CITY OF LONG BEACH

H-1

DEPARTMENT OF DEVELOPMENT SERVICES

333 West Ocean Blvd., 3rd Floor, Long Beach, CA 90802 (562) 570-5237

May 21, 2019

HONORABLE MAYOR AND CITY COUNCIL
City of Long Beach
California

RECOMMENDATION:

Receive supporting documentation into the record, conclude the public hearing, and adopt Negative Declaration ND-01-19; and

Declare the Ordinance amending the official Zoning Map (Zone Change (ZCHG 19-001) to rezone a portion of the property at 4251 Long Beach Boulevard currently zoned Single-Family Residential with Large Lots (R-1-L) to Community Automobile Oriented District (CCA), read the first time and laid over to the next regular meeting of the City Council for final reading. (District 8)

DISCUSSION

On April 4, 2019, the Planning Commission conducted a public hearing on the proposed rezoning project (No. 1708-12), considered public testimony, and recommended approval on the requested actions to the City Council (Attachment A – Planning Commission staff report).

The project site is located on the west side of Long Beach Boulevard between E. 44th Street and E. San Antonio Drive. The adjacent use to the north is residential, to the west is a golf course, to the south is an office building, and to the east across Long Beach Boulevard is a shopping center. The site is located on the easterly border/boundary line of the Los Cerritos neighborhood to the west and the westerly border/boundary line of the Bixby Knolls neighborhood to the east (Attachment B – Location Map). The present development of the site consists of a demolished 6,354-square-foot restaurant building with two remaining walls partially dismantled down to the bare studs (Attachment C – Photos).

The proposed rezoning is not associated with any other discretionary action for the project site. The project site is currently zoned Single-Family Residential with Large Lots (R-1-L) and Community Automobile Oriented District (CCA) with a general land use designation of LUD No. 8P - Pedestrian Oriented Retail Strip. The approximate area of the R-1-L zoning designation measures approximately 25-feet by 150-feet. The R-1-L zoning designation on the site captures the northern driveway of the parking lot and northern portion of the former restaurant building. The remainder of this site is zoned CCA. The proposed zone change would result in the entirety of the parcel being zoned

Community Automobile Oriented District (CCA) (Attachment D - Proposed Use District Maps).

The General Plan designation LUD No. 8P: Pedestrian-Oriented Retail Strip is intended for "retail uses catering primarily to pedestrian trade… where shoppers can arrive by foot or by car and park in one location and then stroll to a number of shops, services, and restaurants." In contrast, the current zoning of the property is Single-Family Residential with Large Lots (R-1-L) which allows for residential uses. The proposed zone change would eliminate the inconsistency of the underlying general plan land use designation (LUD No. 8P: Pedestrian-Oriented Retail Strip). Residential uses permitted by the current R-1-L zone are not consistent with LUD No. 8P which is meant to accommodate commercial uses specific to the CCA zone. The proposed zone change will provide continuity with the other pedestrian oriented commercial uses to the south along Long Beach Boulevard and further promote the orderly development of the City in a manner consistent with the General Plan. A comparison of key differences in both the R-1-L and CCA zones are provided (Attachment E – R-1-L and CCA Comparison Table).

The request is not anticipated to adversely effect the character, livability, or surrounding area and is anticipated to provide a more compatible site consistent with the goals and objectives of the general plan.

Public hearing notices were published in the Long Beach Press Telegram on May 6, 2019, and distributed on May 7, 2019; no responses were received as of the date of preparation of this report. Any written testimony received following the preparation of this report will be provided to the City Council, prior to the hearing.

In accordance with the Guidelines for Implementation of the California Environmental Quality Act (CEQA), a Negative Declaration (ND) was prepared for the proposed project evaluating potential impacts to aesthetics, agricultural resources, air quality, biological resources, cultural resources, geology and soils, greenhouse gas emissions, hazardous materials, hydrology and water quality, land use and planning, mineral resources, noise, population and housing, public services, recreation, transportation and traffic, utilities and service systems, and tribal resources impacts. The ND determined that the project, would not result in any significant adverse environmental impacts.

The ND was distributed to public agencies and made available for public review and comment for a CEQA-required 30-day Notice of Intent review period, that started on February 8, 2019 and ended March 10, 2019. Public comments were received by the Gabrieleno Band of Missions Indians Kizh Nation and the California Department of Transportation during the review period but did not require further analysis (Attachment F – Negative Declaration and Attachment G - Comment Letters).

At the April 4, 2019, meeting of the Planning Commission, the Commission took action to recommend approval of the project: six Planning Commissioners approved the project proposal, and one Commissioner was absent (Attachment H – Findings). No public testimony was received for the project.

This matter was reviewed by Assistant City Attorney Michael J. Mais and by Budget Analysis Officer Julissa José-Murray on April 30, 2019.

TIMING CONSIDERATIONS

City Council action is requested on May 21, 2019 pursuant to Section 21.21.504 and Section 21.25.103 of the Zoning Regulations requires a public hearing for a Zone Change within sixty (60) days of the April 4, 2019 Planning Commission hearing.

FISCAL IMPACT

There is no fiscal or local job impact associated with this recommendation.

SUGGESTED ACTION:

Approve recommendation.

Respectfully submitted,

Linda F. Tatum

LINDA F. TATUM, FAICP
DIRECTOR OF DEVELOPMENT SERVICES

LFT:CK:AO:NV
P:\Planning\City Council Items (Pending)\Council Letters\2019\2019-05-21\4251 LBB Zone Change_report.docx

Attachments: Ordinance
Attachment A – Planning Commission Staff Report
Attachment B – Location Map
Attachment C – Photos
Attachment D – Proposed Land Use District Maps
Attachment E – R1L and CCA Comparison Table
Attachment F – Negative Declaration
Attachment G – Public Comment Letters
Attachment H – Findings

APPROVED:

PATRICK H. WEST
CITY MANAGER

ORDINANCE NO.

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF LONG BEACH AMENDING THE USE DISTRICT MAP OF THE CITY OF LONG BEACH AS SAID MAP HAS BEEN ESTABLISHED AND AMENDED BY AMENDING PORTIONS OF PART 22 OF SAID MAP FROM R-1-N (SINGLE-FAMILY RESIDENTIAL, STANDARD LOT) TO CCA (COMMUNITY COMMERCIAL AUTOMOBILE-ORIENTED)

The City Council of the City of Long Beach ordains as follows:

Section 1. Environmental documentation having been prepared, certified, received and considered as required by law, and the City Council hereby finding that the proposed change will not adversely affect the character, livability or appropriate development of the surrounding area and that the proposed change is consistent with the goals, objectives and provisions of the General Plan, the official Use District Map of the City of Long Beach, as established and amended, is further amended by amending portions of Part 22 from R-1-N (Single Family Residential) to CCA (Community Automobile-Oriented).

Section 2. That portion of Part 22 of said map that is amended by this ordinance is depicted on Exhibit "A" which is attached hereto and by this reference made a part of this ordinance and the official Use District Map.

Section 3. All ordinances and parts of ordinances in conflict herewith are hereby repealed.

Section 4. The City Clerk shall certify to the passage of this ordinance by the City Council and cause it to be posted in three conspicuous places in the City of Long Beach, and it shall take effect on the thirty-first day after it is approved by the Mayor.

OFFICE OF THE CITY ATTORNEY
CHARLES PARKIN, City Attorney
333 West Ocean Boulevard, 11th Floor
Long Beach, CA 90802-4664

I hereby certify that the foregoing ordinance was adopted by the City Council of the City of Long Beach at its meeting of _____, 2019, by the following vote:

Ayes: Councilmembers: _____

_____

_____

_____

Noes: Councilmembers: _____

_____

Absent: Councilmembers: _____

_____

_____

City Clerk

Approved: _____

_____

Mayor

OFFICE OF THE CITY ATTORNEY
CHARLES PARKIN, City Attorney
333 West Ocean Boulevard, 11th Floor
Long Beach, CA 90802-4664

AGENDA ITEM No. 5

Attachment A

CITY OF LONG BEACH

DEPARTMENT OF DEVELOPMENT SERVICES

333 West Ocean Blvd., 5th Floor Long Beach, CA 90802 (562) 570-6194 FAX (562) 570-6068

April 4, 2019

CHAIR AND PLANNING COMMISSIONERS
City of Long Beach
California

RECOMMENDATION:

Recommend that the City Council adopt Negative Declaration ND-01-19, and approve Zone Change (ZCHG19-001), to rezone a portion of the property (approximatley 25-feet by 150-feet), currently zoned R-1-L, to CCA, which is consistent with the remainder of the property located at 4251 Long Beach Boulevard currently in the "R-1-L" (Single-Family Residential District with Large Lots) and "CCA" (Community Automobile Oriented District) zoning districts. (District 8)

APPLICANT: City of Long Beach Planning Bureau
c/o Nick Vasuthasawat
333 W Ocean Blvd
Long Beach, CA 90802
(Application No. 1708-12)

DISCUSSION

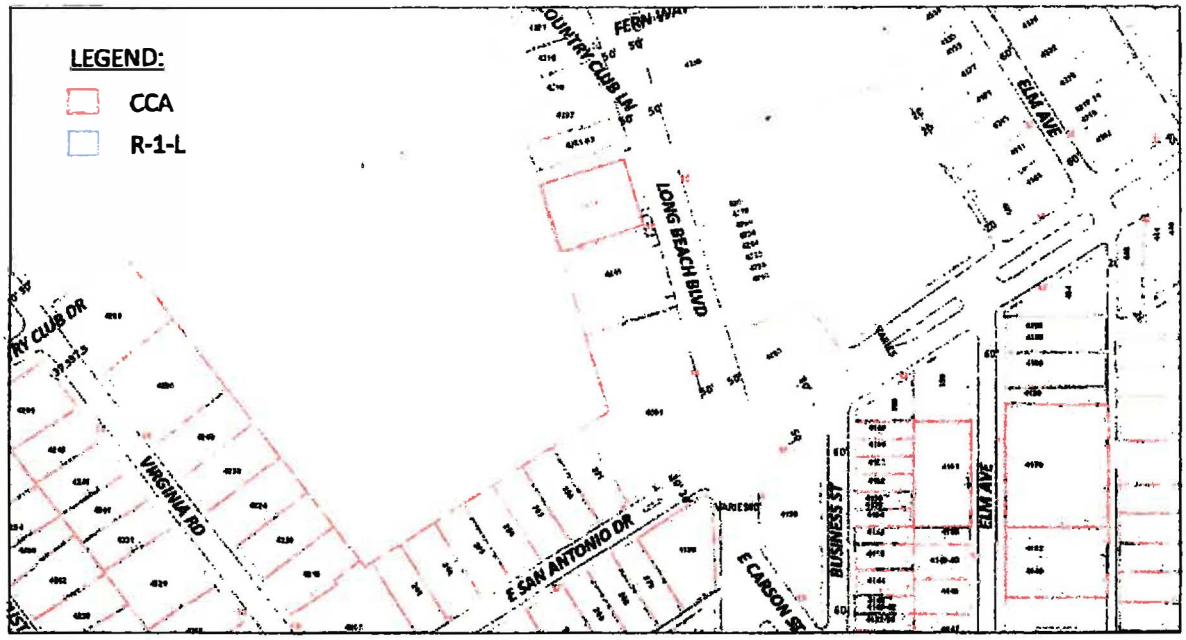
The project site is located on the westside of Long Beach Boulevard between E. 44th Street and E. San Antonio Drive. The adjacent use to the north is residential, to the west is the Virginia Country Club golf course, to the south is an office building, and to the east is a shopping center. The site is located on the easterly border/boundary line of the Los Cerritos neighborhood to the west and the westerly border/boundary line of the Bixby Knolls neighborhood to the east (Exhibit A – Location Map).

The present development of the site consists of a demolished 6,354-square-foot restaurant building with two remaining walls partially dismantled down to the bare studs (Exhibit B – Photos). A permit was issued for a 1,562-square-foot addition, exterior façade improvements, and interior remodeling under building permit number #BADD218403.

The project is for a zone change only and is not tied with or a part of any particular development proposal for the site. The project site is currently zoned Single-Family Residential with Large Lots (R-1-L) and Community Automobile Oriented District (CCA) with a general land use designation of LUD No. 8P - Pedestrian Oriented Retail Strip. The approximate area of the R-1-L zoning designation measures approximately 25-feet by 150-feet. The physical improvements in which the R-1-L zoning designation occurs

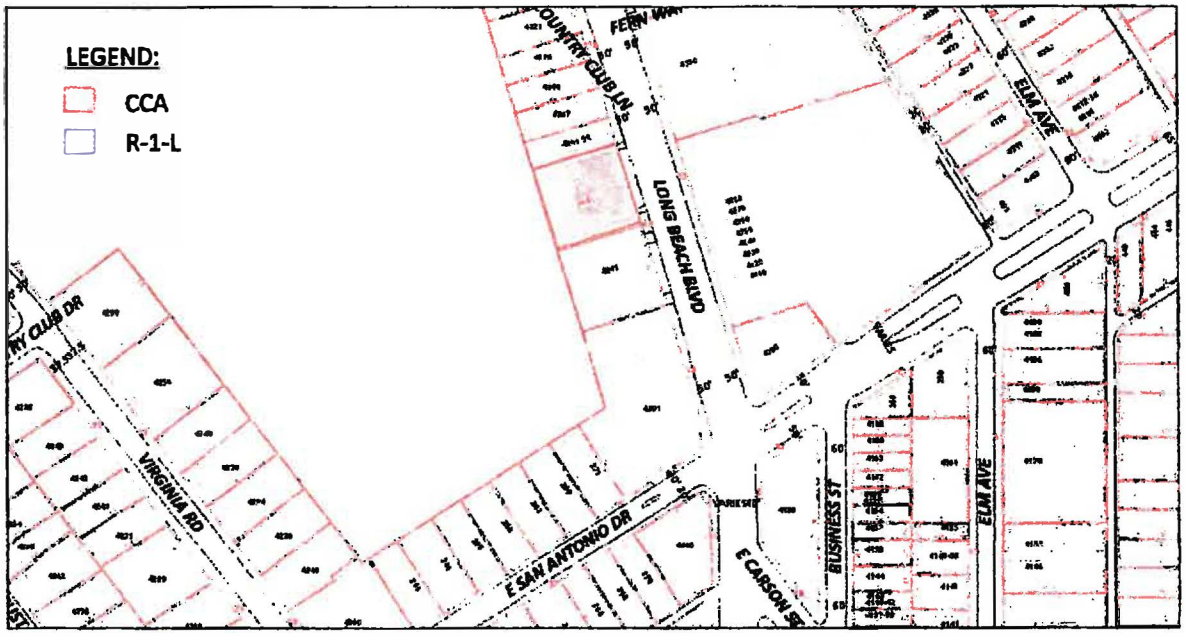
captures the northern driveway of the parking lot and northern portion of the former restaurant building (see Figure 1- Existing Zoning).

Figure 1. Existing Zoning



The proposed zone change would result in recapturing that portion of the subject parcel currently zoned residential (R-1-L) to be consolidated with the remainder of the property which is zoned commercial (CCA) (see Figure 2).

Figure 2. Proposed Zoning



A comparison of key differences in both the R-1-L and CCA zones are provided in Table 1 below for additional reference.

Table 1. Comparison of R-1-L and CCA Zoning Districts

	R-1-L	CCA
Uses:		
- Residential (Single-Family)	Y	N
- Commercial (Professional/Personal Services)	N	Y
- Commercial (Retail)	N	Y
- Commercial (Restaurant w/ Drive-Through)	N	C
- Commercial (Restaurant w/o Drive-Through)	N	Y
- Courtesy parking for nonresidential use	C	Y
Consistent with General Plan (LUD No. 8P)	N	Y
Development Standards		
- Front yard	25 ft.	10 ft.
- Side yard (north/south)	6 ft. / 6 ft.	10 ft. / 5 ft.
- Rear yard	30 ft.	5 ft.
- Height limit	2 stories	2 stories
(To top of flat roof or midpoint of sloped roof)	28 ft.	28 ft.
- Lot coverage	40%	N/A
- Required usable open space	16%	N/A
- Floor area ratio limit	60%	N/A
- Allowable density (for this site)	1 dwelling unit	No dwelling units but multiple commercial tenants subject to development setbacks.
- Parking	Two-car garage.	Dependent on commercial tenants.
- Minimum Lot Size	12,000 sq. ft.	10,000 sq. ft.

Abbreviations:
Y = Yes (permitted use).
N = Not permitted.
C = Conditional use permit required. For special conditions, see Chapter 21.52.
A = Accessory use. For special development standards, see Chapter 21.51.
AP = Administrative use permit required. For special conditions, see Chapter 21.52.
T = Temporary use subject to provisions contained in Chapter 21.53.
IP = Interim park use permit required. For special conditions, see Chapter 21.52.

The General Plan has the property designated as LUD No. 8P: Pedestrian-Oriented Retail Strip. This land use designation is intended for "retail uses catering primarily to pedestrian trade... where shoppers can arrive by foot or by car and park in one location and then stroll to a number of shops, services, and restaurants." In contrast the current zoning of the property however is zoned R-1-L which allows for residential uses to be proposed. The proposed zone change would eliminate the inconsistency of the underlying general plan land use designation (LUD No. 8P: Pedestrian-Oriented Retail Strip). Residential uses permitted by the current R-I-L zone are not consistent with LUD No. 8P which is meant to accommodate commercial uses specific to the CCA zone. The proposed zone change will provide continuity with the other pedestrian oriented commercial uses along the south Long Beach Boulevard corridor and further promote the orderly development of the City in a manner consistent with the General Plan.

The portion of the R-1-L zoning area on the lot measures 25-feet by 150-feet, totaling 3,750-square-foot lot and does not meet the minimum 12,000-square-foot lot size standard typically associated in the R-1-L zoning district. The zone change would eliminate this and bring the consolidated parcel to a 22,125-square-foot CCA zoned lot exceeding the required 10,000-square-foot minimum lot size.

The request is not anticipated to adversely affect the character, livability, or surrounding area and is anticipated to provide a more compatible site consistent with the goals and objectives of the general plan.

The role of the Planning Commission is to evaluate the request and make a recommendation to the City Council as to whether the project establishes the required positive findings of fact needed pursuant to Section 21.25.106 of the Long Beach Municipal Code. Staff's analysis finds that the proposed project conforms to these requirements necessary for approval (Exhibit C – Findings). Staff recommends that the Planning Commission recommend that the City Council adopt Negative Declaration ND-01-19, and approve the Zone Change request.

PUBLIC HEARING NOTICE

A total of 481 notices of public hearing were distributed on March 18, 2019, in accordance with the requirements of Chapter 21.21 of the Zoning Regulations. A newspaper notice for the Zone Change was published on February 8, 2019, in the local newspaper of record, as required by Chapter 21.21. As of the preparation of this report, no comments or written testimony has been received.

