riverside - La Sierra	6:59	**4:50**	**5:34**	**6:14**	**6:44**	**8:04**
Riverside - Downtown	7:15	**5:03**	**5:48**	**6:28**	**6:58**	**8:25**
Riverside - Hunter Park / UCR		**5:15**	**5:57**	**6:37**	**7:07**	
Moreno Valley / March Field		**5:28**	**6:10**	**6:50**	**7:20**	
Perris - Downtown		**5:39**	**6:21**	**7:01**	**7:31**	
Perris - South		**5:58**	**6:40**	**7:15**	**7:50**	

Check Orange County Line and Inland Empire-Orange County Line schedules for additional trains along this corridor.

Check Riverside Line schedule for additional trains between L.A. Union Station and Riverside - Downtown.

91 / PERRIS VALLEY LINE

Perris to L.A.

SATURDAY AND SUNDAY

Metrolink Train No.	751	753
Perris - South	7:07	8:17
Perris - Downtown	7:11	8:21
Moreno Valley / March Field	7:24	8:34
Riverside - Hunter Park / UCR	7:41	8:51
Riverside - Downtown	7:50	9:00
Riverside - La Sierra	8:00	9:10
Corona - North Main	8:08	9:18
Corona - West	8:14	9:24
Fullerton	8:39	9:49
Buena Park	8:46	9:56
Norwalk / Santa Fe Springs	8:54	10:04
L.A. Union Station	9:30	10:40

NOTES: See above.

L.A. to Perris

SATURDAY AND SUNDAY

Metrolink Train No.	752	754
L.A. Union Station	**3:15**	**7:12**
Norwalk / Santa Fe Springs	**3:36**	**7:33**
Buena Park	**3:42**	**7:39**
Fullerton	**3:49**	**7:46**
Corona - West	**4:13**	**8:10**
Corona - North Main	**4:20**	**8:17**
Riverside - La Sierra	**4:29**	**8:26**
Riverside - Downtown	**4:42**	**8:39**
Riverside - Hunter Park / UCR	**4:59**	**8:57**
Moreno Valley / March Field	**5:16**	**9:14**
Perris - Downtown	**5:29**	**9:27**
Perris - South	**5:35**	**9:33**

ORANGE COUNTY LINE

Oceanside to L.A.

MONDAY THROUGH FRIDAY

Metrolink Train No.	681	601	603	605	683	607	685	609	689
Oceanside		4:35	5:16	5:42		6:34		**3:26**	
San Clemente Pier		↓	↓	↓		↓		↓	
San Clemente		4:58	5:38	6:04		6:56		**3:48**	
San Juan Capistrano		5:07	5:47	6:13		7:05		**3:57**	
Laguna Niguel / Mission Viejo	4:05	5:14	5:53	6:19		7:11	8:03	**4:07**	
Irvine	4:15	5:24	6:03	6:29	7:10	7:22	8:13	**4:19**	**5:17**
Tustin	4:21	5:30	6:09	6:36	7:16	7:28	8:19	**4:26**	**5:23**
Santa Ana	4:27	5:36	6:16	6:43	7:22	7:34	8:25	**4:33**	**5:29**
Orange	4:32	5:44	6:21	6:49	7:27	7:39	8:30	**4:38**	**5:34**
Anaheim	4:36	5:49	6:26	6:55	7:32	7:44	8:35	**4:44**	**5:39**
Fullerton	4:43	5:56	6:35	7:02	7:41	7:51	8:42	**4:51**	**5:46**
Buena Park	4:49	6:02	6:41	7:08	7:47	7:57	8:48	**4:57**	**5:52**
Norwalk / Santa Fe Springs	4:57	6:10	6:49	7:16	7:55	8:05	8:56	**5:05**	**6:00**
Commerce	↓	↓	7:00	7:26	↓	8:19	9:08	↓	↓
L.A. Union Station	5:25	6:37	7:20	7:45	8:19	8:40	9:26	**5:31**	**6:27**

NOTES: AM times **PM times**

Boarding information is available at each station.

↓ Train does not stop at station

Check 91 / Perris Valley Line and Inland Empire-Orange County Line schedules for additional trains along this corridor.

ORANGE COUNTY LINE

L.A. to Oceanside

MONDAY THROUGH FRIDAY

Metrolink Train No.	600	684	602	686	604	688	606	608
L.A. Union Station	7:58	**2:11**	**3:19**	**3:47**	**4:30**	**4:50**	**5:40**	**6:40**
Commerce	↓	↓	**3:33**	**4:01**	**4:44**	↓	**5:54**	↓
Norwalk / Santa Fe Springs	8:20	**2:33**	**3:43**	**4:12**	**4:55**	**5:12**	**6:04**	**7:03**
Buena Park	8:27	**2:40**	**3:50**	**4:19**	**5:03**	**5:19**	**6:11**	**7:10**
Fullerton	8:33	**2:46**	**3:56**	**4:25**	**5:10**	**5:25**	**6:17**	**7:16**
Anaheim	8:40	**2:54**	**4:03**	**4:33**	**5:17**	**5:33**	**6:25**	**7:23**
Orange	8:45	**2:59**	**4:08**	**4:38**	**5:22**	**5:39**	**6:31**	**7:28**
Santa Ana	8:50	**3:05**	**4:13**	**4:43**	**5:27**	**5:45**	**6:36**	**7:33**
Tustin	8:56	**3:12**	**4:19**	**4:49**	**5:33**	**5:52**	**6:42**	**7:39**
Irvine	9:04	**3:21**	**4:27**	**5:02**	**5:41**	**6:01**	**6:50**	**7:47**
Laguna Niguel / Mission Viejo	9:14	**3:36**	**4:40**		**5:51**	**6:15**	**7:00**	**7:58**
San Juan Capistrano	9:20		**4:46**		**5:57**		**7:06**	**8:04**
San Clemente	9:30		**4:59**		**6:06**		**7:16**	**8:17**
San Clemente Pier	↓		↓		↓		↓	↓
Oceanside	10:01		**5:28**		**6:37**		**7:48**	**8:46**