ENVIRONMENTAL REVIEW

Pursuant to the California Environmental Quality Act (CEQA) and the State CEQA Guidelines, an Initial Study/ Negative Declaration (IS/ND-06-17, SCH #2019029039) has been prepared for the project and finds that the project will not result in significant effects to the environment (Exhibit D – ND-01-19). The IS/ND was circulated for a 30-day public review period between 2/8/2019 and 3/10/2019. Staff received two comments on the IS/ND and are attached for reference (Exhibit E – IS/ND Comment Letters). In summary,

the letter received from the Gabrieleno Band of Missions Indians Kizh Nation resulted in no additional comments or concerns leading to any ground disturbances of tribal resources. Similarly, the letter received from the California Department of Transportation resulted in no additional comments or concerns related to the State's existing transportation facilities.

Respectfully submitted,

NICK VASUTHASAWAT
PLANNER II

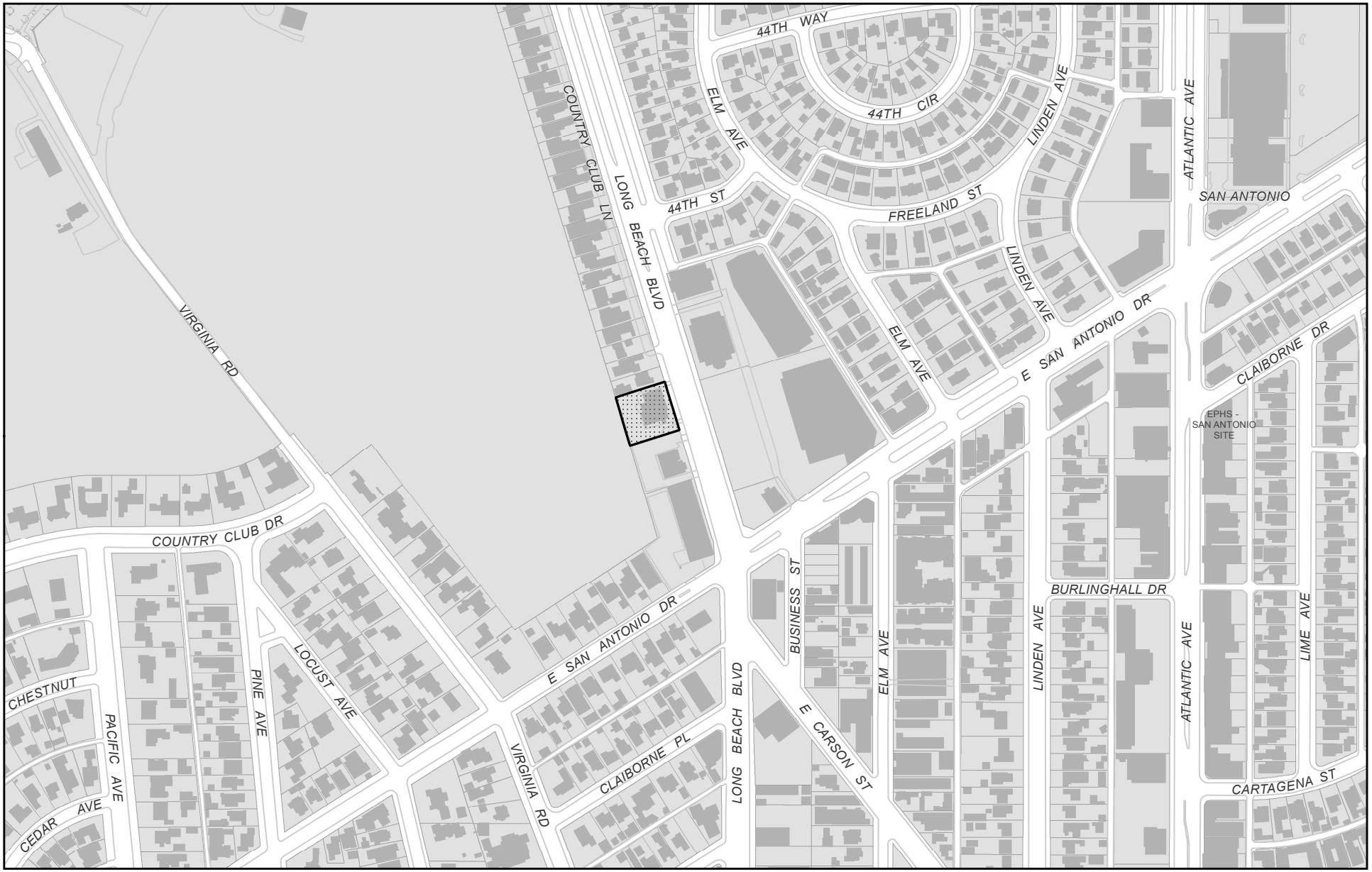
ALEXIS OROPEZA
CURRENT PLANNING OFFICER

CHRISTOPHER KOONTZ, AICP
PLANNING BUREAU MANAGER

LINDA F. TATUM, AICP
DIRECTOR OF DEVELOPMENT SERVICES

LT:CK:AO:nv

Attachments:
Exhibit A – Location Map
Exhibit B – Photos
Exhibit C – Findings
Exhibit D – ND-01-19 (SCH #2019029039)
Exhibit E – IS/ND Comment Letters



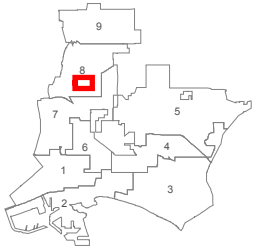
Subject Property:

4251 Long Beach Blvd
Application No. 1708-12
Council District 8
Zoning Code : CCA, R-1-L

Attachment B

N

200 100 0 200 400 Feet



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Attachment C

R-1-L and CCA Zoning Districts- Comparison Table

	R-1-L	**CCA**
Uses:		
- Residential (Single-Family)	Y	N
- Commercial (Professional/Personal Services)	N	Y
- Commercial (Retail)	N	Y
- Commercial (Restaurant w/ Drive-Through)	N	C
- Commercial (Restaurant w/o Drive-Through)	N	Y
- Courtesy parking for nonresidential use	C	Y
Consistent with General Plan (LUD No. 8P)	N	Y
Development Standards		
- Front yard	25 ft.	10 ft.
- Side yard (north/south)	6 ft. / 6 ft.	10 ft. / 5 ft.
- Rear yard	30 ft.	5 ft.
- Height limit	2 stories	2 stories
(To top of flat roof or midpoint of sloped roof)	28 ft.	28 ft.
- Lot coverage	40%	N/A
- Required usable open space	16%	N/A
- Floor area ratio limit	60%	N/A
- Allowable density (for this site)	1 dwelling unit	No dwelling units but multiple commercial tenants subject to development setbacks.
- Parking	Two-car garage.	Dependent on commercial tenants.
- Minimum Lot Size	12,000 sq. ft.	10,000 sq. ft.

ATTACHMENT F

4251 Long Beach Blvd.
Zone Change

NEGATIVE DECLARATION

ND 01-19

Prepared by:

City of Long Beach
Department of Development Services
Planning Bureau

INITIAL STUDY

Project Title:
4251 Long Beach Boulevard- Zone Change

Lead Agency Name and Address:
City of Long Beach
333 W. Ocean Boulevard, 5th Floor
Long Beach, CA 90802

Contact Person and Phone Number:
Nick Vasuthasawat, Planner II
(562) 570-6410

Project Location:
4251 Long Beach Boulevard

Project Sponsor's Name and Contact Information:
City of Long Beach, Long Beach Development Services
c/o Christopher Koontz, AICP, Planning Manager
333 W. Ocean Boulevard, 5th Floor
Long Beach, CA 90802
(562) 570-6288

General Plan:
Land Use Designation (LUD) No. 8P: Pedestrian-Oriented Retail Strip

Existing Zoning:
R-1-L - Single-Family Residential District with Large Lots and CCA - Community Automobile Oriented District

Proposed Zoning:
CCA – Community Automobile Oriented District

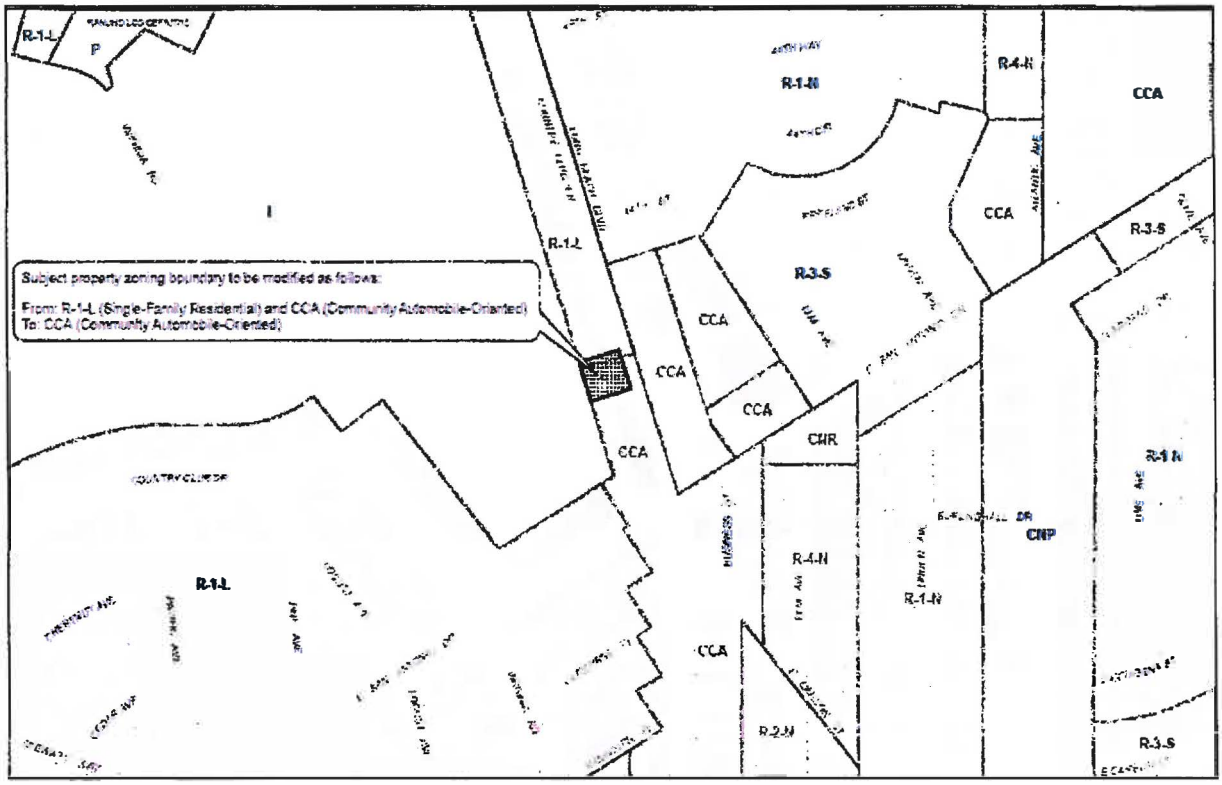
Project Description:

The proposal involves a 22,125-square-foot lot with split/dual residential and commercial zoning (R-1-L Single-Family Residential District with Large Lots and CCA - Community Automobile Oriented District). The project request is for a zone change which would rezone a portion (approximately 25-feet by 150-feet) of the property, currently zoned R-1-L, to CCA, which is consistent with the remainder of the property.

Surrounding Land Uses and Settings:

The site is located on westside of Long Beach Boulevard between E. 44th Street and E. San Antonio Drive. The adjacent use to the north is residential, to the west is the Virginia Country Club golf course, to the south is an office building, and to the east is The Knolls shopping center. The site is located on the easterly border/boundary line of the Los Cerritos neighborhood to the west and the westerly border/boundary line of the Bixby Knolls neighborhood to the east (see Figure 1- Project Vicinity Map).

Figure 1. Project Vicinity Map

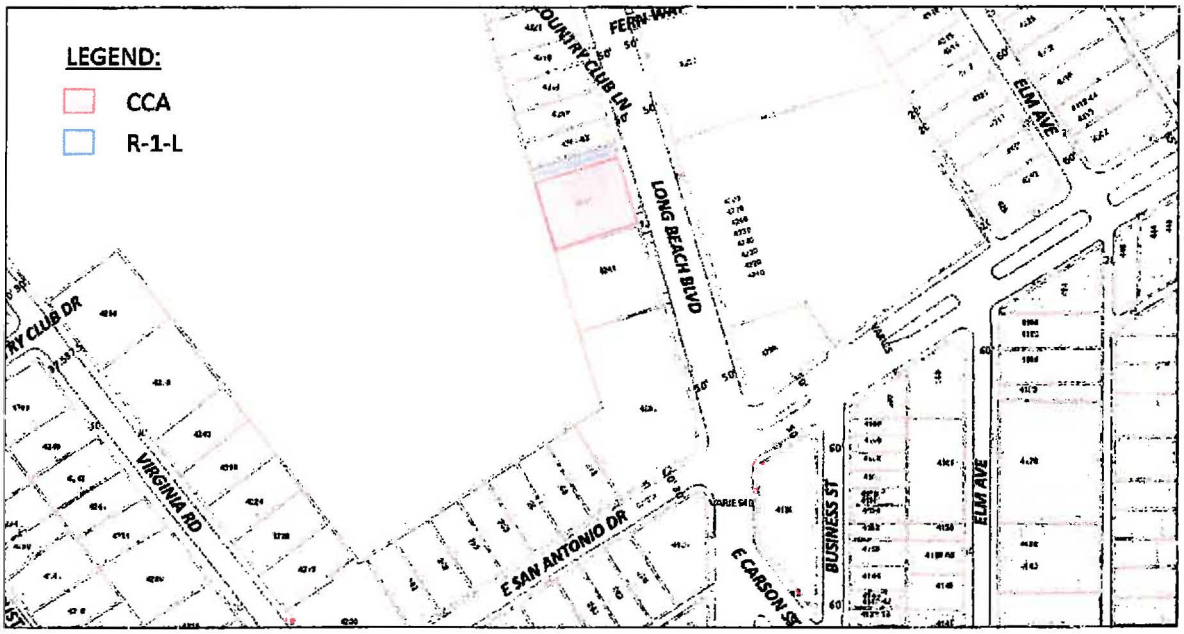


Existing Conditions:

The present development of the site consists of a demolished 6,354-square-foot restaurant building with two remaining walls partially dismantled down to the bare studs. A permit was issued for a 1,562-square-foot addition, exterior façade improvements, and interior remodeling under building permit number #BADD218403. The work undertaken by the active building permit number #BADD218403 did not require any environmental review for the site and is not included in the analysis and scope of work for this project.

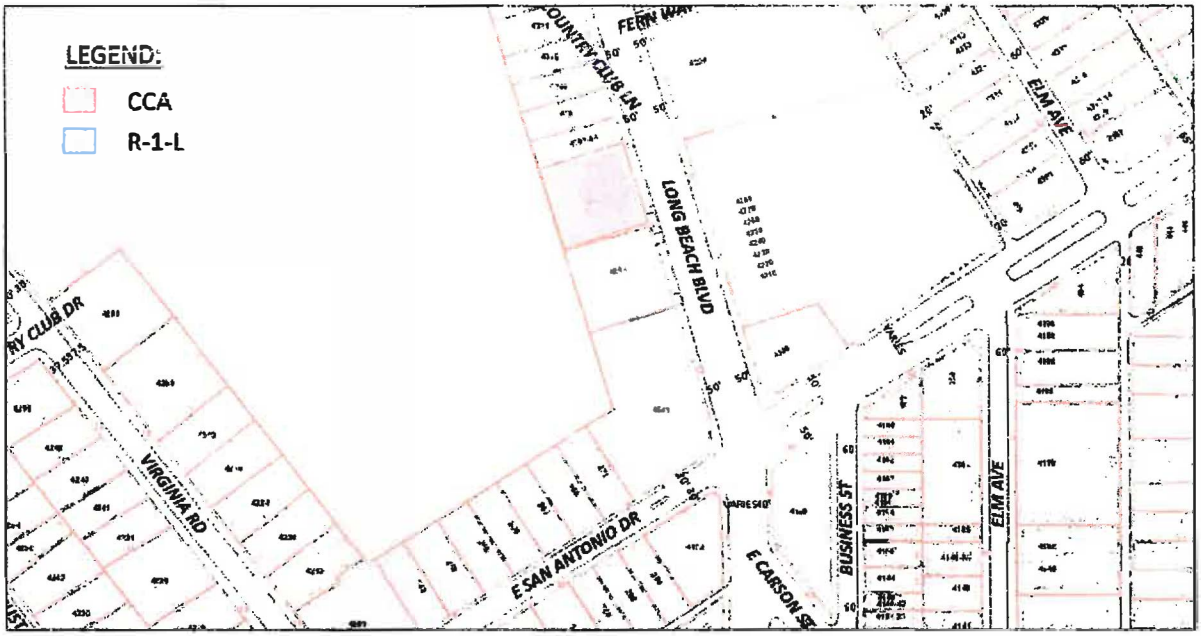
The former use of the property was a restaurant which is now currently vacant and the split zoning occurs along the northern portion of the subject site. The approximate area of the R-1-L zoning designation measures approximately 25-feet by 150-feet. The physical improvements in which the R-1-L zoning designation occurs captures the northern driveway of the parking lot and northern portion of the former restaurant building (see Figure 2- Existing Zoning).

Figure 2. Existing Zoning.



The proposed zone change would result in recapturing that portion of the subject parcel currently zoned residential (R-1-L) to be consolidated with the remainder of the property which is zoned commercial (CCA) (see Figure 3).

Figure 3. Proposed Zoning



A comparison of key differences in both the R-1-L and CCA zones are provided in Table 1 below for additional reference.

Table 1. Comparison of R-1-L and CCA Zoning Districts

	R-1-L	CCA
Uses:		
- Residential (Single-Family)	Y	N
- Commercial (Professional/Personal Services)	N	Y
- Commercial (Retail)	N	Y
- Commercial (Restaurant w/ Drive-Through)	N	C
- Commercial (Restaurant w/o Drive-Through)	N	Y
- Courtesy parking for nonresidential use	C	Y
Consistent with General Plan (LUD No. 8P)	N	Y
Development Standards		
- Front yard	25 ft.	10 ft.
- Side yard (north/south)	6 ft. / 6 ft.	10 ft. / 5 ft.

- Rear yard	30 ft.	5 ft.
- Height limit	2 stories	2 stories
(To top of flat roof or midpoint of sloped roof)	28 ft.	28 ft.
- Lot coverage	40%	N/A
- Required usable open space	16%	N/A
- Floor area ratio limit	60%	N/A
- Allowable density (for this site)	1 dwelling unit	No dwelling units but multiple commercial tenants subject to development setbacks.
- Parking	Two-car garage.	Dependent on commercial tenants.
- Minimum Lot Size	12,000 sq. ft.	10,000 sq. ft.