ORANGE COUNTY LINE

Oceanside to L.A.

SATURDAY AND SUNDAY

Metrolink Train No.	661	663	665	667
Oceanside	8:15	11:24	**1:24**	**5:36**
San Clemente Pier	8:35	11:48	**1:43**	**5:55**
San Clemente	8:38	11:50	**1:46**	**5:58**
San Juan Capistrano	8:50	**12:00**	**2:00**	**6:11**
Laguna Niguel / Mission Viejo	8:58	**12:08**	**2:07**	**6:19**
Irvine	9:08	**12:19**	**2:17**	**6:29**
Tustin	9:14	**12:25**	**2:23**	**6:35**
Santa Ana	9:20	**12:31**	**2:29**	**6:41**
Orange	9:25	**12:36**	**2:34**	**6:46**
Anaheim	9:30	**12:41**	**2:39**	**6:51**
Fullerton	9:37	**12:48**	**2:46**	**6:58**
Buena Park	9:43	**12:54**	**2:52**	**7:04**
Norwalk / Santa Fe Springs	9:51	**1:02**	**3:00**	**7:12**
Commerce	↓	↓	↓	↓
L.A. Union Station	10:30	**1:37**	**3:39**	**7:56**

L.A. to Oceanside

SATURDAY AND SUNDAY

Metrolink Train No.	660	662	664	666
L.A. Union Station	8:40	10:50	**2:00**	**4:40**
Commerce	↓	↓	↓	↓
Norwalk / Santa Fe Springs	9:02	11:12	**2:22**	**5:02**
Buena Park	9:09	11:19	**2:29**	**5:09**
Fullerton	9:15	11:25	**2:35**	**5:15**
Anaheim	9:22	11:32	**2:42**	**5:22**
Orange	9:27	11:37	**2:47**	**5:27**
Santa Ana	9:32	11:42	**2:52**	**5:32**
Tustin	9:38	11:48	**2:58**	**5:38**
Irvine	9:46	11:56	**3:06**	**5:46**
Laguna Niguel / Mission Viejo	9:56	**12:06**	**3:16**	**5:56**
San Juan Capistrano	10:01	**12:13**	**3:21**	**6:01**
San Clemente	10:12	**12:25**	**3:34**	**6:15**
San Clemente Pier	10:15	**12:28**	**3:36**	**6:18**
Oceanside	10:52	**1:00**	**4:15**	**6:55**

NOTES: AM times **PM times** Boarding information is available at each station. ↓ Train does not stop at station

Check 91 / Perris Valley Line and Inland Empire-Orange County Line schedules for additional trains along this corridor.

INLAND EMPIRE - ORANGE COUNTY LINE

San Bernardino to Oceanside

SATURDAY AND SUNDAY

Metrolink Train No.	857	859
San Bernardino - Downtown	7:00	8:55
San Bernardino - Depot	7:05	9:00
Riverside - Downtown	7:24	9:19
Riverside - La Sierra	7:36	9:32
Corona - North Main	7:44	9:39
Corona - West	7:49	9:44
Anaheim Canyon	8:11	10:07
Orange	8:22	10:17
Santa Ana	8:27	10:23
Tustin	8:34	10:30
Irvine	8:42	10:39
Laguna Niguel / Mission Viejo	8:57	10:52
San Juan Capistrano	9:03	11:00
San Clemente	9:13	11:10
San Clemente Pier	9:16	11:13
Oceanside	9:55	11:50

Oceanside to San Bernardino

SATURDAY AND SUNDAY

Metrolink Train No.	858	860
Oceanside	**2:51**	**4:28**
San Clemente Pier	**3:11**	**4:47**
San Clemente	**3:14**	**4:50**
San Juan Capistrano	**3:29**	**5:00**
Laguna Niguel / Mission Viejo	**3:37**	**5:08**
Irvine	**3:48**	**5:18**
Tustin	**3:55**	**5:24**
Santa Ana	**4:01**	**5:30**
Orange	**4:07**	**5:35**
Anaheim Canyon	**4:16**	**5:42**
Corona - West	**4:36**	**6:02**
Corona - North Main	**4:43**	**6:08**
Riverside - La Sierra	**4:52**	**6:17**
Riverside - Downtown	**5:00**	**6:26**
San Bernardino - Depot	**5:18**	**6:44**
San Bernardino - Downtown	**5:34**	**7:11**

NOTES: AM times **PM times** Boarding information is available at each station.

Check 91 / Perris Valley Line and Orange County Line schedules for additional trains along this corridor.