Abbreviations:
Y = Yes (permitted use).
N = Not permitted.
C = Conditional use permit required. For special conditions, see Chapter 21.52.
A = Accessory use. For special development standards, see Chapter 21.51.
AP = Administrative use permit required. For special conditions, see Chapter 21.52.
T = Temporary use subject to provisions contained in Chapter 21.53.
IP = Interim park use permit required. For special conditions, see Chapter 21.52.

As a result, the uses within the CCA zoning designation will be permitted by right rather than being legal non-conforming or otherwise prohibited within the R-1-L zone if significantly modified or newly proposed. Furthermore, the proposed zone change request will eliminate the inconsistency with the underlying general plan land use designation (LUD No. 8P: Pedestrian-Oriented Retail Strip), Residential uses permitted by the current R-I-L zone are not consistent with LUD No. 8P, which is intended for "retail uses catering primarily to pedestrian trade... where shoppers can arrive by foot or by car and park in one location and then stroll to a number of shops, services, and restaurants." The change will provide continuity with the other pedestrian oriented commercial uses along the south Long Beach Boulevard corridor. The proposed zone change is not anticipated to adversely affect the character, livability, or surrounding area and is anticipated to provide a more compatible site consistent with the goals and objectives of the general plan.

Required Public Agency Approval:

Long Beach Planning Commission (recommend City Council adopt Negative Declaration 01-19 and approve Application No. 1708-12; ZCHG-19-001)

Long Beach City Council (adopt Negative Declaration 01-19 and approve Application No. 1708-12; ZCHG-19-001)

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages:

☐ Aesthetics	☐ Greenhouse Gas Emissions	☐ Population and Housing
☐ Agricultural Resources	☐ Hazards and Hazardous Materials	☐ Public Services
☐ Air Quality	☐ Hydrology and Water Quality	☐ Recreation
☐ Biological Resources	☐ Land Use and Planning	☐ Transportation/Traffic
☐ Cultural Resources	☐ Mineral Resources	☐ Utilities and Service Systems
☐ Geology and Soils	☐ Noise	☐ Mandatory Findings of Significance

DETERMINATION:

On the basis of this initial evaluation:

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

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

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

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

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

2/4/19

Nick Vasuthasawat
Planner II

Date

EVALUATION OF ENVIRONMENTAL IMPACTS

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

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

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

4) "Negative Declaration; Less Than Significant With Mitigation Incorporation" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analysis," as described in (5) below, may be cross-referenced).

5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or Negative Declaration (per Section 15063(c)(3)(D)). In this case, a brief discussion should identify the following:

   a) Earlier Analysis Used. Identify and state where they are available for review.
   b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effect were addressed by mitigation measures based on the earlier analysis.
   c) Mitigation Measures. For effects that are "Less that Significant with Mitigation Measures Incorporated," describe the mitigation measures

which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

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

7) The explanation of each issue should identify:

   a) The significance criteria or threshold. If any, used to evaluate each question; and
   b) The mitigation measure identified, if any, to reduce the impact to less than significance.

I. AESTHETICS

a. Would the project have a substantial adverse effect on a scenic vista?

☐ Potentially Significant Impact	☐ Less Than Significant with Mitigation Incorporation	☐ Less Than Significant Impact	☒ No Impact

The proposal involves a 22,125-square-foot lot with split/dual residential and commercial zoning (R-1-L Single-Family Residential District with Large Lots and CCA - Community Automobile Oriented District). The project request is for a zone change which would rezone a portion (approximately 25-feet by 150-feet) of the property, currently zoned R-1-L, to CCA, which is consistent with the remainder of the property.

The present development of the site consists of a demolished 6,354-square-foot restaurant building with two remaining walls partially dismantled down to the bare studs. A permit was issued for a 1,562-square-foot addition, exterior façade improvements, and interior remodeling under building permit number #BADD218403. The work undertaken by the active building permit number #BADD218403 did not require any environmental review for the site and is not included in the analysis and scope of work for this project.

The topography of the site is relatively flat. Long Beach Boulevard is developed with mature street trees and surrounded by taller multi-story buildings. The distant views of the San Gabriel and San Bernardino Mountains to the north as well as the Santa Ana Mountains to the east are occasionally available to the public on days of clear visibility (primarily during the winter months) and will continue to be unobstructed.

As such, the proposed zone change would not result in significant adverse effects to any scenic vistas or pubiic views of scenic vistas.

b. Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

☐ Potentially Significant Impact	☐ Less Than Significant with Mitigation Incorporation	☐ Less Than Significant Impact	☒ No Impact

In accordance with the California Department of Transportation California Scenic Highway Mapping System, there are no officially designated State scenic highways located within the City of Long Beach. No trees, rock outcroppings,

historic buildings within a State scenic highway, or other scenic resources are located upon the project site, therefore no further analysis is required.

c. Would the project substantially degrade the existing visual character or quality of the site and its surroundings?

☐ Potentially Significant Impact	☐ Less Than Significant with Mitigation Incorporation	☐ Less Than Significant Impact	☒ No Impact

The proposal involves a 22,125-square-foot lot with split/dual residential and commercial zoning (R-1-L Single-Family Residential District with Large Lots and CCA - Community Automobile Oriented District). The project request is for a zone change which would rezone a portion (approximately 25-feet by 150-feet) of the property, currently zoned R-1-L, to CCA, which is consistent with the remainder of the property.

The existing and future development of the site with regards to massing and height will remain limited to two-stories or 28 feet measured from top of flat roof or midpoint of sloped roof and would not impose an adverse visual effect to the site or its surroundings.

d. Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

☐ Potentially Significant Impact	☐ Less Than Significant with Mitigation Incorporation	☐ Less Than Significant Impact	☒ No Impact

No physical improvement is being proposed as part of this project (zone change) and is therefore not applicable.

II. AGRICULTURE RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:

a. Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

☐ Potentially Significant Impact ☐ Less Than Significant with Mitigation Incorporation ☐ Less Than Significant Impact ☒ No Impact

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

☐ Potentially Significant Impact ☐ Less Than Significant with Mitigation Incorporation ☐ Less Than Significant Impact ☒ No Impact

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

☐ Potentially Significant Impact ☐ Less Than Significant with Mitigation Incorporation ☐ Less Than Significant Impact ☒ No Impact

For Sections II. a., b. and c. - There are no agricultural zones within the City of Long Beach, which is a fully urbanized community that has been built upon for over half a century. The proposed project (Zone Change) would have no effect upon agricultural resources within the City of Long Beach.

III. AIR QUALITY

The South Coast Air Basin is subject to some of the worst air pollution in the nation, attributable to its topography, climate, meteorological conditions, large population base, and dispersed urban land use patterns.

Air quality conditions are affected by the rate and location of pollutant emissions and by climatic conditions that influence the movement and dispersion of pollutants. Atmospheric forces such as wind speed, wind direction, and air temperature gradients, along with local and regional topography, determine how air pollutant emissions affect air quality.

The South Coast Air Basin has a limited capability to disperse air contaminants because of its low wind speeds and persistent temperature inversions. In the Long Beach area, predominantly daily winds consist of morning onshore airflow from the southwest at a mean speed of 7.3 miles per hour and afternoon and evening offshore airflow from the northwest at 0.2 to 4.7 miles per hour with little variability between seasons. Summer wind speeds average slightly higher than winter wind speeds. The prevailing winds

carry air contaminants northward and then eastward over Whittier, Covina, Pomona and Riverside.

The majority of pollutants found in the Los Angeles County atmosphere originate from automobile exhausts as unburned hydrocarbons, carbon monoxide, oxides of nitrogen and other materials. Of the five major pollutant types (carbon monoxide, nitrogen oxides, reactive organic gases, sulfur oxides, and particulates), only sulfur oxide emissions are produced mostly by sources other than automobile exhaust.

a. Would the project conflict with or obstruct implementation of the applicable Air Quality Attainment Plan?

☐ Potentially Significant Impact	☐ Less Than Significant with Mitigation Incorporation	☐ Less Than Significant Impact	☒ No Impact

The Southern California Association of Governments (SCAG) has determined that if a project is consistent with the growth forecasts for the subregion in which it is located, it is consistent with the South Coast Air Quality Management District (SCAQMD) Air Quality Management Plan (AQMP), and regional emissions are mitigated by the control strategies specified in the AQMP.

Since the zone change is not specifically tied to a development proposal, the project will not conflict or obstruct implementation of the AQMP. Furthermore the project is consistent with the General Plan land use designation and any development of the site consistent with the zone change would have been anticipated by the AQMP would not conflict with SCAQMD growth forecasts and therefore no further analysis is needed.

b. Would the project violate any air quality standard or contribute to an existing or projected air quality violation?

☐ Potentially Significant Impact	☐ Less Than Significant with Mitigation Incorporation	☐ Less Than Significant Impact	☒ No Impact

Both the State of California and the Federal government have established ambient air quality standards for the following air pollutants: carbon monoxide, ozone, nitrogen oxides, sulfur oxides, particulate matter less than 10 and 2.5 microns in diameter, and lead. Ozone is formed by a photochemical reaction between nitrogen oxides and reactive organic gases, and therefore ozone impacts are assessed by evaluating these two sources.

Since the zone change is not specifically tied to a development proposal, the project will not violate or contribute to an air quality violation. Furthermore, the

project is consistent with the General Plan land use designation and any development of the site consistent with the zone change would have been anticipated by the AQMP which would not violate or contribute to an air quality violation.

c. Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?

☐ Potentially Significant Impact	☐ Less Than Significant with Mitigation Incorporation	☒ Less Than Significant Impact	☐ No Impact

The development of the site will consist of commercial uses that was anticipated by the current General Plan designation. The project will change the zoning of a portion of the property to commercial (CCA). The zone change will not result in any cumulative considerable net increases of criteria pollutants. Since the zone change is not tied specifically to a development proposal the project is anticipated to have less than significant impacts resulting in an increase of cumulatively air pollutants exceeding applicant federal or state air quality standards in its existing condition. Therefore, no further cumulative increase of air pollutant analysis is required.

d. Would the project expose sensitive receptors to substantial pollutant concentrations?

☐ Potentially Significant Impact	☐ Less Than Significant with Mitigation Incorporation	☒ Less Than Significant Impact	☐ No Impact

The *CEQA Air Quality Handbook* defines sensitive receptors as children, elderly and sick individuals that are more susceptible to the effects of air pollution than the population at large. Facilities that serve various types of sensitive receptors, including schools, hospitals, and senior care centers, are located throughout the City.

The development of the site will consist of commercial uses that was anticipated by the current General Plan designation. The project will change the zoning of a portion of the property to commercial (CCA). Since the zone change is not tied specifically to a development proposal, the implementation of the project is anticipated to have less than significant impacts resulting in substantial pollutant exposure to known sensitive receptors. No further analysis is required.

e. Would the project create objectionable odors affecting a substantial number of people?

☐ Potentially Significant Impact	☐ Less Than Significant with Mitigation Incorporation	☒ Less Than Significant Impact	☐ No Impact

Land uses associated with odor complaints typically include agricultural uses, wastewater treatment plants, food processing plants, chemical plans, composting, refineries, landfills, dairies, and fiberglass molding. Potential sources of odors during construction include use of architectural coatings and solvents, and diesel-powered construction equipment. SCAQMD Rule 1113 limits the amount of volatile organic compounds (VOCs) from architectural coatings and solvents, which lowers odorous emissions.

The development of the site will consist of commercial uses that was anticipated by the current General Plan designation. The project will change the zoning of a portion of the property to commercial (CCA). Since the zone change is not tied specifically to a development proposal, the implementation of the project is anticipated to have less than significant impacts resulting in objectionable odors affecting a substantial number of people. No further analysis is required.

IV. BIOLOGICAL RESOURCES

a. Would the project have a substantial adverse impact, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

☐ Potentially Significant Impact	☐ Less Than Significant with Mitigation Incorporation	☐ Less Than Significant Impact	☒ No Impact

b. Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

☐ Potentially Significant Impact	☐ Less Than Significant with Mitigation Incorporation	☐ Less Than Significant Impact	☒ No Impact

c. Would the project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

☐ Potentially Significant Impact ☐ Less Than Significant with Mitigation Incorporation ☐ Less Than Significant Impact ☒ No Impact

d. Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

☐ Potentially Significant Impact ☐ Less Than Significant with Mitigation Incorporation ☐ Less Than Significant Impact ☒ No Impact

e. Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

☐ Potentially Significant Impact ☐ Less Than Significant with Mitigation Incorporation ☐ Less Than Significant Impact ☒ No Impact

f. Would the project conflict with the provisions of an adopted Habitat Conservation Plan, or other approved local, regional, or state habitat conservation plan?

☐ Potentially Significant Impact ☐ Less Than Significant with Mitigation Incorporation ☐ Less Than Significant Impact ☒ No Impact

For IV. a, b, c, d, e and f — The project site is located within an urbanized portion of the City, and is surrounded by existing residential and commercial land uses. No riparian habitats or wetlands areas or habitats are present on or near the subject site. No substantial impacts will be caused to any candidate, sensitive, or special status species. The zone change will not interfere substantially with the movement of any native resident or migratory fish or wildlife species, or with any established wildlife corridors, and will not impede the use of native wildlife nursery sites. The project will not conflict with any local policies or ordinances protecting biological resources. The project will not conflict with the provisions of an adopted Habitat Conservation Plan, Natural

Community Conservation Plan, or other habitat conservation plan. Therefore, the project will not result in any impacts upon biological resources.

V. CULTURAL RESOURCES

a. Would the project cause a substantial adverse change in the significance of a historical resource as defined in Section §15064.5?

☐ Potentially Significant Impact	☐ Less Than Significant with Mitigation Incorporation	☐ Less Than Significant Impact	☒ No Impact

The City of Long Beach is an urbanized community and nearly all properties within the City (with the exception of areas such as protected park lands) have been previously disturbed and/or developed.

The proposed zone change to CCA from R-I-L would change the zoning designation of a portion of the 22,125-square-foot site. No development is proposed as part of this project that will promote, encourage or enable projects or activities that could remove, degrade or in any way adversely impact local historic resources. No further environmental analysis is required.

b. Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section §15064.5?

☐ Potentially Significant Impact	☐ Less Than Significant with Mitigation Incorporation	☒ Less Than Significant Impact	☐ No Impact

The project will change the zoning of a portion of the property to commercial. Since the zone change is not tied specifically to a development proposal, the implementation of the project is anticipated to have less than significant impacts resulting in substantial adverse change in significant archaeological resources. No further analysis is required.

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

☐ Potentially Significant Impact	☐ Less Than Significant with Mitigation Incorporation	☒ Less Than Significant Impact	☐ No Impact

The project will change the zoning of a portion of the property to commercial (CCA). Since the zone change is not tied specifically to a development proposal that will result in excavation, the implementation of the project is anticipated to have less than significant impacts resulting in the destruction of adverse change in significant paleontological resources. No further analysis is required.

d. Would the project disturb any human remains, including those interred outside of formal cemeteries?

☐ Potentially Significant Impact	☐ Less Than Significant with Mitigation Incorporation	☒ Less Than Significant Impact	☐ No Impact

The project will change the zoning of a portion of the property to commercial. Since the zone change is not tied specifically to a development proposal which involves excavation, the implementation of the project is anticipated to have less than significant impacts resulting in the disturbance of human remains. No further analysis is required.

VI. GEOLOGY AND SOILS

a. Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

☐ Potentially Significant Impact	☐ Less Than Significant with Mitigation Incorporation	☒ Less Than Significant Impact	☐ No Impact

Per Plate 2 of the Seismic Safety Element of the General Plan, the most significant fault system in the City is the Newport-Inglewood fault zone. This fault zone runs in a northwest to southeast angle across the southern half of the City and is approximately 1.3 miles south of the subject site from the shortest direct path. Therefore, the project site is not exposed to significant danger that would result from surface rupture of a known fault underneath or in the direct vicinity of the project site. No further environmental analysis is necessary.

ii) Strong seismic ground shaking?

☐ Potentially Significant Impact	☐ Less Than Significant with Mitigation Incorporation	☒ Less Than Significant Impact	☐ No Impact

The Newport-Inglewood fault zone could create substantial ground shaking if a seismic event occurred along that fault. Similarly, a strong seismic event on any other fault system in Southern California has the potential to create considerable levels of ground shaking throughout the City. However, numerous variables determine the level of damage to a specific location. Given these variables, it is not possible to determine the level of damage that may occur on the site during a seismic event. The City's design, engineering, and permitting requirements for new development requires the potential for liquefaction to be identified.

Development of the site will not change the physical conditions on the site and will not increase or change the exposure of persons to the hazards of strong seismic ground shaking. For these reasons, the project will result in a less than significant impact, and no mitigation is required

iii) Seismic-related ground failure, including liquefaction?

☐ Potentially Significant Impact	☐ Less Than Significant with Mitigation Incorporation	☐ Less Than Significant Impact	☒ No Impact

Per Plate 7 of the Seismic Safety Element, most of the City is located in areas of either minimal or low liquefaction potential. The only exceptions are in the southeastern portion of the City, where there is significant liquefaction potential, and the western portion (most of the area west of Pacific Avenue and south of the 405 freeway), where there is either moderate or significant liquefaction potential. No impact is anticipated.

iv) Landslides?

☐ Potentially Significant Impact	☐ Less Than Significant with Mitigation Incorporation	☐ Less Than Significant Impact	☒ No Impact

Per the Seismic Safety Element, the City is relatively flat and characterized by slopes that are not high (less than 50 feet) or steep (generally sloping flatter than 1-1/2:1, horizontal to vertical). The State Seismic Hazard Zone map of the Long Beach Quadrangle indicates that the lack of steep terrain (except for a few slopes on Signal Hill and Reservoir Hill) results in only about 0.1 percent of the City lying within the earthquake-induced landslide zone for this quadrangle.

Therefore, no impact would be expected and no further environmental analysis is required. Please see Section VI.a.i. above for further discussion.

b. Would the project result in substantial soil erosion or the loss of topsoil?

☐ Potentially Significant Impact	☐ Less Than Significant with Mitigation Incorporation	☐ Less Than Significant Impact	☒ No Impact

The zone change is not tied to a development proposal and will therefore not result is soil erosion of loss of top soil. No further environmental analysis is necessary.

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

☐ Potentially Significant Impact	☐ Less Than Significant with Mitigation Incorporation	☐ Less Than Significant Impact	☒ No Impact

The zone change is not tied to a development proposal and will therefore not result is soil erosion of loss of top soil. Future development will be subject to the applicable building code requirements regarding soil stability. No further environmental analysis is necessary.

d. Would the project be located on expansive soil, as defined in the Uniform Building Code, creating substantial risks to life or property?

☐ Potentially Significant Impact	☐ Less Than Significant with Mitigation Incorporation	☐ Less Than Significant Impact	☒ No Impact

Please see Sections VI.b. and c. above for explanation.

e. Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

☐ Potentially Significant Impact ☐ Less Than Significant with Mitigation Incorporation ☐ Less Than Significant Impact ☒ No Impact

The entire City is served by an existing sewer system and therefore has no need for septic tanks or any other alternative wastewater disposal systems. No further environmental analysis is required.