INLAND EMPIRE - ORANGE COUNTY LINE

San Bernardino to Oceanside

MONDAY THROUGH FRIDAY

RESTORED

Metrolink Train No.	803	805	807	809	811	815	817
San Bernardino - Downtown	4:31	5:18	5:54			**12:19**	
San Bernardino - Depot	4:36	5:23	5:59			**12:24**	
Riverside - Downtown	4:53	5:40	6:16	6:59	7:28	**12:40**	**3:01**
Riverside - La Sierra	5:06	5:50	6:27	7:10	7:40	**12:52**	**3:14**
Corona - North Main	5:13	5:58	6:34	7:17	7:47	**12:59**	**3:21**
Corona - West	5:18	6:04	6:39	7:22	7:52	**1:04**	**3:26**
Anaheim Canyon	5:36	6:25	6:59	7:42	8:12	**1:25**	**3:45**
Orange	5:44	6:33	7:07	7:53	8:22	**1:34**	**3:54**
Santa Ana	5:53	6:38	7:12	7:58	8:28	**1:40**	**4:00**
Tustin	5:59	6:44	7:18	8:05	8:34	**1:46**	**4:07**
Irvine	6:07	6:55	7:26	8:13	8:42	**1:54**	**4:15**
Laguna Niguel / Mission Viejo	6:18		7:42	8:28	8:53	**2:04**	**4:26**
San Juan Capistrano	6:26					**2:09**	
San Clemente	6:36					**2:18**	
San Clemente Pier	|					|	
Oceanside	7:03					**2:53**	

Oceanside to San Bernardino

MONDAY THROUGH FRIDAY

Metrolink Train No.	800	802	806	808	810	812	814
Oceanside	7:39					**4:25**	
San Clemente Pier	|					|	
San Clemente	8:02					**4:46**	
San Juan Capistrano	8:11					**4:57**	
Laguna Niguel / Mission Viejo	8:17	9:13	**3:27**	**3:56**	**4:45**	**5:18**	**6:35**
Irvine	8:27	9:23	**3:37**	**4:06**	**4:55**	**5:28**	**6:45**
Tustin	8:33	9:29	**3:44**	**4:12**	**5:01**	**5:34**	**6:51**
Santa Ana	8:39	9:35	**3:50**	**4:19**	**5:07**	**5:41**	**6:57**
Orange	8:44	9:40	**3:57**	**4:24**	**5:12**	**5:46**	**7:02**
Anaheim Canyon	8:51	9:46	**4:03**	**4:31**	**5:19**	**5:53**	**7:09**
Corona - West	9:09	10:04	**4:22**	**4:52**	**5:38**	**6:11**	**7:30**
Corona - North Main	9:14	10:09	**4:27**	**4:58**	**5:45**	**6:17**	**7:36**
Riverside - La Sierra	9:21	10:17	**4:35**	**5:06**	**5:54**	**6:25**	**7:44**
Riverside - Downtown	9:44	10:29	**4:57**	**5:17**	**6:06**	**6:37**	**8:05**
San Bernardino - Depot		10:47		**5:32**	**6:21**	**6:54**	
San Bernardino - Downtown		11:01		**5:44**	**6:33**	**7:08**	

NOTES: AM times **PM times**

Boarding information is available at each station.

↓ Train does not stop at station

Check 91 / Perris Valley Line and Orange County Line schedules for additional trains along this corridor.

Attachment B

HUD DNL Calculator Noise Model Input/Output Data, Noise Barrier Calculations (Fresnel Equation)

DUDEK

DNL Calculator

The Day/Night Noise Level Calculator is an electronic assessment tool that calculates the Day/Night Noise Level (DNL) from roadway and railway traffic. For more information on using the DNL calculator, view the **Day/Night Noise Level Calculator Electronic Assessment Tool Overview (/programs/environmental-review/daynight-noise-level-electronic-assessment-tool/)**.

Guidelines

- To display the Road and/or Rail DNL calculator(s), click on the "Add Road Source" and/or "Add Rail Source" button(s) below.
- All Road and Rail input values must be positive non-decimal numbers.
- All Road and/or Rail DNL value(s) must be calculated separately before calculating the Site DNL.
- All checkboxes that apply must be checked for vehicles and trains in the tables' headers.
- **Note #1:** Tooltips, containing field specific information, have been added in this tool and may be accessed by hovering over all the respective data fields (site identification, roadway and railway assessment, DNL calculation results, roadway and railway input variables) with the mouse.
- **Note #2:** DNL Calculator assumes roadway data is always entered.