VII. GREENHOUSE GAS EMISSIONS

a. Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

☐ Potentially Significant Impact ☐ Less Than Significant with Mitigation Incorporation ☒ Less Than Significant Impact ☐ No Impact

California is a substantial contributor of global greenhouse gases (GHGs), emitting over 400 million tons of carbon dioxide per year. Climate studies indicate that California is likely to see an increase of three to four degrees Fahrenheit over the next century. Methane is also an important GHG that potentially contributes to global climate change. GHGs are global in their effect, increasing the earth's ability to absorb heat in the atmosphere. As primary GHGs have a long lifetime in the atmosphere, accumulate over time, and are generally well-mixed, their impact on the atmosphere is mostly independent of the point of emission.

Consistent with the City's Sustainable City Plan, the project will be subject to all existing regulations including cap and trade. Projects of 10,000-square-feet or less of commercial development with walkable proximity to residences result in minimum GHG levels. See AQMD screening thresholds attached for reference.

The project will change the zoning of a portion of the property to commercial. Since the zone change is not tied specifically to a development proposal, the implementation of the project is anticipated to have less than significant impacts resulting in substantial direct or indirect greenhouse gas emissions. No further analysis is required.

b. Would the project conflict with an applicable plan, policy, or regulations adopted for the purpose of reducing the emissions of greenhouse gases?

☐ Potentially Significant Impact ☐ Less Than Significant with Mitigation Incorporation ☐ Less Than Significant Impact ☒ No Impact

Please see Section VII.a. above for discussion. The proposed project is not tied to a development proposal and will therefore not conflict with any plans, policies or regulations related to the reduction of greenhouse gas emissions. No further environmental analysis is needed.

VIII. HAZARDS AND HAZARDOUS MATERIALS

a. Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

☐ Potentially Significant Impact ☐ Less Than Significant with Mitigation Incorporation ☒ Less Than Significant Impact ☐ No Impact

The project will change the zoning of a portion of the property to commercial. Since the zone change is not tied specifically to a development proposal, the implementation of the project is anticipated to have less than significant impacts to the public or environment through transport, use, or disposal of any hazardous materials. In addition, any handling and disposal of hazardous or potentially hazardous materials would be in full compliance with Long Beach Municipal Code Sections 8.86 through 8.88 as well as all existing State safety regulations.

The use of hazardous materials is also not associated with commercial uses except the highly-regulated use of cleaning products and landscaping pesticides, herbicides, and fertilizers. Therefore, no further environmental analysis is required.

b. Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

☐ Potentially Significant Impact ☐ Less Than Significant with Mitigation Incorporation ☐ Less Than Significant Impact ☒ No Impact

Please see Section VIII.a. above for discussion. No further environmental analysis is required.

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

☐ Potentially Significant Impact	☐ Less Than Significant with Mitigation Incorporation	☐ Less Than Significant Impact	☒ No Impact

Please see Section VIII.a. above for discussion. No further environmental analysis is required.

d. Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

☐ Potentially Significant Impact	☐ Less Than Significant with Mitigation Incorporation	☐ Less Than Significant Impact	☒ No Impact

The Hazardous Waste and Substances Sites (Cortese) List is a planning document used by the State, local agencies and developers to comply with CEQA requirements in providing information about the location of hazardous materials release sites. The subject property is not on the Cortese List of contaminated sites with hazardous materials. Furthermore, the project is for a zone change not associated with a specific development and will not result in any impacts, and no mitigation is required.

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

☐ Potentially Significant Impact	☐ Less Than Significant with Mitigation Incorporation	☐ Less Than Significant Impact	☒ No Impact

The project site is not located within an airport land use plan or within two miles of a public or public-use airport. The nearest airport is the Long Beach Municipal Airport and is located approximately 3.9 miles to the southeast. Please see Section VIII.a. above for further discussion.

f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

☐ Potentially Significant Impact	☐ Less Than Significant with Mitigation Incorporation	☐ Less Than Significant Impact	☒ No Impact

There are no private airstrips located within or adjacent to the City. No further environmental analysis is required.

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

☐ Potentially Significant Impact	☐ Less Than Significant with Mitigation Incorporation	☐ Less Than Significant Impact	☒ No Impact

The zone change would not encourage or otherwise set forth any policies or recommendations that could potentially impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. No further environmental analysis is required.

h. Would the project expose people or structures to a significant risk of loss, injury or death involving wild land fires, including where wild lands are adjacent to urbanized areas or where residences are intermixed with wild lands?

☐ Potentially Significant Impact	☐ Less Than Significant with Mitigation Incorporation	☐ Less Than Significant Impact	☒ No Impact

The property is located in an urbanized setting not located adjacent to wild lands and there is no risk of exposing people or structures to a significant risk of loss, injury or death involving wild land fires. No further environmental analysis is required.

IX. HYDROLOGY AND WATER QUALITY

The Federal Emergency Management Agency (FEMA) has produced a series of Flood Insurance Rate Maps (FIRMs) designating potential flood zones (based on the projected inundation limits as well as the 100-year flood as delineated by the U.S. Army Corps of Engineers).

a. Would the project violate any water quality standards or waste discharge requirements?

☐ Potentially Significant Impact	☐ Less Than Significant with Mitigation Incorporation	☒ Less Than Significant Impact	☐ No Impact

The project will change the zoning of a portion of the property to commercial. Since the zone change is not tied specifically to a development proposal, the implementation of the project is anticipated to have less than significant impacts resulting in a violation of any applicable federal, State and local water quality standards and regulations. All future development will be subject to low impact development requirements (LID). No further environmental analysis is required.

b. Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

☐ Potentially Significant Impact	☐ Less Than Significant with Mitigation Incorporation	☒ Less Than Significant Impact	☐ No Impact

Please see Section IX.a. above for discussion. The zone change project will not substantially deplete groundwater supplies, either through groundwater extraction or through covering of a greater surface area with impervious materials, in a way that would lead to a net deficit in aquifer volume or a lowering of the local groundwater table level. All future development will be subject to low impact development requirements (LID) and the model water efficient landscape ordinance (MWELO). No further environmental analysis is required.

c. Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?

☐ Potentially Significant Impact	☐ Less Than Significant with Mitigation Incorporation	☐ Less Than Significant Impact	☒ No Impact

The proposed project consists of a zone change consistent with the existing general plan land use designation and will not encourage or enable any alterations to existing drainage patterns or to the course of streams or rivers. Please see Section IX.a. above for further discussion. The project is not located near a stream or river. No further environmental analysis in required.

d. Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-or off-site?

☐ Potentially Significant Impact	☐ Less Than Significant with Mitigation Incorporation	☐ Less Than Significant Impact	☒ No Impact

Please see Sections IX.a. and c. above for discussion. No further environmental analysis in required.

e. Would the project create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems?

☐ Potentially Significant Impact	☐ Less Than Significant with Mitigation Incorporation	☒ Less Than Significant Impact	☐ No Impact

Please see Sections IX.a. and c. above for discussion. The City's existing storm water drainage system is adequate to accommodate runoff for the site. The project will not substantially create or contribute runoff water that would exceed storm water capacity as the development is anticipated by the General Plan. Furthermore, any development of the site must comply with the City's Low Impact Development (LID) requirements. No further environmental analysis in required.

f. Would the project otherwise degrade water quality?

☐ Potentially Significant Impact	☐ Less Than Significant with Mitigation Incorporation	☒ Less Than Significant Impact	☐ No Impact

Please see Sections IX.a. and c. above for discussion. The project will not substantially degrade the water quality supply, sewer, or storm water infrastructure anticipated by the General Plan. No further environmental analysis in required.

g. Would the project place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

☐ Potentially Significant Impact	☐ Less Than Significant with Mitigation Incorporation	☐ Less Than Significant Impact	☒ No Impact

According to the Federal Emergency Management Agency (FEMA), the site is located in Zone X, which is outside of the 100-year flood hazard area. The proposed project would not directly or indirectly result in placing any residential land uses in flood hazard areas. The project is not located in a flood hazard zone. No further environmental analysis is necessary.

h. Would the project place within a 100-year flood hazard area structures which would impede or redirect flood flows?

☐ Potentially Significant Impact	☐ Less Than Significant with Mitigation Incorporation	☐ Less Than Significant Impact	☒ No Impact

Please see Section IX.g. above for discussion.

i. Would the project expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?

☐ Potentially Significant Impact	☐ Less Than Significant with Mitigation Incorporation	☐ Less Than Significant Impact	☒ No Impact

Please see Section IX.g. above for discussion. The City of Long Beach is not located in the proximity of a levee or dam.

j. Would the project result in inundation by seiche, tsunami or mudflow?

☐ Potentially Significant Impact	☐ Less Than Significant with Mitigation Incorporation	☐ Less Than Significant Impact	☒ No Impact

According to Plate 11 of the Seismic Safety Element, the majority of Long Beach is not within a zone influenced by the inundation of seiche, tsunami, or mudflow. Potential tsunami hazards would be limited to properties and public improvements near the coastline. The proposed project is located outside the

coastline and will therefore not result in any increased risk of inundation to any properties. Please see Section IX.g. for further discussion.

X. LAND USE AND PLANNING

a. Would the project physically divide an established community?

☐ Potentially Significant Impact	☐ Less Than Significant with Mitigation Incorporation	☐ Less Than Significant Impact	☒ No Impact

The project is for a zone change and is not tied to a specific development proposal. The site is located on an existing 22,125-square-foot lot. The zone change boundary will occur along the northern property line of the subject site and will align with the existing R-1-L zoning and private property line of the abutting residential property to the north. The project will not physically divide any existing buildings or established community, and will not result in any impacts. Therefore, no mitigation is required.

b. Would the project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

☐ Potentially Significant Impact	☐ Less Than Significant with Mitigation Incorporation	☐ Less Than Significant Impact	☒ No Impact

See Section X.a. above for discussion. The project will change the zoning of a portion of the property from a R-1-L Single-Family Residential District with Large Lots and CCA - Community Automobile Oriented District zone into a CCA – Community Automobile Oriented District zone, to be consistent with the majority of private property located along Long Beach Boulevard commercial corridor. The existing General Plan Land Use District (LUD) for the site is LUD No. 8P – Pedestrian Oriented Retail Strip. The current R-1-L portion of the property's zoning is not consistent with the use located on the site, current zoning, or the LUD. The zone change to CCA will bring the property into consistency with LUD No. 8P and allow for future improvements to be in accordance with the commercial development standards which are more appropriate for the existing site. The project will not conflict with any general plan, specific plan, or other additional land use plan, policy, or regulation applying to this site. No further environmental analysis or mitigation is required.

c. Would the project conflict with any applicable habitat conservation plan or natural communities conservation plan?

☐ Potentially Significant Impact	☐ Less Than Significant with Mitigation Incorporation	☐ Less Than Significant Impact	☒ No Impact

The project is located in an urbanized environment characterized by in-fill development projects. No habitat conservation plan or natural communities' conservation plan would be impacted by the implementation of this project.

XI. MINERAL RESOURCES

Historically, the primary mineral resources within the City of Long Beach have been oil and natural gas. However, oil and gas extraction operations have diminished over the last century as the resources have become depleted. Today, extraction operations continue but on a reduced scale compared to past levels.

a. Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

☐ Potentially Significant Impact	☐ Less Than Significant with Mitigation Incorporation	☐ Less Than Significant Impact	☒ No Impact

The project site does not contain any oil extraction operations, and no mineral resources are known to exist on the site. The project will not result in any impacts, and no mitigation is required.

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

☐ Potentially Significant Impact	☐ Less Than Significant with Mitigation Incorporation	☐ Less Than Significant Impact	☒ No Impact

The project site is not located in a locally important mineral resource recovery site as detailed on the General plan, the Zoning Map, or any other land use plan, nor would the proposed zone change impair resource recovery from other sites that are delineated in any general, specific, or land use plan to be of

importance in this area. The project will not result in any impacts, and no mitigation is required. No further environmental analysis is required.

XII. NOISE

Noise is defined as unwanted sound that disturbs human activity. Environmental noise levels typically fluctuate over time, and different types of noise descriptors are used to account for this variability. Noise level measurements include intensity, frequency, and duration, as well as time of occurrence.

Some land uses are considered more sensitive to ambient noise levels than other uses due to the amount of noise exposure and the types of activities involved. Residences, motels, hotels, schools, libraries, churches, nursing homes, auditoriums, parks and outdoor recreation areas are more sensitive to noise than are commercial and industrial land uses.

The City of Long Beach uses the State Noise/Land Use Compatibility Standards, which suggests a desirable exterior noise exposure at 65 dBA Community Noise Equivalent Level (CNEL) for sensitive land uses such as residences. Less sensitive commercial and industrial uses may be compatible with ambient noise levels up to 70 dBA. The City of Long Beach has adopted a Noise Ordinance (Long Beach Municipal Code Chapter 8.80) that sets exterior and interior noise standards.

a. Would the project result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance or applicable standards of other agencies?

☐ Potentially Significant Impact	☐ Less Than Significant with Mitigation Incorporation	☒ Less Than Significant Impact	☐ No Impact

The development of the site with commercial uses were anticipated by the current General Plan designation. The project will change the zoning of a portion of the property to commercial. The development of the site will be subject to the City's Noise Ordinance (Long Beach Municipal Code Section 8.80) and is anticipated to have less than significant impacts to excess noise levels. No further environmental analysis of this issue is required.

b. Would the project result in exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels?

☐ Potentially Significant Impact	☐ Less Than Significant with Mitigation Incorporation	☐ Less Than Significant Impact	☒ No Impact

Please see Section XII.a. above for discussion. The project will not result I exposure generated from ground borne vibrations. No further environmental analysis of this issue is required.

c. Would the project create a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

☐ Potentially Significant Impact	☐ Less Than Significant with Mitigation Incorporation	☐ Less Than Significant Impact	☒ No Impact

Please see Section XII.a. above for discussion. No further environmental analysis of this issue is required.

d. Would the project create a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

☐ Potentially Significant Impact	☐ Less Than Significant with Mitigation Incorporation	☐ Less Than Significant Impact	☒ No Impact

Please see Section XII.a. above for discussion. No further environmental analysis of this issue is required.

e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

☐ Potentially Significant Impact	☐ Less Than Significant with Mitigation Incorporation	☐ Less Than Significant Impact	☒ No Impact

The project site is not located within an airport land use plan or within two miles of a public or public-use airport. The nearest airport is the Long Beach Municipal Airport and is located approximately 3.9 miles to the southeast.

The project will not alter air traffic patterns or encourage developments that could conflict with established Federal Aviation Administration (FAA) flight protection zones. No further environmental analysis is necessary.

f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area excessive noise levels?

☐ Potentially Significant Impact	☐ Less Than Significant with Mitigation Incorporation	☐ Less Than Significant Impact	☒ No Impact

There are no private airstrips located within or adjacent to the City. No further environmental analysis is required.

XIII. POPULATION AND HOUSING

The City of Long Beach is the second largest city in Los Angeles County. At the time of the 2000 Census, Long Beach had a population of 461,522, which was a 7.5 percent increase from the 1990 Census. The 2010 Census reported a total City population of 462,257 an increase of approximately 1% since 2000.

a. Would the project induce substantial population growth in an area, either directly or indirectly?

☐ Potentially Significant Impact	☐ Less Than Significant with Mitigation Incorporation	☐ Less Than Significant Impact	☒ No Impact

The development of the site with commercial were anticipated by the current General Plan designation. The project will change the zoning of a portion of the property to commercial. The zone change will not result in any substantial population growth as the project is not tied to a residential development. No further environmental analysis is required.

b. Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

☐ Potentially Significant Impact	☐ Less Than Significant with Mitigation Incorporation	☐ Less Than Significant Impact	☒ No Impact

The development of the site as commercial was anticipated by the current General Plan designation. The project will change the zoning of a portion of the property to commercial. The project will not displace existing residential units in the City as the project is not tied a development proposal. No further environmental analysis is required.

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

☐ Potentially Significant Impact	☐ Less Than Significant with Mitigation Incorporation	☐ Less Than Significant Impact	☒ No Impact

Please see Section XIII.b. above for discussion. The project is not intended to displace people residing in the City.

XIV. PUBLIC SERVICES

Fire protection would be provided by the Long Beach Fire Department. The Department has 23 stations in the City. The Department is divided into bureaus of Fire Prevention, Fire Suppression, the Bureau of Instruction, and the Bureau of Technical Services. The Fire Department is accountable for medical, paramedic, and other first aid rescue calls from the community.

Police protection would be provided by the Long Beach Police Department. The Department is divided into bureaus of Administration, Investigation, and Patrol. The City is divided into four Patrol Divisions: East, West, North and South.

The City of Long Beach is served by the Long Beach Unified School District, which also serves the City of Signal Hill, Catalina Island and a large portion of the City of Lakewood. The District has been operating at or over capacity during the past decade.

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

a. Fire protection?

☐ Potentially Significant Impact	☐ Less Than Significant with Mitigation Incorporation	☒ Less Than Significant Impact	☐ No Impact

The project is for a zone change that is consistent with the general plan which demands for services have already been originally accounted for. Additionally, there is no specific development being proposed as part of this project. Therefore, the project will not alter any governmental facilities that directly or indirectly result in increased demand for fire protection services or fire protection facilities. Furthermore, new developments will be subject to development impact fees which will set aside funding for additional services shall the demand for services be needed. No further environmental analysis is required.

b. Police protection?

☐ Potentially Significant Impact	☐ Less Than Significant with Mitigation Incorporation	☒ Less Than Significant Impact	☐ No Impact

The project is for a zone change that is consistent with the general plan which demands for services have already been originally accounted for. Additionally, there is no specific development being proposed as part of this project. Therefore, the project will not result in any increased demand for police protection services or police protection facilities. Furthermore, new developments will be subject to development impact fees which will set aside funding for additional services should the demand for services be needed. No further environmental analysis is required.

c. Schools?

☐ Potentially Significant Impact	☐ Less Than Significant with Mitigation Incorporation	☒ Less Than Significant Impact	☐ No Impact

The project is for a zone change that is consistent with the general plan which demands for services have already been originally accounted for. Additionally, there is no specific development being proposed as part of this project. Therefore, the project will not result in any increased demand for public school services or facilities. Furthermore, new developments will be subject to development impact fees which will set aside funding for additional services should the demand for services be needed. No further environmental analysis is required.

d. Parks?

☐ Potentially Significant Impact	☐ Less Than Significant with Mitigation Incorporation	☒ Less Than Significant Impact	☐ No Impact

The project is for a zone change that is consistent with the general plan which demands for services have already been originally accounted for. Additionally, there is no specific development being proposed as part of this project. Therefore, the project will not result in any increased demand for park services or park facilities. Furthermore, new developments will be subject to development impact fees which will set aside funding for additional services shall the demand for services be needed. No further environmental analysis is required.

e. Other public facilities?