DNL Calculator

Site ID	3400 Paseo Adelanto, San Juan Capistrano
Record Date	05/21/2021
User's Name	Mike Greene

Road # 1 Name:	**Camino Capistrano**

Road #1

Vehicle Type	**Cars** ☑	**Medium Trucks** ☑	**Heavy Trucks** ☑
Effective Distance	470	470	470
Distance to Stop Sign	0	0	0
Average Speed	35	35	30
Average Daily Trips (ADT)	21340	440	220
Night Fraction of ADT	15	15	15
Road Gradient (%)			0
Vehicle DNL	43	36	52
Calculate Road #1 DNL	52	Reset	

Road # 2 Name:	**I-5 Freeway**

Road #2

Vehicle Type	**Cars** ☑	**Medium Trucks** ☑	**Heavy Trucks** ☑

Effective Distance	775	775	775
Distance to Stop Sign	0	0	0
Average Speed	65	65	60
Average Daily Trips (ADT)	244800	5100	5100
Night Fraction of ADT	15	15	15
Road Gradient (%)			0
Vehicle DNL	55	48	64
Calculate Road #2 DNL	64	Reset	

Railroad #1 Track Identifier:	**SCAX Rail line east of project site - freight trains**

Rail # 1

Train Type	**Electric** ☐	**Diesel** ☑
Effective Distance		100
Average Train Speed		55
Engines per Train		4

Railway cars per Train		50
Average Train Operations (ATO)		21
Night Fraction of ATO		38
Railway whistles or horns?	Yes: ☐ No: ☐	Yes: ☐ No: ☑
Bolted Tracks?	Yes: ☐ No: ☐	Yes: ☐ No: ☑
Train DNL	0	71
Calculate Rail #1 DNL	71	Reset

Railroad #2 Track Identifier:	**SCAX Rail line east of project site - Metrolink trains**

Rail # 2

Train Type	**Electric** ☐	**Diesel** ☑
Effective Distance		100
Average Train Speed		60
Engines per Train		1
Railway cars per Train		5

Average Train Operations (ATO)		10
Night Fraction of ATO		40
Railway whistles or horns?	Yes: ☐ No: ☐	Yes: ☐ No: ☑
Bolted Tracks?	Yes: ☐ No: ☐	Yes: ☐ No: ☑
Train DNL	0	61
Calculate Rail #2 DNL	61	Reset

Railroad #3 Track Identifier:	**SCAX Rail line east of project site - Amtrak trains**

Rail # 3

Train Type	**Electric** ☐	**Diesel** ☑
Effective Distance		100
Average Train Speed		60
Engines per Train		1
Railway cars per Train		10
Average Train Operations (ATO)		12

Night Fraction of ATO		25
Railway whistles or horns?	Yes: ☐ No: ☐	Yes: ☐ No: ☑
Bolted Tracks?	Yes: ☐ No: ☐	Yes: ☐ No: ☑
Train DNL	0	61
Calculate Rail #3 DNL	61	Reset

Add Road Source | Add Rail Source

Airport Noise Level	
Loud Impulse Sounds?	○**Yes** ○**No**
Combined DNL for all Road and Rail sources	**72**
Combined DNL including Airport	**N/A**
Site DNL with Loud Impulse Sound	

Calculate | Reset

Mitigation Options

If your site DNL is in Excess of 65 decibels, your options are:

- **No Action Alternative**: Cancel the project at this location
- **Other Reasonable Alternatives**: Choose an alternate site
- **Mitigation**
  - **Contact your Field or Regional Environmental Officer (/programs/environmental-review/hud-environmental-staff-contacts/)**
  - Increase mitigation in the building walls (only effective if no outdoor, noise sensitive areas)
  - Reconfigure the site plan to increase the distance between the noise source and noise-sensitive uses
  - Incorporate natural or man-made barriers. See ***The Noise Guidebook (/resource/313/hud-noise-guidebook/)***
  - Construct noise barrier. See the **Barrier Performance Module (/programs/environmental-review/bpm-calculator/)**

Tools and Guidance

Day/Night Noise Level Assessment Tool User Guide (/resource/3822/day-night-noise-level-assessment-tool-user-guide/)

Day/Night Noise Level Assessment Tool Flowcharts (/resource/3823/day-night-noise-level-assessment-tool-flowcharts/)

DNL Calculator

The Day/Night Noise Level Calculator is an electronic assessment tool that calculates the Day/Night Noise Level (DNL) from roadway and railway traffic. For more information on using the DNL calculator, view the **Day/Night Noise Level Calculator Electronic Assessment Tool Overview (/programs/environmental-review/daynight-noise-level-electronic-assessment-tool/)**.

Guidelines

- To display the Road and/or Rail DNL calculator(s), click on the "Add Road Source" and/or "Add Rail Source" button(s) below.
- All Road and Rail input values must be positive non-decimal numbers.
- All Road and/or Rail DNL value(s) must be calculated separately before calculating the Site DNL.
- All checkboxes that apply must be checked for vehicles and trains in the tables' headers.
- **Note #1:** Tooltips, containing field specific information, have been added in this tool and may be accessed by hovering over all the respective data fields (site identification, roadway and railway assessment, DNL calculation results, roadway and railway input variables) with the mouse.
- **Note #2:** DNL Calculator assumes roadway data is always entered.

DNL Calculator

Site ID	3400 Paseo Adelanto, San Juan Capistrano
Record Date	05/21/2021
User's Name	Mike Greene

Road # 1 Name:	**Camino Capistrano**

Road #1

Vehicle Type	**Cars** ☑	**Medium Trucks** ☑	**Heavy Trucks** ☑
Effective Distance	870	870	870
Distance to Stop Sign	0	0	0
Average Speed	35	35	30
Average Daily Trips (ADT)	21340	440	220
Night Fraction of ADT	15	15	15
Road Gradient (%)			0
Vehicle DNL	39	32	48
Calculate Road #1 DNL	49	Reset	

Road # 2 Name:	**I-5 Freeway**

Road #2

Vehicle Type	**Cars** ☑	**Medium Trucks** ☑	**Heavy Trucks** ☑

Effective Distance	1175	1175	1175
Distance to Stop Sign	0	0	0
Average Speed	65	65	60
Average Daily Trips (ADT)	244800	5100	5100
Night Fraction of ADT	15	15	15
Road Gradient (%)			0
Vehicle DNL	53	46	61
Calculate Road #2 DNL	62	Reset	

Railroad #1 Track Identifier:	**SCAX Rail line east of project site - freight trains**

Rail # 1

Train Type	**Electric** ☐	**Diesel** ☑
Effective Distance		500
Average Train Speed		55
Engines per Train		4

Railway cars per Train		50
Average Train Operations (ATO)		21
Night Fraction of ATO		38
Railway whistles or horns?	Yes: ☐ No: ☐	Yes: ☐ No: ☑
Bolted Tracks?	Yes: ☐ No: ☐	Yes: ☐ No: ☑
Train DNL	0	60
Calculate Rail #1 DNL	60	Reset

Railroad #2 Track Identifier:	**SCAX Rail line east of project site - Metrolink trains**

Rail # 2

Train Type	**Electric** ☐	**Diesel** ☑
Effective Distance		500
Average Train Speed		60
Engines per Train		1
Railway cars per Train		5

Average Train Operations (ATO)		10
Night Fraction of ATO		40
Railway whistles or horns?	Yes: ☐ No: ☐	Yes: ☐ No: ☑
Bolted Tracks?	Yes: ☐ No: ☐	Yes: ☐ No: ☑
Train DNL	0	51
Calculate Rail #2 DNL	51	Reset

Railroad #3 Track Identifier:	**SCAX Rail line east of project site - Amtrak trains**

Rail # 3

Train Type	**Electric** ☐	**Diesel** ☑
Effective Distance		500
Average Train Speed		60
Engines per Train		1
Railway cars per Train		10
Average Train Operations (ATO)		12

Night Fraction of ATO		25
Railway whistles or horns?	Yes: ☐ No: ☐	Yes: ☐ No: ☑
Bolted Tracks?	Yes: ☐ No: ☐	Yes: ☐ No: ☑
Train DNL	0	50
Calculate Rail #3 DNL	50	Reset

Add Road Source | Add Rail Source

Airport Noise Level	
Loud Impulse Sounds?	○**Yes** ○**No**
Combined DNL for all Road and Rail sources	**65**
Combined DNL including Airport	**N/A**
Site DNL with Loud Impulse Sound	

Calculate | Reset

Mitigation Options

If your site DNL is in Excess of 65 decibels, your options are:

- **No Action Alternative**: Cancel the project at this location
- **Other Reasonable Alternatives**: Choose an alternate site
- **Mitigation**
  - **Contact your Field or Regional Environmental Officer (/programs/environmental-review/hud-environmental-staff-contacts/)**
  - Increase mitigation in the building walls (only effective if no outdoor, noise sensitive areas)
  - Reconfigure the site plan to increase the distance between the noise source and noise-sensitive uses
  - Incorporate natural or man-made barriers. See ***The Noise Guidebook (/resource/313/hud-noise-guidebook/)***
  - Construct noise barrier. See the **Barrier Performance Module (/programs/environmental-review/bpm-calculator/)**

Tools and Guidance

Day/Night Noise Level Assessment Tool User Guide (/resource/3822/day-night-noise-level-assessment-tool-user-guide/)

Day/Night Noise Level Assessment Tool Flowcharts (/resource/3823/day-night-noise-level-assessment-tool-flowcharts/)

RAY-TRACE PROGRAM (FOR A POINT-SOURCE)

Uses the Equation: $(A_{e4})_{point}=20*\log[(2*pi*N)^{1/2}/\tanh(2*pi*N)^{1/2}]+5dB$