☐ Potentially Significant Impact	☐ Less Than Significant with Mitigation Incorporation	☒ Less Than Significant Impact	☐ No Impact

The project is for a zone change that is consistent with the general plan which demands for services have already been originally accounted for. Additionally, there is no specific development being proposed as part of this project. Therefore, the project will not result in any increased demand for new or physically altered governmental facilities. Furthermore, new developments will be subject to development impact fees which will set aside funding for additional services should the demand for services be needed. No further environmental analysis is required.

XV. RECREATION

a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

☐ Potentially Significant Impact	☐ Less Than Significant with Mitigation Incorporation	☒ Less Than Significant Impact	☐ No Impact

The project is for a zone change to be consistent with the underlying general plan land use designation that will not directly or indirectly induce population growth that could result in increased demand for recreational facilities. Furthermore, new developments will be subject to development impact fees which will set

aside funding for additional services/maintenance/new facilities should the need arise. No further environmental analysis is required.

b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

☐ Potentially Significant Impact	☐ Less Than Significant with Mitigation Incorporation	☒ Less Than Significant Impact	☐ No Impact

Please see Section XV.a. above. No further environmental analysis is required.

XVI. TRANSPORTATION/TRAFFIC

a. Would the project cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?

☐ Potentially Significant Impact	☐ Less Than Significant with Mitigation Incorporation	☒ Less Than Significant Impact	☐ No Impact

The development of the site as commercial was anticipated by the current General Plan designation. The project will change the zoning of a portion of the property to commercial. The zone change will not result in any substantial transportation and traffic impacts on the transportation infrastructure. No further environmental analysis is required.

b. Would the project exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?

☐ Potentially Significant Impact	☐ Less Than Significant with Mitigation Incorporation	☒ Less Than Significant Impact	☐ No Impact

Please see Section XVI.a. for discussion. The project will not result in a substantial increase in trip generation and level of service impacts anticipated. Therefore, no further environmental analysis is required.

c. Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

☐ Potentially Significant Impact	☐ Less Than Significant with Mitigation Incorporation	☐ Less Than Significant Impact	☒ No Impact

The project will have no change to traffic patterns. No further environmental analysis is required.

d. Would the project substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

☐ Potentially Significant Impact	☐ Less Than Significant with Mitigation Incorporation	☐ Less Than Significant Impact	☒ No Impact

The project will not create or encourage any hazardous transportation related design features or incompatible uses. No further environmental analysis is required.

e. Would the project result in inadequate emergency access?

☐ Potentially Significant Impact	☐ Less Than Significant with Mitigation Incorporation	☒ Less Than Significant Impact	☐ No Impact

The development of the site as commercial was anticipated by the current General Plan designation. The project will change the zoning of a portion of the property to commercial. The project would not result in substantial impacts on the transportation network that would have the potential to result in deficient or inadequate emergency access routes. No further environmental analysis is required.

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

☐ Potentially Significant Impact	☐ Less Than Significant with Mitigation Incorporation	☒ Less Than Significant Impact	☐ No Impact

The development of the site as commercial was anticipated by the current General Plan designation. The project will change the zoning of a portion of the property to commercial. The zone change will not result in any substantial conflict with the adopted policies supporting alternative transportation. No further environmental analysis is required.

XVI. TRIBAL CULTURAL RESOURCES

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, that is:

a. Listed or eligible for listing in the California Register of Historic Resources, or in a local register of historic resources as defined in Public Resources Code Section 5020.1(k)?

☐ Potentially Significant Impact	☐ Less Than Significant with Mitigation Incorporation	☒ Less Than Significant Impact	☐ No Impact

Please see Section V. above. The project would not result in any specific construction activities involving excavation, and therefore would not be anticipated to significantly affect or destroy any Native American tribal cultural resources. No further environmental analysis is required.

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

☐ Potentially Significant Impact	☐ Less Than Significant with Mitigation Incorporation	☒ Less Than Significant Impact	☐ No Impact

Please see Section XVI a. above. No further environmental analysis is required.

XVIII. UTILITIES AND SERVICE SYSTEMS

a. Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

☐ Potentially Significant Impact	☐ Less Than Significant with Mitigation Incorporation	☒ Less Than Significant Impact	☐ No Impact

b. Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

☐ Potentially Significant Impact	☐ Less Than Significant with Mitigation Incorporation	☒ Less Than Significant Impact	☐ No Impact

c. Would the project require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

☐ Potentially Significant Impact	☐ Less Than Significant with Mitigation Incorporation	☒ Less Than Significant Impact	☐ No Impact

d. Would the project have sufficient water supplies available to serve the project from existing entitlement and resources, or are new or expanded entitlement needed?

☐ Potentially Significant Impact	☐ Less Than Significant with Mitigation Incorporation	☒ Less Than Significant Impact	☐ No Impact

e. Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

☐ Potentially Significant Impact	☐ Less Than Significant with Mitigation Incorporation	☒ Less Than Significant Impact	☐ No Impact

f. Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

☐ Potentially Significant Impact ☐ Less Than Significant with Mitigation Incorporation ☒ Less Than Significant Impact ☐ No Impact

g. Would the project comply with federal, state, and local statutes and regulations related to solid waste?

☐ Potentially Significant Impact ☐ Less Than Significant with Mitigation Incorporation ☒ Less Than Significant Impact ☐ No Impact

For Sections XVIII.a. through g. The site is served by the existing sewer, storm water, and potable water utilities already in place for the neighborhood. The development of the site as commercial was anticipated by the current General Plan designation. The project will change the zoning of a portion of the property to commercial. The zone change will not result in any substantial burden on any utility or service system as there will be no change to the existing site. No further environmental analysis is necessary.

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE

a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

☐ Potentially Significant Impact ☐ Less Than Significant with Mitigation Incorporation ☐ Less Than Significant Impact ☒ No Impact

As determined in Section IV. Biological Resources and Section V. Cultural Resources, the project would have no significant adverse impacts on biological or cultural resources. The proposed project would not degrade the quality of the environment, impact any natural habitats, effect any fish or wildlife populations, threaten any plant or animal communities, alter the number or restrict the range of any rare or endangered plants or animals, or eliminate any examples of the major periods of California history or prehistory.

b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that

the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

☐ Potentially Significant Impact	☐ Less Than Significant with Mitigation Incorporation	☐ Less Than Significant Impact	☒ No Impact

The project is for a zone change which will allow the commercial uses consistent with the existing general plan land use designation which is intended to provide more "retail uses catering primarily to pedestrian trade... where shoppers can arrive by foot or by car and park in one location and then stroll to a number of shops, services, and restaurants." This project is not tied to a development proposal and is not anticipated to contribute to any cumulative growth effects beyond what is already anticipated for the City's future in the General Plan. As such, the project will not result in any cumulatively considerable impacts or incremental effects, either alone or viewed in combination with past, current, and potential future projects. The project will not result in any impacts, and no mitigation is required.

The proposal involves a 22,125-square-foot lot with split/dual residential and commercial zoning (R-1-L Single-Family Residential District with Large Lots and CCA - Community Automobile Oriented District). The project request is for a zone change which would rezone a portion (approximately 25-feet by 150-feet) of the property, currently zoned R-1-L, to CCA, which is consistent with the remainder of the property.

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

☐ Potentially Significant Impact	☐ Less Than Significant with Mitigation Incorporation	☐ Less Than Significant Impact	☒ No Impact

The land use requirements of this proposed zone change would not directly or indirectly cause any substantial adverse effects on human beings. The project is not tied to a development proposal. For this reason, the City has concluded that the proposed project can be implemented without causing significant adverse environmental effects and determined that the Negative Declaration is the appropriate type of CEQA documentation.

REFERENCES:

California Department of Transportation California Scenic Highway Mapping System
California Department of Conservation Los Angeles County Important Farmland Map 2014
California Department of Finance Population Estimates
California Division of Mines and Geology Alquist-Priolo Earthquake Fault Zone maps California Division of Mines and Geology Special Publication 42
California Geological Survey Tsunami Inundation Map for Emergency Planning California Environmental Quality Act (CEQA) Guidelines
City of Long Beach General Plan:

- Land Use Element
- Housing Element
- Noise Element
- Scenic Routes Element
- Seismic Safety Element

Clean Water Act, Section 404 (33 U.S.C. 1344)
Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRM)
Long Beach Municipal Code

- Chapter 8.80 (Noise)
- Title 18 (Buildings and Construction)
- Title 21 (Zoning Regulations)

Los Angeles County Airport Land Use Commission (ALUC) website, Long Beach Airport Influence Area map
United States Census Bureau American FactFinder website

ATTACHMENTS:

Attachment A – AQMD Thresholds
Attachment B – AB 52 Consultation Letter and Responses

South Coast
Air Quality Management District
21865 Copley Drive, Diamond Bar, CA 91765-4182
(909) 396-2000 • www.aqmd.gov

SCAQMD Air Quality Significance Thresholds

Mass Daily Thresholds [a]		
Pollutant	**Construction [b]**	**Operation [c]**
NOx	100 lbs/day	55 lbs/day
VOC	75 lbs/day	55 lbs/day
PM10	150 lbs/day	150 lbs/day
PM2.5	55 lbs/day	55 lbs/day
SOx	150 lbs/day	150 lbs/day
CO	550 lbs/day	550 lbs/day
Lead	3 lbs/day	3 lbs/day
Toxic Air Contaminants (TACs), Odor, and GHG Thresholds		
TACs (including carcinogens and non-carcinogens)	Maximum Incremental Cancer Risk ≥ 10 in 1 million Cancer Burden > 0.5 excess cancer cases (in areas ≥ 1 in 1 million) Chronic & Acute Hazard Index ≥ 1.0 (project increment)	
Odor	Project creates an odor nuisance pursuant to SCAQMD Rule 402	
GHG	10,000 MT/yr CO2eq for industrial facilities	
Ambient Air Quality Standards for Criteria Pollutants [d]		
NO2 1-hour average annual arithmetic mean	SCAQMD is in attainment; project is significant if it causes or contributes to an exceedance of the following attainment standards: 0.18 ppm (state) 0.03 ppm (state) and 0.0534 ppm (federal)	
PM10 24-hour average annual average	10.4 $\mu g/m^3$ (construction)[e] & 2.5 $\mu g/m^3$ (operation) 1.0 $\mu g/m^3$	
PM2.5 24-hour average	10.4 $\mu g/m^3$ (construction)[e] & 2.5 $\mu g/m^3$ (operation)	
SO2 1-hour average 24-hour average	0.25 ppm (state) & 0.075 ppm (federal – 99th percentile) 0.04 ppm (state)	
Sulfate 24-hour average	25 $\mu g/m^3$ (state)	
CO 1-hour average 8-hour average	SCAQMD is in attainment; project is significant if it causes or contributes to an exceedance of the following attainment standards: 20 ppm (state) and 35 ppm (federal) 9.0 ppm (state/federal)	
Lead 30-day Average Rolling 3-month average	1.5 $\mu g/m^3$ (state) 0.15 $\mu g/m^3$ (federal)	

[a] Source: SCAQMD CEQA Handbook (SCAQMD, 1993)
[b] Construction thresholds apply to both the South Coast Air Basin and Coachella Valley (Salton Sea and Mojave Desert Air Basins).
[c] For Coachella Valley, the mass daily thresholds for operation are the same as the construction thresholds.
[d] Ambient air quality thresholds for criteria pollutants based on SCAQMD Rule 1303, Table A-2 unless otherwise stated.
[e] Ambient air quality threshold based on SCAQMD Rule 403.

KEY: lbs/day = pounds per day ppm = parts per million $\mu g/m^3$ = microgram per cubic meter ≥ = greater than or equal to
MT/yr CO2eq = metric tons per year of CO2 equivalents > = greater than

Revision: March 2015

Zone Change - Theoretical Future by-right project

South Coast Air Basin, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Strip Mall	10.00	1000sqft	0.51	10,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	9			**Operational Year**	2021
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - adjust lot size to actual

Construction Phase -

Architectural Coating - adjust to actual

Area Coating - adjust to acual

Sequestration -

Area Mitigation -

Zone Change - Theoretical Future by-right project - South Coast Air Basin, Annual

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Nonresidential_Exterior	5,000.00	10,000.00
tblArchitecturalCoating	ConstArea_Nonresidential_Interior	15,000.00	10,000.00
tblAreaCoating	Area_Nonresidential_Exterior	5000	10000
tblAreaCoating	Area_Nonresidential_Interior	15000	10000
tblAreaCoating	Area_Parking	0	5000
tblAreaMitigation	UseLowVOCPaintParkingCheck	False	True
tblConstructionPhase	PhaseEndDate	7/24/2019	12/19/2019
tblConstructionPhase	PhaseEndDate	7/10/2019	12/4/2019
tblConstructionPhase	PhaseEndDate	2/15/2019	7/12/2019
tblConstructionPhase	PhaseEndDate	2/20/2019	7/17/2019
tblConstructionPhase	PhaseEndDate	7/17/2019	12/12/2019
tblConstructionPhase	PhaseEndDate	2/18/2019	7/15/2019
tblConstructionPhase	PhaseStartDate	7/18/2019	12/13/2019
tblConstructionPhase	PhaseStartDate	2/21/2019	7/18/2019
tblConstructionPhase	PhaseStartDate	2/4/2019	7/1/2019
tblConstructionPhase	PhaseStartDate	2/19/2019	7/16/2019
tblConstructionPhase	PhaseStartDate	7/11/2019	12/6/2019
tblConstructionPhase	PhaseStartDate	2/16/2019	
tblLandUse	LotAcreage	0.23	0.51
tblSequestration	NumberOfNewTrees	0.00	2.00

2.0 Emissions Summary

Zone Change - Theoretical Future by-right project - South Coast Air Basin, Annual

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					
2019	0.1047	0.5840	0.4617	7.4000e-004	4.5000e-003	0.0352	0.0397	1.3800e-003	0.0325	0.0339	0.0000	66.0465	66.0465	0.0185	0.0000	66.5095
Maximum	**0.1047**	**0.5840**	**0.4617**	**7.4000e-004**	**4.5000e-003**	**0.0352**	**0.0397**	**1.3800e-003**	**0.0325**	**0.0339**	**0.0000**	**66.0465**	**66.0465**	**0.0185**	**0.0000**	**66.5095**

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					
2019	0.1047	0.5840	0.4617	7.4000e-004	4.5000e-003	0.0352	0.0397	1.3800e-003	0.0325	0.0339	0.0000	66.0464	66.0464	0.0185	0.0000	66.5094
Maximum	**0.1047**	**0.5840**	**0.4617**	**7.4000e-004**	**4.5000e-003**	**0.0352**	**0.0397**	**1.3800e-003**	**0.0325**	**0.0339**	**0.0000**	**66.0464**	**66.0464**	**0.0185**	**0.0000**	**66.5094**

	ROG	NOx	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**

Zone Change - Theoretical Future by-right project - South Coast Air Basin, Annual

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
2	5-4-2019	8-3-2019	0.1221	0.1221
3	8-4-2019	9-30-2019	0.2287	0.2287
		Highest	0.2287	0.2287

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	0.0419	0.0000	1.3000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.5000e-004	2.5000e-004	0.0000	0.0000	2.6000e-004
Energy	9.0000e-005	8.0000e-004	6.8000e-004	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005	0.0000	43.8891	43.8891	1.7900e-003	3.8000e-004	44.0481
Mobile	0.1024	0.5054	1.1212	3.7000e-003	0.2932	3.1000e-003	0.2963	0.0786	2.8900e-003	0.0815	0.0000	341.5297	341.5297	0.0184	0.0000	341.9890
Waste						0.0000	0.0000		0.0000	0.0000	2.1314	0.0000	2.1314	0.1260	0.0000	5.2805
Water						0.0000	0.0000		0.0000	0.0000	0.2350	4.6802	4.9152	0.0243	6.1000e-004	5.7052
Total	**0.1444**	**0.5062**	**1.1220**	**3.7000e-003**	**0.2932**	**3.1600e-003**	**0.2964**	**0.0786**	**2.9500e-003**	**0.0815**	**2.3664**	**390.0992**	**392.4656**	**0.1705**	**9.9000e-004**	**397.0230**

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	0.0419	0.0000	1.3000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.5000e-004	2.5000e-004	0.0000	0.0000	2.6000e-004
Energy	9.0000e-005	8.0000e-004	6.8000e-004	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005	0.0000	43.8891	43.8891	1.7900e-003	3.8000e-004	44.0481
Mobile	0.1024	0.5054	1.1212	3.7000e-003	0.2932	3.1000e-003	0.2963	0.0786	2.8900e-003	0.0815	0.0000	341.5297	341.5297	0.0184	0.0000	341.9890
Waste						0.0000	0.0000		0.0000	0.0000	2.1314	0.0000	2.1314	0.1260	0.0000	5.2805
Water						0.0000	0.0000		0.0000	0.0000	0.2350	4.6802	4.9152	0.0243	6.1000e-004	5.7052
Total	**0.1444**	**0.5062**	**1.1220**	**3.7000e-003**	**0.2932**	**3.1600e-003**	**0.2964**	**0.0786**	**2.9500e-003**	**0.0815**	**2.3664**	**390.0992**	**392.4656**	**0.1705**	**9.9000e-004**	**397.0230**

	ROG	NOx	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**

2.3 Vegetation

Vegetation

	CO2e
Category	MT
New Trees	1.4160
Total	1.4160

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	7/1/2019	7/12/2019	5	10	
2	Site Preparation	Site Preparation	7/14/2019	7/15/2019	5	1	
3	Grading	Grading	7/16/2019	7/17/2019	5	2	
4	Building Construction	Building Construction	7/18/2019	12/4/2019	5	100	
5	Paving	Paving	12/6/2019	12/12/2019	5	5	
6	Architectural Coating	Architectural Coating	12/13/2019	12/19/2019	5	5	

Acres of Grading (Site Preparation Phase): 0.5

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Zone Change - Theoretical Future by-right project - South Coast Air Basin, Annual

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 10,000; Non-Residential Outdoor: 10,000; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Site Preparation	Graders	1	8.00	187	0.41
Paving	Pavers	1	7.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Demolition	Rubber Tired Dozers	1	1.00	247	0.40
Grading	Rubber Tired Dozers	1	1.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Grading	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37

Trips and VMT

Zone Change - Theoretical Future by-right project - South Coast Air Basin, Annual

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	4	10.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	2	5.00	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	5	3.00	2.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	1.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2019

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	4.7700e-003	0.0430	0.0385	6.0000e-005		2.6900e-003	2.6900e-003		2.5600e-003	2.5600e-003	0.0000	5.2601	5.2601	1.0000e-003	0.0000	5.2852
Total	**4.7700e-003**	**0.0430**	**0.0385**	**6.0000e-005**		**2.6900e-003**	**2.6900e-003**		**2.5600e-003**	**2.5600e-003**	**0.0000**	**5.2601**	**5.2601**	**1.0000e-003**	**0.0000**	**5.2852**