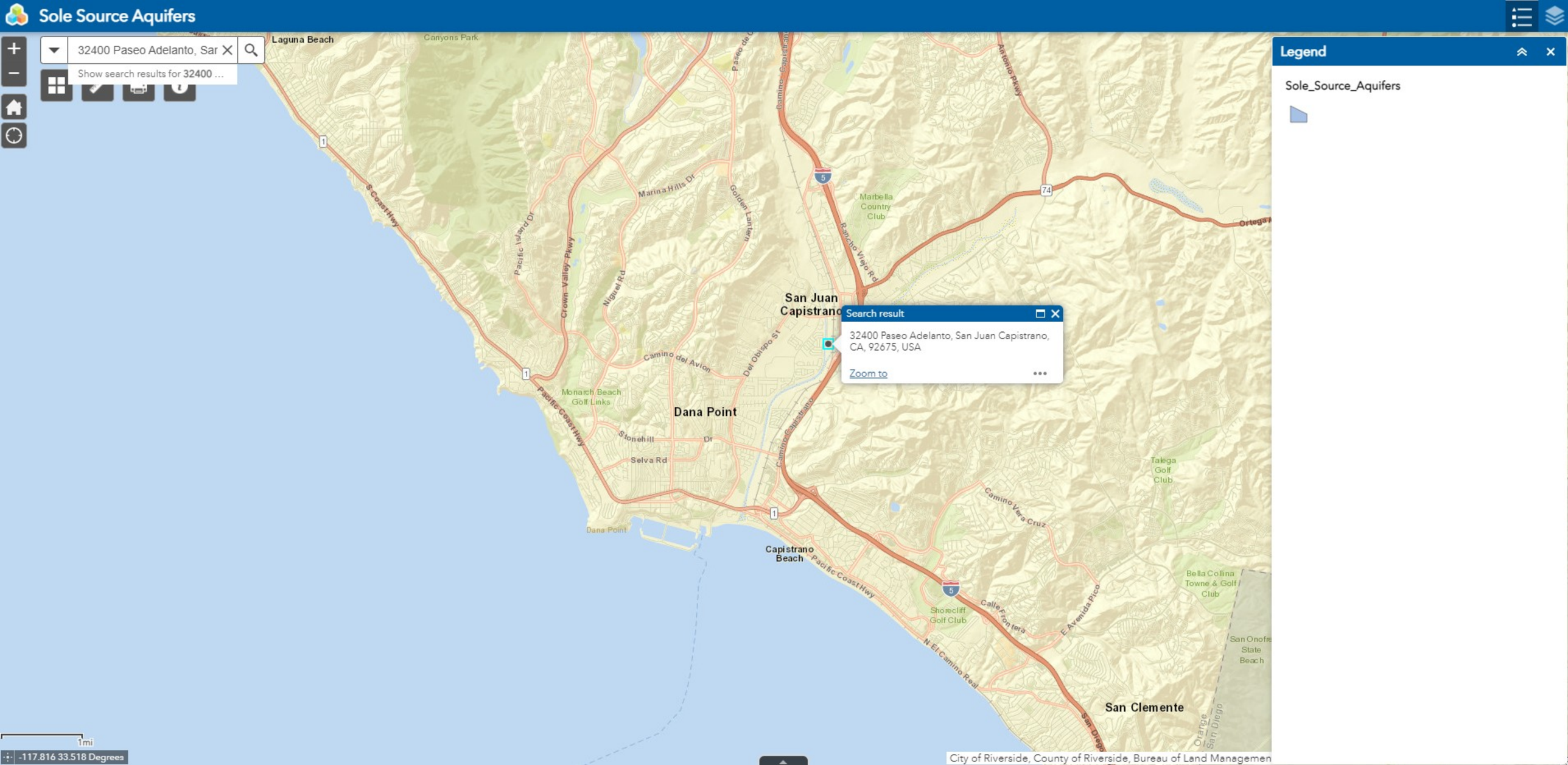
(Ref. Pg.174, Noise and Vibration Control, L.L. Beranek Editor, 1971 Ed.

Project: Paseo Adelanto
Date: 6/9/21
By: MG

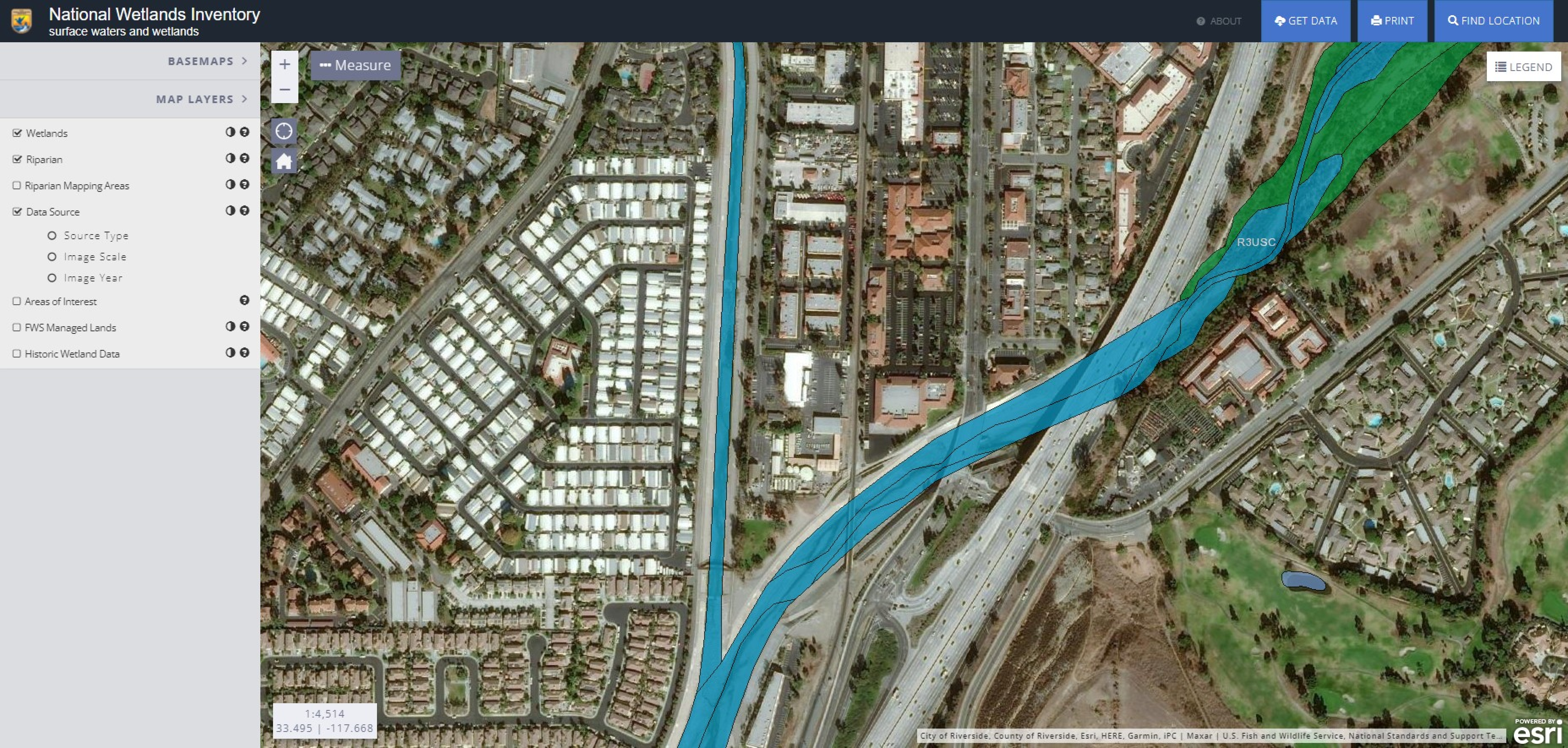
Please Enter: Using English (E) units or Metric (M) units ? E