3.2 Demolition - 2019

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	1.9000e-004	2.0900e-003	1.0000e-005	5.5000e-004	0.0000	5.5000e-004	1.5000e-004	0.0000	1.5000e-004	0.0000	0.5101	0.5101	2.0000e-005	0.0000	0.5105
Total	**2.4000e-004**	**1.9000e-004**	**2.0900e-003**	**1.0000e-005**	**5.5000e-004**	**0.0000**	**5.5000e-004**	**1.5000e-004**	**0.0000**	**1.5000e-004**	**0.0000**	**0.5101**	**0.5101**	**2.0000e-005**	**0.0000**	**0.5105**

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	4.7700e-003	0.0430	0.0385	6.0000e-005		2.6900e-003	2.6900e-003		2.5600e-003	2.5600e-003	0.0000	5.2601	5.2601	1.0000e-003	0.0000	5.2852
Total	**4.7700e-003**	**0.0430**	**0.0385**	**6.0000e-005**		**2.6900e-003**	**2.6900e-003**		**2.5600e-003**	**2.5600e-003**	**0.0000**	**5.2601**	**5.2601**	**1.0000e-003**	**0.0000**	**5.2852**

3.2 Demolition - 2019

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	1.9000e-004	2.0900e-003	1.0000e-005	5.5000e-004	0.0000	5.5000e-004	1.5000e-004	0.0000	1.5000e-004	0.0000	0.5101	0.5101	2.0000e-005	0.0000	0.5105
Total	**2.4000e-004**	**1.9000e-004**	**2.0900e-003**	**1.0000e-005**	**5.5000e-004**	**0.0000**	**5.5000e-004**	**1.5000e-004**	**0.0000**	**1.5000e-004**	**0.0000**	**0.5101**	**0.5101**	**2.0000e-005**	**0.0000**	**0.5105**

3.3 Site Preparation - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.7000e-004	0.0000	2.7000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.6000e-004	4.4600e-003	2.0700e-003	0.0000		1.8000e-004	1.8000e-004		1.7000e-004	1.7000e-004	0.0000	0.4378	0.4378	1.4000e-004	0.0000	0.4413
Total	**3.6000e-004**	**4.4600e-003**	**2.0700e-003**	**0.0000**	**2.7000e-004**	**1.8000e-004**	**4.5000e-004**	**3.0000e-005**	**1.7000e-004**	**2.0000e-004**	**0.0000**	**0.4378**	**0.4378**	**1.4000e-004**	**0.0000**	**0.4413**

3.3 Site Preparation - 2019

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	1.0000e-005	1.0000e-005	1.0000e-004	0.0000	3.0000e-005	0.0000	3.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0255	0.0255	0.0000	0.0000	0.0255
Total	**1.0000e-005**	**1.0000e-005**	**1.0000e-004**	**0.0000**	**3.0000e-005**	**0.0000**	**3.0000e-005**	**1.0000e-005**	**0.0000**	**1.0000e-005**	**0.0000**	**0.0255**	**0.0255**	**0.0000**	**0.0000**	**0.0255**

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					2.7000e-004	0.0000	2.7000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.6000e-004	4.4600e-003	2.0700e-003	0.0000		1.8000e-004	1.8000e-004		1.7000e-004	1.7000e-004	0.0000	0.4378	0.4378	1.4000e-004	0.0000	0.4413
Total	**3.6000e-004**	**4.4600e-003**	**2.0700e-003**	**0.0000**	**2.7000e-004**	**1.8000e-004**	**4.5000e-004**	**3.0000e-005**	**1.7000e-004**	**2.0000e-004**	**0.0000**	**0.4378**	**0.4378**	**1.4000e-004**	**0.0000**	**0.4413**

3.3 Site Preparation - 2019

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	1.0000e-005	1.0000e-005	1.0000e-004	0.0000	3.0000e-005	0.0000	3.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0255	0.0255	0.0000	0.0000	0.0255
Total	**1.0000e-005**	**1.0000e-005**	**1.0000e-004**	**0.0000**	**3.0000e-005**	**0.0000**	**3.0000e-005**	**1.0000e-005**	**0.0000**	**1.0000e-005**	**0.0000**	**0.0255**	**0.0255**	**0.0000**	**0.0000**	**0.0255**

3.4 Grading - 2019

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					7.5000e-004	0.0000	7.5000e-004	4.1000e-004	0.0000	4.1000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	9.5000e-004	8.6000e-003	7.6900e-003	1.0000e-005		5.4000e-004	5.4000e-004		5.1000e-004	5.1000e-004	0.0000	1.0520	1.0520	2.0000e-004	0.0000	1.0570
Total	**9.5000e-004**	**8.6000e-003**	**7.6900e-003**	**1.0000e-005**	**7.5000e-004**	**5.4000e-004**	**1.2900e-003**	**4.1000e-004**	**5.1000e-004**	**9.2000e-004**	**0.0000**	**1.0520**	**1.0520**	**2.0000e-004**	**0.0000**	**1.0570**

3.4 Grading - 2019

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	5.0000e-005	4.0000e-005	4.2000e-004	0.0000	1.1000e-004	0.0000	1.1000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.1020	0.1020	0.0000	0.0000	0.1021
Total	**5.0000e-005**	**4.0000e-005**	**4.2000e-004**	**0.0000**	**1.1000e-004**	**0.0000**	**1.1000e-004**	**3.0000e-005**	**0.0000**	**3.0000e-005**	**0.0000**	**0.1020**	**0.1020**	**0.0000**	**0.0000**	**0.1021**

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					7.5000e-004	0.0000	7.5000e-004	4.1000e-004	0.0000	4.1000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	9.5000e-004	8.6000e-003	7.6900e-003	1.0000e-005		5.4000e-004	5.4000e-004		5.1000e-004	5.1000e-004	0.0000	1.0520	1.0520	2.0000e-004	0.0000	1.0570
Total	**9.5000e-004**	**8.6000e-003**	**7.6900e-003**	**1.0000e-005**	**7.5000e-004**	**5.4000e-004**	**1.2900e-003**	**4.1000e-004**	**5.1000e-004**	**9.2000e-004**	**0.0000**	**1.0520**	**1.0520**	**2.0000e-004**	**0.0000**	**1.0570**

3.4 Grading - 2019

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	5.0000e-005	4.0000e-005	4.2000e-004	0.0000	1.1000e-004	0.0000	1.1000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.1020	0.1020	0.0000	0.0000	0.1021
Total	**5.0000e-005**	**4.0000e-005**	**4.2000e-004**	**0.0000**	**1.1000e-004**	**0.0000**	**1.1000e-004**	**3.0000e-005**	**0.0000**	**3.0000e-005**	**0.0000**	**0.1020**	**0.1020**	**0.0000**	**0.0000**	**0.1021**

3.5 Building Construction - 2019

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	0.0479	0.4910	0.3772	5.7000e-004		0.0303	0.0303		0.0279	0.0279	0.0000	51.1502	51.1502	0.0162	0.0000	51.5548
Total	**0.0479**	**0.4910**	**0.3772**	**5.7000e-004**		**0.0303**	**0.0303**		**0.0279**	**0.0279**	**0.0000**	**51.1502**	**51.1502**	**0.0162**	**0.0000**	**51.5548**

3.5 Building Construction - 2019

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	4.0000e-004	0.0117	2.9900e-003	3.0000e-005	6.3000e-004	8.0000e-005	7.1000e-004	1.8000e-004	7.0000e-005	2.6000e-004	0.0000	2.4622	2.4622	1.7000e-004	0.0000	2.4666
Worker	7.2000e-004	5.8000e-004	6.2600e-003	2.0000e-005	1.6500e-003	1.0000e-005	1.6600e-003	4.4000e-004	1.0000e-005	4.5000e-004	0.0000	1.5304	1.5304	5.0000e-005	0.0000	1.5316
Total	**1.1200e-003**	**0.0123**	**9.2500e-003**	**5.0000e-005**	**2.2800e-003**	**9.0000e-005**	**2.3700e-003**	**6.2000e-004**	**8.0000e-005**	**7.1000e-004**	**0.0000**	**3.9926**	**3.9926**	**2.2000e-004**	**0.0000**	**3.9981**

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	0.0479	0.4910	0.3772	5.7000e-004		0.0303	0.0303		0.0279	0.0279	0.0000	51.1502	51.1502	0.0162	0.0000	51.5548
Total	**0.0479**	**0.4910**	**0.3772**	**5.7000e-004**		**0.0303**	**0.0303**		**0.0279**	**0.0279**	**0.0000**	**51.1502**	**51.1502**	**0.0162**	**0.0000**	**51.5548**

3.5 Building Construction - 2019

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	4.0000e-004	0.0117	2.9900e-003	3.0000e-005	6.3000e-004	8.0000e-005	7.1000e-004	1.8000e-004	7.0000e-005	2.6000e-004	0.0000	2.4622	2.4622	1.7000e-004	0.0000	2.4666
Worker	7.2000e-004	5.8000e-004	6.2600e-003	2.0000e-005	1.6500e-003	1.0000e-005	1.6600e-003	4.4000e-004	1.0000e-005	4.5000e-004	0.0000	1.5304	1.5304	5.0000e-005	0.0000	1.5316
Total	**1.1200e-003**	**0.0123**	**9.2500e-003**	**5.0000e-005**	**2.2800e-003**	**9.0000e-005**	**2.3700e-003**	**6.2000e-004**	**8.0000e-005**	**7.1000e-004**	**0.0000**	**3.9926**	**3.9926**	**2.2000e-004**	**0.0000**	**3.9981**

3.6 Paving - 2019

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	2.0700e-003	0.0196	0.0179	3.0000e-005		1.1100e-003	1.1100e-003		1.0300e-003	1.0300e-003	0.0000	2.3931	2.3931	6.8000e-004	0.0000	2.4102
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**2.0700e-003**	**0.0196**	**0.0179**	**3.0000e-005**		**1.1100e-003**	**1.1100e-003**		**1.0300e-003**	**1.0300e-003**	**0.0000**	**2.3931**	**2.3931**	**6.8000e-004**	**0.0000**	**2.4102**

3.6 Paving - 2019

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	2.2000e-004	1.7000e-004	1.8800e-003	1.0000e-005	4.9000e-004	0.0000	5.0000e-004	1.3000e-004	0.0000	1.3000e-004	0.0000	0.4591	0.4591	1.0000e-005	0.0000	0.4595
Total	**2.2000e-004**	**1.7000e-004**	**1.8800e-003**	**1.0000e-005**	**4.9000e-004**	**0.0000**	**5.0000e-004**	**1.3000e-004**	**0.0000**	**1.3000e-004**	**0.0000**	**0.4591**	**0.4591**	**1.0000e-005**	**0.0000**	**0.4595**

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	2.0700e-003	0.0196	0.0179	3.0000e-005		1.1100e-003	1.1100e-003		1.0300e-003	1.0300e-003	0.0000	2.3931	2.3931	6.8000e-004	0.0000	2.4102
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**2.0700e-003**	**0.0196**	**0.0179**	**3.0000e-005**		**1.1100e-003**	**1.1100e-003**		**1.0300e-003**	**1.0300e-003**	**0.0000**	**2.3931**	**2.3931**	**6.8000e-004**	**0.0000**	**2.4102**

3.6 Paving - 2019

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	2.2000e-004	1.7000e-004	1.8800e-003	1.0000e-005	4.9000e-004	0.0000	5.0000e-004	1.3000e-004	0.0000	1.3000e-004	0.0000	0.4591	0.4591	1.0000e-005	0.0000	0.4595
Total	**2.2000e-004**	**1.7000e-004**	**1.8800e-003**	**1.0000e-005**	**4.9000e-004**	**0.0000**	**5.0000e-004**	**1.3000e-004**	**0.0000**	**1.3000e-004**	**0.0000**	**0.4591**	**0.4591**	**1.0000e-005**	**0.0000**	**0.4595**

3.7 Architectural Coating - 2019

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	0.0464					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.7000e-004	4.5900e-003	4.6000e-003	1.0000e-005		3.2000e-004	3.2000e-004		3.2000e-004	3.2000e-004	0.0000	0.6383	0.6383	5.0000e-005	0.0000	0.6397
Total	**0.0470**	**4.5900e-003**	**4.6000e-003**	**1.0000e-005**		**3.2000e-004**	**3.2000e-004**		**3.2000e-004**	**3.2000e-004**	**0.0000**	**0.6383**	**0.6383**	**5.0000e-005**	**0.0000**	**0.6397**

3.7 Architectural Coating - 2019

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	1.0000e-005	1.0000e-005	1.0000e-004	0.0000	3.0000e-005	0.0000	3.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0255	0.0255	0.0000	0.0000	0.0255
Total	**1.0000e-005**	**1.0000e-005**	**1.0000e-004**	**0.0000**	**3.0000e-005**	**0.0000**	**3.0000e-005**	**1.0000e-005**	**0.0000**	**1.0000e-005**	**0.0000**	**0.0255**	**0.0255**	**0.0000**	**0.0000**	**0.0255**

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	0.0464					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.7000e-004	4.5900e-003	4.6000e-003	1.0000e-005		3.2000e-004	3.2000e-004		3.2000e-004	3.2000e-004	0.0000	0.6383	0.6383	5.0000e-005	0.0000	0.6397
Total	**0.0470**	**4.5900e-003**	**4.6000e-003**	**1.0000e-005**		**3.2000e-004**	**3.2000e-004**		**3.2000e-004**	**3.2000e-004**	**0.0000**	**0.6383**	**0.6383**	**5.0000e-005**	**0.0000**	**0.6397**

3.7 Architectural Coating - 2019

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	1.0000e-005	1.0000e-005	1.0000e-004	0.0000	3.0000e-005	0.0000	3.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0255	0.0255	0.0000	0.0000	0.0255
Total	**1.0000e-005**	**1.0000e-005**	**1.0000e-004**	**0.0000**	**3.0000e-005**	**0.0000**	**3.0000e-005**	**1.0000e-005**	**0.0000**	**1.0000e-005**	**0.0000**	**0.0255**	**0.0255**	**0.0000**	**0.0000**	**0.0255**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.1024	0.5054	1.1212	3.7000e-003	0.2932	3.1000e-003	0.2963	0.0786	2.8900e-003	0.0815	0.0000	341.5297	341.5297	0.0184	0.0000	341.9890
Unmitigated	0.1024	0.5054	1.1212	3.7000e-003	0.2932	3.1000e-003	0.2963	0.0786	2.8900e-003	0.0815	0.0000	341.5297	341.5297	0.0184	0.0000	341.9890

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Strip Mall	443.20	420.40	204.30	772,100	772,100
Total	443.20	420.40	204.30	772,100	772,100

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
Strip Mall	16.60	8.40	6.90	16.60	64.40	19.00	45	40	15

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Strip Mall	0.551391	0.043400	0.201050	0.120272	0.016162	0.005864	0.021029	0.030512	0.002059	0.001866	0.004766	0.000706	0.000924

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	43.0139	43.0139	1.7800e-003	3.7000e-004	43.1678
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	43.0139	43.0139	1.7800e-003	3.7000e-004	43.1678
NaturalGas Mitigated	9.0000e-005	8.0000e-004	6.8000e-004	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005	0.0000	0.8752	0.8752	2.0000e-005	2.0000e-005	0.8804
NaturalGas Unmitigated	9.0000e-005	8.0000e-004	6.8000e-004	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005	0.0000	0.8752	0.8752	2.0000e-005	2.0000e-005	0.8804

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					
Strip Mall	16400	9.0000e-005	8.0000e-004	6.8000e-004	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005	0.0000	0.8752	0.8752	2.0000e-005	2.0000e-005	0.8804
Total		**9.0000e-005**	**8.0000e-004**	**6.8000e-004**	**0.0000**		**6.0000e-005**	**6.0000e-005**		**6.0000e-005**	**6.0000e-005**	**0.0000**	**0.8752**	**0.8752**	**2.0000e-005**	**2.0000e-005**	**0.8804**

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					
Strip Mall	16400	9.0000e-005	8.0000e-004	6.8000e-004	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005	0.0000	0.8752	0.8752	2.0000e-005	2.0000e-005	0.8804
Total		**9.0000e-005**	**8.0000e-004**	**6.8000e-004**	**0.0000**		**6.0000e-005**	**6.0000e-005**		**6.0000e-005**	**6.0000e-005**	**0.0000**	**0.8752**	**0.8752**	**2.0000e-005**	**2.0000e-005**	**0.8804**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Strip Mall	135000	43.0139	1.7800e-003	3.7000e-004	43.1678
Total		**43.0139**	**1.7800e-003**	**3.7000e-004**	**43.1678**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Strip Mall	135000	43.0139	1.7800e-003	3.7000e-004	43.1678
Total		**43.0139**	**1.7800e-003**	**3.7000e-004**	**43.1678**

6.0 Area Detail

6.1 Mitigation Measures Area

Zone Change - Theoretical Future by-right project - South Coast Air Basin, Annual

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

Use Low VOC Cleaning Supplies

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0419	0.0000	1.3000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.5000e-004	2.5000e-004	0.0000	0.0000	2.6000e-004
Unmitigated	0.0419	0.0000	1.3000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.5000e-004	2.5000e-004	0.0000	0.0000	2.6000e-004

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	5.7900e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0361					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.0000e-005	0.0000	1.3000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.5000e-004	2.5000e-004	0.0000	0.0000	2.6000e-004
Total	**0.0419**	**0.0000**	**1.3000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**2.5000e-004**	**2.5000e-004**	**0.0000**	**0.0000**	**2.6000e-004**

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	5.7900e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0361					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.0000e-005	0.0000	1.3000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.5000e-004	2.5000e-004	0.0000	0.0000	2.6000e-004
Total	**0.0419**	**0.0000**	**1.3000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**2.5000e-004**	**2.5000e-004**	**0.0000**	**0.0000**	**2.6000e-004**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	4.9152	0.0243	6.1000e-004	5.7052
Unmitigated	4.9152	0.0243	6.1000e-004	5.7052

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Strip Mall	0.740725 / 0.453993	4.9152	0.0243	6.1000e-004	5.7052
Total		**4.9152**	**0.0243**	**6.1000e-004**	**5.7052**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Strip Mall	0.740725 / 0.453993	4.9152	0.0243	6.1000e-004	5.7052
Total		**4.9152**	**0.0243**	**6.1000e-004**	**5.7052**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	2.1314	0.1260	0.0000	5.2805
Unmitigated	2.1314	0.1260	0.0000	5.2805

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Strip Mall	10.5	2.1314	0.1260	0.0000	5.2805
Total		**2.1314**	**0.1260**	**0.0000**	**5.2805**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Strip Mall	10.5	2.1314	0.1260	0.0000	5.2805
Total		**2.1314**	**0.1260**	**0.0000**	**5.2805**

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

	Total CO2	CH4	N2O	CO2e
Category	MT			
Unmitigated	1.4160	0.0000	0.0000	1.4160

11.2 Net New Trees

Species Class

	Number of Trees	Total CO2	CH4	N2O	CO2e
		MT			
Miscellaneous	2	1.4160	0.0000	0.0000	1.4160
Total		**1.4160**	**0.0000**	**0.0000**	**1.4160**