Ray Trace Number/Description	Source-Receiver Distance (ft. or m)	Source Base Elev. (ft. or m)	Source Height above Ground (ft. or m)	Receiver Base Elev. (ft. or m)	Receiver Height above Ground (ft. or m)	Horizontal Barrier Dist. (in ref. to source) (ft. or m)	Barrier Base Elev. (ft. or m)	Barrier Height (ft. or m)	Dominant Freq.(Hz)	Source-Rcvr Straight-Line Dist. (ft. or m)	Source-Top-of-Barrier Dist. (ft. or m)	Receiver-Top-of-Barrier Dist. (ft. or m)	Lambda	N_{max}	$AE_{(barriers)}$ (dB)
Transportation Noise - Courtyard-facing	135.0	75.0	15.0	75.0	25.0	100.0	75.0	**29.0**	500.0	135.4	101.0	35.2	2.3	0.7	**11.9**

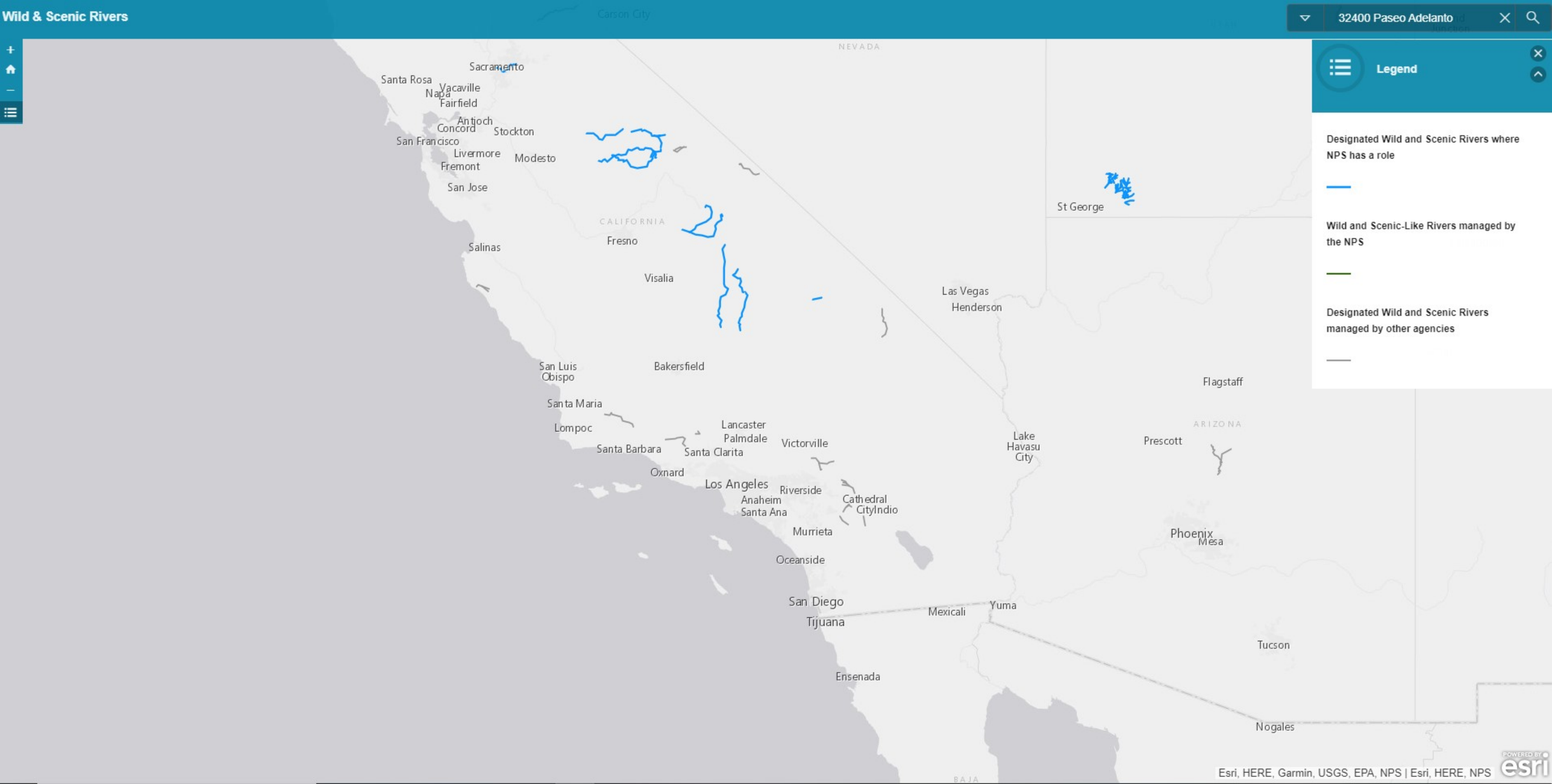
Attachment 15. Sole Source Aquifers Map


Sole Source Aquifers
32400 Paseo Adelanto, Sar
Show search results for 32400 ...
Legend
Sole_Source_Aquifers
Search result
32400 Paseo Adelanto, San Juan Capistrano, CA, 92675, USA
Zoom to
Laguna Beach
Canyons Park
San Juan Capistrano
Dana Point
Capistrano Beach
San Clemente
Marbella Country Club
Monarch Beach Golf Links
Talega Golf Club
Shorecliff Golf Club
Bella Collina Towne & Golf Club
San Onofre State Beach
S Coast Hwy
Pacific Coast Hwy
Crown Valley Pkwy
Marina Hills Dr
Niguel Rd
Pacific Island Dr
Golden Lantern
Camino del Avion
Del Obispo St
Camino Capistrano
Rancho Viejo Rd
Antonio Pkwy
Camino Vera Cruz
Calle Frontera
E Avenida Pico
N El Camino Real
Stonehill Dr
Selva Rd
1mi
-117.816 33.518 Degrees
City of Riverside, County of Riverside, Bureau of Land Managemen

Attachment 16. National Wetlands Inventory Map


National Wetlands Inventory
surface waters and wetlands
ABOUT
GET DATA
PRINT
FIND LOCATION
BASEMAPS
MAP LAYERS
Wetlands
Riparian
Riparian Mapping Areas
Data Source
Source Type
Image Scale
Image Year
Areas of Interest
FWS Managed Lands
Historic Wetland Data
Measure
LEGEND
R3USC
1:4,514
33.495 | -117.668
City of Riverside, County of Riverside, Esri, HERE, Garmin, iPC | Maxar | U.S. Fish and Wildlife Service, National Standards and Support Te...
POWERED BY
esri

Attachment 17. Wild and Scenic Rivers Map


Wild & Scenic Rivers
32400 Paseo Adelanto
Legend
Designated Wild and Scenic Rivers where NPS has a role