Zone Change - Theoretical Future by-right project

South Coast Air Basin, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Strip Mall	10.00	1000sqft	0.51	10,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	9			**Operational Year**	2021
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - adjust lot size to actual

Construction Phase -

Architectural Coating - adjust to actual

Area Coating - adjust to acual

Sequestration -

Area Mitigation -

Zone Change - Theoretical Future by-right project - South Coast Air Basin, Summer

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Nonresidential_Exterior	5,000.00	10,000.00
tblArchitecturalCoating	ConstArea_Nonresidential_Interior	15,000.00	10,000.00
tblAreaCoating	Area_Nonresidential_Exterior	5000	10000
tblAreaCoating	Area_Nonresidential_Interior	15000	10000
tblAreaCoating	Area_Parking	0	5000
tblAreaMitigation	UseLowVOCPaintParkingCheck	False	True
tblConstructionPhase	PhaseEndDate	7/24/2019	12/19/2019
tblConstructionPhase	PhaseEndDate	7/10/2019	12/4/2019
tblConstructionPhase	PhaseEndDate	2/15/2019	7/12/2019
tblConstructionPhase	PhaseEndDate	2/20/2019	7/17/2019
tblConstructionPhase	PhaseEndDate	7/17/2019	12/12/2019
tblConstructionPhase	PhaseEndDate	2/18/2019	7/15/2019
tblConstructionPhase	PhaseStartDate	7/18/2019	12/13/2019
tblConstructionPhase	PhaseStartDate	2/21/2019	7/18/2019
tblConstructionPhase	PhaseStartDate	2/4/2019	7/1/2019
tblConstructionPhase	PhaseStartDate	2/19/2019	7/16/2019
tblConstructionPhase	PhaseStartDate	7/11/2019	12/6/2019
tblConstructionPhase	PhaseStartDate	2/16/2019	7/14/2019
tblLandUse	LotAcreage	0.23	0.51
tblSequestration	NumberOfNewTrees	0.00	2.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2019	18.8113	10.0605	8.1397	0.0134	0.8645	0.6072	1.4025	0.4434	0.5586	0.9567	0.0000	1,277.6932	1,277.6932	0.3616	0.0000	1,283.3133
Maximum	**18.8113**	**10.0605**	**8.1397**	**0.0134**	**0.8645**	**0.6072**	**1.4025**	**0.4434**	**0.5586**	**0.9567**	**0.0000**	**1,277.6932**	**1,277.6932**	**0.3616**	**0.0000**	**1,283.3133**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2019	18.8113	10.0605	8.1397	0.0134	0.8645	0.6072	1.4025	0.4434	0.5586	0.9567	0.0000	1,277.6932	1,277.6932	0.3616	0.0000	1,283.3133
Maximum	**18.8113**	**10.0605**	**8.1397**	**0.0134**	**0.8645**	**0.6072**	**1.4025**	**0.4434**	**0.5586**	**0.9567**	**0.0000**	**1,277.6932**	**1,277.6932**	**0.3616**	**0.0000**	**1,283.3133**

	ROG	NOx	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

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.2298	1.0000e-005	1.0200e-003	0.0000		0.0000	0.0000		0.0000	0.0000		2.1900e-003	2.1900e-003	1.0000e-005		2.3300e-003
Energy	4.8000e-004	4.4100e-003	3.7000e-003	3.0000e-005		3.3000e-004	3.3000e-004		3.3000e-004	3.3000e-004		5.2861	5.2861	1.0000e-004	1.0000e-004	5.3175
Mobile	0.6623	2.9431	6.9007	0.0231	1.7922	0.0185	1.8107	0.4795	0.0173	0.4968		2,349.4273	2,349.4273	0.1214		2,352.4623
Total	**0.8927**	**2.9475**	**6.9054**	**0.0231**	**1.7922**	**0.0189**	**1.8110**	**0.4795**	**0.0176**	**0.4971**		**2,354.7155**	**2,354.7155**	**0.1215**	**1.0000e-004**	**2,357.7821**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.2298	1.0000e-005	1.0200e-003	0.0000		0.0000	0.0000		0.0000	0.0000		2.1900e-003	2.1900e-003	1.0000e-005		2.3300e-003
Energy	4.8000e-004	4.4100e-003	3.7000e-003	3.0000e-005		3.3000e-004	3.3000e-004		3.3000e-004	3.3000e-004		5.2861	5.2861	1.0000e-004	1.0000e-004	5.3175
Mobile	0.6623	2.9431	6.9007	0.0231	1.7922	0.0185	1.8107	0.4795	0.0173	0.4968		2,349.4273	2,349.4273	0.1214		2,352.4623
Total	**0.8927**	**2.9475**	**6.9054**	**0.0231**	**1.7922**	**0.0189**	**1.8110**	**0.4795**	**0.0176**	**0.4971**		**2,354.7155**	**2,354.7155**	**0.1215**	**1.0000e-004**	**2,357.7821**

	ROG	NOx	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	7/1/2019	7/12/2019	5	10	
2	Site Preparation	Site Preparation	7/14/2019	7/15/2019	5	1	
3	Grading	Grading	7/16/2019	7/17/2019	5	2	
4	Building Construction	Building Construction	7/18/2019	12/4/2019	5	100	
5	Paving	Paving	12/6/2019	12/12/2019	5	5	
6	Architectural Coating	Architectural Coating	12/13/2019	12/19/2019	5	5	

Acres of Grading (Site Preparation Phase): 0.5

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 10,000; Non-Residential Outdoor: 10,000; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Zone Change - Theoretical Future by-right project - South Coast Air Basin, Summer

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	4	6.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Site Preparation	Graders	1	8.00	187	0.41
Paving	Pavers	1	7.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Demolition	Rubber Tired Dozers	1	1.00	247	0.40
Grading	Rubber Tired Dozers	1	1.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Grading	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37

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	4	10.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	2	5.00	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	5	3.00	2.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	1.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9530	8.6039	7.6917	0.0120		0.5371	0.5371		0.5125	0.5125		1,159.6570	1,159.6570	0.2211		1,165.1847
Total	**0.9530**	**8.6039**	**7.6917**	**0.0120**		**0.5371**	**0.5371**		**0.5125**	**0.5125**		**1,159.6570**	**1,159.6570**	**0.2211**		**1,165.1847**

3.2 Demolition - 2019

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0486	0.0340	0.4479	1.1900e-003	0.1118	8.7000e-004	0.1127	0.0296	8.1000e-004	0.0305		118.0362	118.0362	3.7000e-003		118.1286
Total	**0.0486**	**0.0340**	**0.4479**	**1.1900e-003**	**0.1118**	**8.7000e-004**	**0.1127**	**0.0296**	**8.1000e-004**	**0.0305**		**118.0362**	**118.0362**	**3.7000e-003**		**118.1286**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9530	8.6039	7.6917	0.0120		0.5371	0.5371		0.5125	0.5125	0.0000	1,159.6570	1,159.6570	0.2211		1,165.1847
Total	**0.9530**	**8.6039**	**7.6917**	**0.0120**		**0.5371**	**0.5371**		**0.5125**	**0.5125**	**0.0000**	**1,159.6570**	**1,159.6570**	**0.2211**		**1,165.1847**

3.2 Demolition - 2019

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0486	0.0340	0.4479	1.1900e-003	0.1118	8.7000e-004	0.1127	0.0296	8.1000e-004	0.0305		118.0362	118.0362	3.7000e-003		118.1286
Total	**0.0486**	**0.0340**	**0.4479**	**1.1900e-003**	**0.1118**	**8.7000e-004**	**0.1127**	**0.0296**	**8.1000e-004**	**0.0305**		**118.0362**	**118.0362**	**3.7000e-003**		**118.1286**

3.3 Site Preparation - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.5303	0.0000	0.5303	0.0573	0.0000	0.0573			0.0000			0.0000
Off-Road	0.7195	8.9170	4.1407	9.7500e-003		0.3672	0.3672		0.3378	0.3378		965.1690	965.1690	0.3054		972.8032
Total	**0.7195**	**8.9170**	**4.1407**	**9.7500e-003**	**0.5303**	**0.3672**	**0.8975**	**0.0573**	**0.3378**	**0.3951**		**965.1690**	**965.1690**	**0.3054**		**972.8032**

3.3 Site Preparation - 2019

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0243	0.0170	0.2240	5.9000e-004	0.0559	4.4000e-004	0.0563	0.0148	4.0000e-004	0.0152		59.0181	59.0181	1.8500e-003		59.0643
Total	**0.0243**	**0.0170**	**0.2240**	**5.9000e-004**	**0.0559**	**4.4000e-004**	**0.0563**	**0.0148**	**4.0000e-004**	**0.0152**		**59.0181**	**59.0181**	**1.8500e-003**		**59.0643**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.5303	0.0000	0.5303	0.0573	0.0000	0.0573			0.0000			0.0000
Off-Road	0.7195	8.9170	4.1407	9.7500e-003		0.3672	0.3672		0.3378	0.3378	0.0000	965.1690	965.1690	0.3054		972.8032
Total	**0.7195**	**8.9170**	**4.1407**	**9.7500e-003**	**0.5303**	**0.3672**	**0.8975**	**0.0573**	**0.3378**	**0.3951**	**0.0000**	**965.1690**	**965.1690**	**0.3054**		**972.8032**

3.3 Site Preparation - 2019

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0243	0.0170	0.2240	5.9000e-004	0.0559	4.4000e-004	0.0563	0.0148	4.0000e-004	0.0152		59.0181	59.0181	1.8500e-003		59.0643
Total	**0.0243**	**0.0170**	**0.2240**	**5.9000e-004**	**0.0559**	**4.4000e-004**	**0.0563**	**0.0148**	**4.0000e-004**	**0.0152**		**59.0181**	**59.0181**	**1.8500e-003**		**59.0643**

3.4 Grading - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.7528	0.0000	0.7528	0.4138	0.0000	0.4138			0.0000			0.0000
Off-Road	0.9530	8.6039	7.6917	0.0120		0.5371	0.5371		0.5125	0.5125		1,159.6570	1,159.6570	0.2211		1,165.1847
Total	**0.9530**	**8.6039**	**7.6917**	**0.0120**	**0.7528**	**0.5371**	**1.2898**	**0.4138**	**0.5125**	**0.9263**		**1,159.6570**	**1,159.6570**	**0.2211**		**1,165.1847**

3.4 Grading - 2019

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0486	0.0340	0.4479	1.1900e-003	0.1118	8.7000e-004	0.1127	0.0296	8.1000e-004	0.0305		118.0362	118.0362	3.7000e-003		118.1286
Total	**0.0486**	**0.0340**	**0.4479**	**1.1900e-003**	**0.1118**	**8.7000e-004**	**0.1127**	**0.0296**	**8.1000e-004**	**0.0305**		**118.0362**	**118.0362**	**3.7000e-003**		**118.1286**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.7528	0.0000	0.7528	0.4138	0.0000	0.4138			0.0000			0.0000
Off-Road	0.9530	8.6039	7.6917	0.0120		0.5371	0.5371		0.5125	0.5125	0.0000	1,159.6570	1,159.6570	0.2211		1,165.1847
Total	**0.9530**	**8.6039**	**7.6917**	**0.0120**	**0.7528**	**0.5371**	**1.2898**	**0.4138**	**0.5125**	**0.9263**	**0.0000**	**1,159.6570**	**1,159.6570**	**0.2211**		**1,165.1847**

3.4 Grading - 2019

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0486	0.0340	0.4479	1.1900e-003	0.1118	8.7000e-004	0.1127	0.0296	8.1000e-004	0.0305		118.0362	118.0362	3.7000e-003		118.1286
Total	**0.0486**	**0.0340**	**0.4479**	**1.1900e-003**	**0.1118**	**8.7000e-004**	**0.1127**	**0.0296**	**8.1000e-004**	**0.0305**		**118.0362**	**118.0362**	**3.7000e-003**		**118.1286**

3.5 Building Construction - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9576	9.8207	7.5432	0.0114		0.6054	0.6054		0.5569	0.5569		1,127.6696	1,127.6696	0.3568		1,136.5892
Total	**0.9576**	**9.8207**	**7.5432**	**0.0114**		**0.6054**	**0.6054**		**0.5569**	**0.5569**		**1,127.6696**	**1,127.6696**	**0.3568**		**1,136.5892**

3.5 Building Construction - 2019

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	7.7900e-003	0.2296	0.0566	5.1000e-004	0.0128	1.5200e-003	0.0143	3.6800e-003	1.4600e-003	5.1400e-003		54.9024	54.9024	3.6900e-003		54.9948
Worker	0.0146	0.0102	0.1344	3.6000e-004	0.0335	2.6000e-004	0.0338	8.8900e-003	2.4000e-004	9.1300e-003		35.4108	35.4108	1.1100e-003		35.4386
Total	**0.0224**	**0.2398**	**0.1910**	**8.7000e-004**	**0.0463**	**1.7800e-003**	**0.0481**	**0.0126**	**1.7000e-003**	**0.0143**		**90.3133**	**90.3133**	**4.8000e-003**		**90.4334**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9576	9.8207	7.5432	0.0114		0.6054	0.6054		0.5569	0.5569	0.0000	1,127.6696	1,127.6696	0.3568		1,136.5892
Total	**0.9576**	**9.8207**	**7.5432**	**0.0114**		**0.6054**	**0.6054**		**0.5569**	**0.5569**	**0.0000**	**1,127.6696**	**1,127.6696**	**0.3568**		**1,136.5892**

3.5 Building Construction - 2019

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	7.7900e-003	0.2296	0.0566	5.1000e-004	0.0128	1.5200e-003	0.0143	3.6800e-003	1.4600e-003	5.1400e-003		54.9024	54.9024	3.6900e-003		54.9948
Worker	0.0146	0.0102	0.1344	3.6000e-004	0.0335	2.6000e-004	0.0338	8.8900e-003	2.4000e-004	9.1300e-003		35.4108	35.4108	1.1100e-003		35.4386
Total	**0.0224**	**0.2398**	**0.1910**	**8.7000e-004**	**0.0463**	**1.7800e-003**	**0.0481**	**0.0126**	**1.7000e-003**	**0.0143**		**90.3133**	**90.3133**	**4.8000e-003**		**90.4334**

3.6 Paving - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.8300	7.8446	7.1478	0.0113		0.4425	0.4425		0.4106	0.4106		1,055.1823	1,055.1823	0.3016		1,062.7231
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.8300**	**7.8446**	**7.1478**	**0.0113**		**0.4425**	**0.4425**		**0.4106**	**0.4106**		**1,055.1823**	**1,055.1823**	**0.3016**		**1,062.7231**

3.6 Paving - 2019

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0874	0.0612	0.8063	2.1300e-003	0.2012	1.5700e-003	0.2028	0.0534	1.4500e-003	0.0548		212.4651	212.4651	6.6600e-003		212.6315
Total	**0.0874**	**0.0612**	**0.8063**	**2.1300e-003**	**0.2012**	**1.5700e-003**	**0.2028**	**0.0534**	**1.4500e-003**	**0.0548**		**212.4651**	**212.4651**	**6.6600e-003**		**212.6315**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.8300	7.8446	7.1478	0.0113		0.4425	0.4425		0.4106	0.4106	0.0000	1,055.1823	1,055.1823	0.3016		1,062.7231
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.8300**	**7.8446**	**7.1478**	**0.0113**		**0.4425**	**0.4425**		**0.4106**	**0.4106**	**0.0000**	**1,055.1823**	**1,055.1823**	**0.3016**		**1,062.7231**

3.6 Paving - 2019

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0874	0.0612	0.8063	2.1300e-003	0.2012	1.5700e-003	0.2028	0.0534	1.4500e-003	0.0548		212.4651	212.4651	6.6600e-003		212.6315
Total	**0.0874**	**0.0612**	**0.8063**	**2.1300e-003**	**0.2012**	**1.5700e-003**	**0.2028**	**0.0534**	**1.4500e-003**	**0.0548**		**212.4651**	**212.4651**	**6.6600e-003**		**212.6315**

3.7 Architectural Coating - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	18.5400					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2664	1.8354	1.8413	2.9700e-003		0.1288	0.1288		0.1288	0.1288		281.4481	281.4481	0.0238		282.0423
Total	**18.8064**	**1.8354**	**1.8413**	**2.9700e-003**		**0.1288**	**0.1288**		**0.1288**	**0.1288**		**281.4481**	**281.4481**	**0.0238**		**282.0423**

3.7 Architectural Coating - 2019

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	4.8500e-003	3.4000e-003	0.0448	1.2000e-004	0.0112	9.0000e-005	0.0113	2.9600e-003	8.0000e-005	3.0400e-003		11.8036	11.8036	3.7000e-004		11.8129
Total	**4.8500e-003**	**3.4000e-003**	**0.0448**	**1.2000e-004**	**0.0112**	**9.0000e-005**	**0.0113**	**2.9600e-003**	**8.0000e-005**	**3.0400e-003**		**11.8036**	**11.8036**	**3.7000e-004**		**11.8129**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	18.5400					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2664	1.8354	1.8413	2.9700e-003		0.1288	0.1288		0.1288	0.1288	0.0000	281.4481	281.4481	0.0238		282.0423
Total	**18.8064**	**1.8354**	**1.8413**	**2.9700e-003**		**0.1288**	**0.1288**		**0.1288**	**0.1288**	**0.0000**	**281.4481**	**281.4481**	**0.0238**		**282.0423**

3.7 Architectural Coating - 2019

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	4.8500e-003	3.4000e-003	0.0443	1.2000e-004	0.0112	9.0000e-005	0.0113	2.9600e-003	8.0000e-005	3.0400e-003		11.8036	11.8036	3.7000e-004		11.8129
Total	**4.8500e-003**	**3.4000e-003**	**0.0443**	**1.2000e-004**	**0.0112**	**9.0000e-005**	**0.0113**	**2.9600e-003**	**8.0000e-005**	**3.0400e-003**		**11.8036**	**11.8036**	**3.7000e-004**		**11.8129**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.6623	2.9431	6.9007	0.0231	1.7922	0.0185	1.8107	0.4795	0.0173	0.4968		2,349.4273	2,349.4273	0.1214		2,352.4623
Unmitigated	0.6623	2.9431	6.9007	0.0231	1.7922	0.0185	1.8107	0.4795	0.0173	0.4968		2,349.4273	2,349.4273	0.1214		2,352.4623

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Strip Mall	443.20	420.40	204.30	772,100	772,100
Total	443.20	420.40	204.30	772,100	772,100

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
Strip Mall	16.60	8.40	6.90	16.60	64.40	19.00	45	40	15

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Strip Mall	0.551391	0.043400	0.201050	0.120272	0.016162	0.005864	0.021029	0.030512	0.002059	0.001866	0.004766	0.000706	0.000924