Wild and Scenic-Like Rivers managed by the NPS
Designated Wild and Scenic Rivers managed by other agencies
NEVADA
CALIFORNIA
ARIZONA
BAJA
Carson City
Sacramento
Santa Rosa
Napa
Vacaville
Fairfield
Antioch
Concord
Stockton
San Francisco
Livermore
Modesto
Fremont
San Jose
Salinas
Fresno
Visalia
St George
Las Vegas
Henderson
San Luis Obispo
Bakersfield
Santa Maria
Lompoc
Lancaster
Palmdale
Victorville
Santa Barbara
Santa Clarita
Oxnard
Los Angeles
Riverside
Anaheim
Santa Ana
Cathedral City
Indio
Murrieta
Oceanside
San Diego
Tijuana
Mexicali
Yuma
Ensenada
Lake Havasu City
Flagstaff
Prescott
Phoenix
Mesa
Tucson
Nogales
Esri, HERE, Garmin, USGS, EPA, NPS | Esri, HERE, NPS

Attachment 18. Evidence of Compliance with Zoning

32400 PASEO ADELANTO
SAN JUAN CAPISTRANO, CA 92675
(949) 493-1171
(949) 493-1053 FAX
www.sanjuancapistrano.org

March 8, 2021

Jamboree Housing Corporation
Tung Tran, Senior Director
17701 Cowan Ave. Suite 200
Irvine CA 92614

RE: Evidence of Compliance with Zoning

Dear Mr. Tran,

The proposed project, Paseo Adelanto Residential, located at the southern terminus of Paseo Adelanto in the City of San Juan Capistrano, is compatible with existing land uses and is anticipated to be found to comply with both the zoning ordinance and General Plan of the City of San Juan Capistrano.

The new 50-unit affordable residential community with a 12,000 square foot City Hall Building would be located on 2.5 acres of land. The existing land use and zoning for the site is Very High Density (VHD) which allows a maximum density of 30 dwelling units per acre and public buildings and facilities.

An Architectural Control, Sign Permit, Parcel Map, and Floodplain Land use Permit will be required and will be considered for approval by the Planning Commission and City Council. Additionally, the site design, architecture, landscaping, and signage will be considered by the City's Design Review Committee prior to being reviewed by the Commission and Council.

Please do not hesitate to contact me with any questions at 949-443-6313 or via email at lstokes@sanjuancapistrano.org.

Sincerely,

Laura Stokes
Housing Supervisor / Associate Planner