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	lb/day										lb/day					
NaturalGas Mitigated	4.8000e-004	4.4100e-003	3.7000e-003	3.0000e-005		3.3000e-004	3.3000e-004		3.3000e-004	3.3000e-004		5.2861	5.2861	1.0000e-004	1.0000e-004	5.3175
NaturalGas Unmitigated	4.8000e-004	4.4100e-003	3.7000e-003	3.0000e-005		3.3000e-004	3.3000e-004		3.3000e-004	3.3000e-004		5.2861	5.2861	1.0000e-004	1.0000e-004	5.3175

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Strip Mall	44.9315	4.8000e-004	4.4100e-003	3.7000e-003	3.0000e-005		3.3000e-004	3.3000e-004		3.3000e-004	3.3000e-004		5.2861	5.2861	1.0000e-004	1.0000e-004	5.3175
Total		**4.8000e-004**	**4.4100e-003**	**3.7000e-003**	**3.0000e-005**		**3.3000e-004**	**3.3000e-004**		**3.3000e-004**	**3.3000e-004**		**5.2861**	**5.2861**	**1.0000e-004**	**1.0000e-004**	**5.3175**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Strip Mall	0.0449315	4.8000e-004	4.4100e-003	3.7000e-003	3.0000e-005		3.3000e-004	3.3000e-004		3.3000e-004	3.3000e-004		5.2861	5.2861	1.0000e-004	1.0000e-004	5.3175
Total		**4.8000e-004**	**4.4100e-003**	**3.7000e-003**	**3.0000e-005**		**3.3000e-004**	**3.3000e-004**		**3.3000e-004**	**3.3000e-004**		**5.2861**	**5.2861**	**1.0000e-004**	**1.0000e-004**	**5.3175**

6.0 Area Detail

6.1 Mitigation Measures Area

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

Use Low VOC Cleaning Supplies

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.2298	1.0000e-005	1.0200e-003	0.0000		0.0000	0.0000		0.0000	0.0000		2.1900e-003	2.1900e-003	1.0000e-005		2.3300e-003
Unmitigated	0.2298	1.0000e-005	1.0200e-003	0.0000		0.0000	0.0000		0.0000	0.0000		2.1900e-003	2.1900e-003	1.0000e-005		2.3300e-003

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0318					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.1980					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.0000e-004	1.0000e-005	1.0200e-003	0.0000		0.0000	0.0000		0.0000	0.0000		2.1900e-003	2.1900e-003	1.0000e-005		2.3300e-003
Total	**0.2299**	**1.0000e-005**	**1.0200e-003**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**2.1900e-003**	**2.1900e-003**	**1.0000e-005**		**2.3300e-003**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0318					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.1980					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.0000e-004	1.0000e-005	1.0200e-003	0.0000		0.0000	0.0000		0.0000	0.0000		2.1900e-003	2.1900e-003	1.0000e-005		2.3300e-003
Total	**0.2299**	**1.0000e-005**	**1.0200e-003**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**2.1900e-003**	**2.1900e-003**	**1.0000e-005**		**2.3300e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Zone Change - Theoretical Future by-right project

South Coast Air Basin, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Strip Mall	10.00	1000sqft	0.51	10,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	9			**Operational Year**	2021
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - adjust lot size to actual

Construction Phase -

Architectural Coating - adjust to actual

Area Coating - adjust to acual

Sequestration -

Area Mitigation -

Zone Change - Theoretical Future by-right project - South Coast Air Basin, Winter

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Nonresidential_Exterior	5,000.00	10,000.00
tblArchitecturalCoating	ConstArea_Nonresidential_Interior	15,000.00	10,000.00
tblAreaCoating	Area_Nonresidential_Exterior	5000	10000
tblAreaCoating	Area_Nonresidential_Interior	15000	10000
tblAreaCoating	Area_Parking	0	5000
tblAreaMitigation	UseLowVOCPaintParkingCheck	False	True
tblConstructionPhase	PhaseEndDate	7/24/2019	12/19/2019
tblConstructionPhase	PhaseEndDate	7/10/2019	12/4/2019
tblConstructionPhase	PhaseEndDate	2/15/2019	7/12/2019
tblConstructionPhase	PhaseEndDate	2/20/2019	7/17/2019
tblConstructionPhase	PhaseEndDate	7/17/2019	12/12/2019
tblConstructionPhase	PhaseEndDate	2/18/2019	7/15/2019
tblConstructionPhase	PhaseStartDate	7/18/2019	12/13/2019
tblConstructionPhase	PhaseStartDate	2/21/2019	7/18/2019
tblConstructionPhase	PhaseStartDate	2/4/2019	7/1/2019
tblConstructionPhase	PhaseStartDate	2/19/2019	7/16/2019
tblConstructionPhase	PhaseStartDate	7/11/2019	12/6/2019
tblConstructionPhase	PhaseStartDate	2/16/2019	7/14/2019
tblLandUse	LotAcreage	0.23	0.51
tblSequestration	NumberOfNewTrees	0.00	2.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2019	18.8118	10.0618	8.0987	0.0133	0.8645	0.6072	1.4025	0.4434	0.5587	0.9567	0.0000	1,270.3738	1,270.3738	0.3618	0.0000	1,275.9882
Maximum	**18.8118**	**10.0618**	**8.0987**	**0.0133**	**0.8645**	**0.6072**	**1.4025**	**0.4434**	**0.5587**	**0.9567**	**0.0000**	**1,270.3738**	**1,270.3738**	**0.3618**	**0.0000**	**1,275.9882**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2019	18.8118	10.0618	8.0987	0.0133	0.8645	0.6072	1.4025	0.4434	0.5587	0.9567	0.0000	1,270.3738	1,270.3738	0.3618	0.0000	1,275.9882
Maximum	**18.8118**	**10.0618**	**8.0987**	**0.0133**	**0.8645**	**0.6072**	**1.4025**	**0.4434**	**0.5587**	**0.9567**	**0.0000**	**1,270.3738**	**1,270.3738**	**0.3618**	**0.0000**	**1,275.9882**

	ROG	NOx	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**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.2298	1.0000e-005	1.0200e-003	0.0000		0.0000	0.0000		0.0000	0.0000		2.1900e-003	2.1900e-003	1.0000e-005		2.3300e-003
Energy	4.8000e-004	4.4100e-003	3.7000e-003	3.0000e-005		3.3000e-004	3.3000e-004		3.3000e-004	3.3000e-004		5.2861	5.2861	1.0000e-004	1.0000e-004	5.3175
Mobile	0.6350	2.9786	6.6723	0.0219	1.7922	0.0187	1.8109	0.4795	0.0175	0.4969		2,225.6214	2,225.6214	0.1229		2,228.6939
Total	**0.8653**	**2.9830**	**6.6770**	**0.0219**	**1.7922**	**0.0190**	**1.8112**	**0.4795**	**0.0178**	**0.4973**		**2,230.9097**	**2,230.9097**	**0.1230**	**1.0000e-004**	**2,234.0137**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.2298	1.0000e-005	1.0200e-003	0.0000		0.0000	0.0000		0.0000	0.0000		2.1900e-003	2.1900e-003	1.0000e-005		2.3300e-003
Energy	4.8000e-004	4.4100e-003	3.7000e-003	3.0000e-005		3.3000e-004	3.3000e-004		3.3000e-004	3.3000e-004		5.2861	5.2861	1.0000e-004	1.0000e-004	5.3175
Mobile	0.6350	2.9786	6.6723	0.0219	1.7922	0.0187	1.8109	0.4795	0.0175	0.4969		2,225.6214	2,225.6214	0.1229		2,228.6939
Total	**0.8653**	**2.9830**	**6.6770**	**0.0219**	**1.7922**	**0.0190**	**1.8112**	**0.4795**	**0.0178**	**0.4973**		**2,230.9097**	**2,230.9097**	**0.1230**	**1.0000e-004**	**2,234.0137**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM25	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	7/1/2019	7/12/2019	5	10	
2	Site Preparation	Site Preparation	7/14/2019	7/15/2019	5	1	
3	Grading	Grading	7/16/2019	7/17/2019	5	2	
4	Building Construction	Building Construction	7/18/2019	12/4/2019	5	100	
5	Paving	Paving	12/6/2019	12/12/2019	5	5	
6	Architectural Coating	Architectural Coating	12/13/2019	12/19/2019	5	5	

Acres of Grading (Site Preparation Phase): 0.5

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 10,000; Non-Residential Outdoor: 10,000; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Zone Change - Theoretical Future by-right project - South Coast Air Basin, Winter

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	4	6.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Site Preparation	Graders	1	8.00	187	0.41
Paving	Pavers	1	7.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Demolition	Rubber Tired Dozers	1	1.00	247	0.40
Grading	Rubber Tired Dozers	1	1.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Grading	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37

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	4	10.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	2	5.00	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	5	3.00	2.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	1.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9530	8.6039	7.6917	0.0120		0.5371	0.5371		0.5125	0.5125		1,159.6570	1,159.6570	0.2211		1,165.1847
Total	**0.9530**	**8.6039**	**7.6917**	**0.0120**		**0.5371**	**0.5371**		**0.5125**	**0.5125**		**1,159.6570**	**1,159.6570**	**0.2211**		**1,165.1847**

3.2 Demolition - 2019

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0533	0.0373	0.4070	1.1100e-003	0.1118	8.7000e-004	0.1127	0.0296	8.1000e-004	0.0305		110.7167	110.7167	3.4700e-003		110.8035
Total	**0.0533**	**0.0373**	**0.4070**	**1.1100e-003**	**0.1118**	**8.7000e-004**	**0.1127**	**0.0296**	**8.1000e-004**	**0.0305**		**110.7167**	**110.7167**	**3.4700e-003**		**110.8035**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9530	8.6039	7.6917	0.0120		0.5371	0.5371		0.5125	0.5125	0.0000	1,159.6570	1,159.6570	0.2211		1,165.1847
Total	**0.9530**	**8.6039**	**7.6917**	**0.0120**		**0.5371**	**0.5371**		**0.5125**	**0.5125**	**0.0000**	**1,159.6570**	**1,159.6570**	**0.2211**		**1,165.1847**

3.2 Demolition - 2019

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0533	0.0373	0.4070	1.1100e-003	0.1118	8.7000e-004	0.1127	0.0296	8.1000e-004	0.0305		110.7167	110.7167	3.4700e-003		110.8035
Total	**0.0533**	**0.0373**	**0.4070**	**1.1100e-003**	**0.1118**	**8.7000e-004**	**0.1127**	**0.0296**	**8.1000e-004**	**0.0305**		**110.7167**	**110.7167**	**3.4700e-003**		**110.8035**

3.3 Site Preparation - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.5303	0.0000	0.5303	0.0573	0.0000	0.0573			0.0000			0.0000
Off-Road	0.7195	8.9170	4.1407	9.7500e-003		0.3672	0.3672		0.3378	0.3378		965.1690	965.1690	0.3054		972.8032
Total	**0.7195**	**8.9170**	**4.1407**	**9.7500e-003**	**0.5303**	**0.3672**	**0.8975**	**0.0573**	**0.3378**	**0.3951**		**965.1690**	**965.1690**	**0.3054**		**972.8032**

3.3 Site Preparation - 2019

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0267	0.0187	0.2035	5.6000e-004	0.0559	4.4000e-004	0.0563	0.0148	4.0000e-004	0.0152		55.3584	55.3584	1.7400e-003		55.4018
Total	**0.0267**	**0.0187**	**0.2035**	**5.6000e-004**	**0.0559**	**4.4000e-004**	**0.0563**	**0.0148**	**4.0000e-004**	**0.0152**		**55.3584**	**55.3584**	**1.7400e-003**		**55.4018**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.5303	0.0000	0.5303	0.0573	0.0000	0.0573			0.0000			0.0000
Off-Road	0.7195	8.9170	4.1407	9.7500e-003		0.3672	0.3672		0.3378	0.3378	0.0000	965.1690	965.1690	0.3054		972.8032
Total	**0.7195**	**8.9170**	**4.1407**	**9.7500e-003**	**0.5303**	**0.3672**	**0.8975**	**0.0573**	**0.3378**	**0.3951**	**0.0000**	**965.1690**	**965.1690**	**0.3054**		**972.8032**

3.3 Site Preparation - 2019

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0267	0.0187	0.2035	5.6000e-004	0.0559	4.4000e-004	0.0563	0.0148	4.0000e-004	0.0152		55.3584	55.3584	1.7400e-003		55.4018
Total	**0.0267**	**0.0187**	**0.2035**	**5.6000e-004**	**0.0559**	**4.4000e-004**	**0.0563**	**0.0148**	**4.0000e-004**	**0.0152**		**55.3584**	**55.3584**	**1.7400e-003**		**55.4018**

3.4 Grading - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.7528	0.0000	0.7528	0.4138	0.0000	0.4138			0.0000			0.0000
Off-Road	0.9530	8.6039	7.6917	0.0120		0.5371	0.5371		0.5125	0.5125		1,159.6570	1,159.6570	0.2211		1,165.1847
Total	**0.9530**	**8.6039**	**7.6917**	**0.0120**	**0.7528**	**0.5371**	**1.2898**	**0.4138**	**0.5125**	**0.9263**		**1,159.6570**	**1,159.6570**	**0.2211**		**1,165.1847**

3.4 Grading - 2019

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0533	0.0373	0.4070	1.1100e-003	0.1118	8.7000e-004	0.1127	0.0296	8.1000e-004	0.0305		110.7167	110.7167	3.4700e-003		110.8035
Total	**0.0533**	**0.0373**	**0.4070**	**1.1100e-003**	**0.1118**	**8.7000e-004**	**0.1127**	**0.0296**	**8.1000e-004**	**0.0305**		**110.7167**	**110.7167**	**3.4700e-003**		**110.8035**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.7528	0.0000	0.7528	0.4138	0.0000	0.4138			0.0000			0.0000
Off-Road	0.9530	8.6039	7.6917	0.0120		0.5371	0.5371		0.5125	0.5125	0.0000	1,159.6570	1,159.6570	0.2211		1,165.1847
Total	**0.9530**	**8.6039**	**7.6917**	**0.0120**	**0.7528**	**0.5371**	**1.2898**	**0.4138**	**0.5125**	**0.9263**	**0.0000**	**1,159.6570**	**1,159.6570**	**0.2211**		**1,165.1847**

3.4 Grading - 2019

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0533	0.0373	0.4070	1.1100e-003	0.1118	8.7000e-004	0.1127	0.0296	8.1000e-004	0.0305		110.7167	110.7167	3.4700e-003		110.8035
Total	**0.0533**	**0.0373**	**0.4070**	**1.1100e-003**	**0.1118**	**8.7000e-004**	**0.1127**	**0.0296**	**8.1000e-004**	**0.0305**		**110.7167**	**110.7167**	**3.4700e-003**		**110.8035**

3.5 Building Construction - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9576	9.8207	7.5432	0.0114		0.6054	0.6054		0.5569	0.5569		1,127.6696	1,127.6696	0.3568		1,136.5892
Total	**0.9576**	**9.8207**	**7.5432**	**0.0114**		**0.6054**	**0.6054**		**0.5569**	**0.5569**		**1,127.6696**	**1,127.6696**	**0.3568**		**1,136.5892**

3.5 Building Construction - 2019

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	8.1300e-003	0.2299	0.0627	5.0000e-004	0.0128	1.5500e-003	0.0143	3.6800e-003	1.4800e-003	5.1600e-003		53.4278	53.4278	3.9500e-003		53.5266
Worker	0.0160	0.0112	0.1221	3.3000e-004	0.0335	2.6000e-004	0.0338	8.8900e-003	2.4000e-004	9.1300e-003		33.2150	33.2150	1.0400e-003		33.2411
Total	**0.0241**	**0.2411**	**0.1848**	**8.3000e-004**	**0.0463**	**1.8100e-003**	**0.0481**	**0.0126**	**1.7200e-003**	**0.0143**		**86.6428**	**86.6428**	**4.9900e-003**		**86.7676**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9576	9.8207	7.5432	0.0114		0.6054	0.6054		0.5569	0.5569	0.0000	1,127.6696	1,127.6696	0.3568		1,136.5892
Total	**0.9576**	**9.8207**	**7.5432**	**0.0114**		**0.6054**	**0.6054**		**0.5569**	**0.5569**	**0.0000**	**1,127.6696**	**1,127.6696**	**0.3568**		**1,136.5892**

3.5 Building Construction - 2019

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	8.1300e-003	0.2299	0.0627	5.0000e-004	0.0128	1.5500e-003	0.0143	3.6800e-003	1.4800e-003	5.1600e-003		53.4278	53.4278	3.9500e-003		53.5266
Worker	0.0160	0.0112	0.1221	3.3000e-004	0.0335	2.6000e-004	0.0338	8.8900e-003	2.4000e-004	9.1300e-003		33.2150	33.2150	1.0400e-003		33.2411
Total	**0.0241**	**0.2411**	**0.1848**	**8.3000e-004**	**0.0463**	**1.8100e-003**	**0.0481**	**0.0126**	**1.7200e-003**	**0.0143**		**86.6428**	**86.6428**	**4.9900e-003**		**86.7676**

3.6 Paving - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.8300	7.8446	7.1478	0.0113		0.4425	0.4425		0.4106	0.4106		1,055.1823	1,055.1823	0.3016		1,062.7231
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.8300**	**7.8446**	**7.1478**	**0.0113**		**0.4425**	**0.4425**		**0.4106**	**0.4106**		**1,055.1823**	**1,055.1823**	**0.3016**		**1,062.7231**

3.6 Paving - 2019

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0960	0.0672	0.7326	2.0000e-003	0.2012	1.5700e-003	0.2028	0.0534	1.4500e-003	0.0548		199.2901	199.2901	6.2500e-003		199.4463
Total	**0.0960**	**0.0672**	**0.7326**	**2.0000e-003**	**0.2012**	**1.5700e-003**	**0.2028**	**0.0534**	**1.4500e-003**	**0.0548**		**199.2901**	**199.2901**	**6.2500e-003**		**199.4463**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.8300	7.8446	7.1478	0.0113		0.4425	0.4425		0.4106	0.4106	0.0000	1,055.1823	1,055.1823	0.3016		1,062.7231
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.8300**	**7.8446**	**7.1478**	**0.0113**		**0.4425**	**0.4425**		**0.4106**	**0.4106**	**0.0000**	**1,055.1823**	**1,055.1823**	**0.3016**		**1,062.7231**

3.6 Paving - 2019

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0960	0.0672	0.7326	2.0000e-003	0.2012	1.5700e-003	0.2028	0.0534	1.4500e-003	0.0548		199.2901	199.2901	6.2500e-003		199.4463
Total	**0.0960**	**0.0672**	**0.7326**	**2.0000e-003**	**0.2012**	**1.5700e-003**	**0.2028**	**0.0534**	**1.4500e-003**	**0.0548**		**199.2901**	**199.2901**	**6.2500e-003**		**199.4463**

3.7 Architectural Coating - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	18.5400					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2664	1.8354	1.8413	2.9700e-003		0.1288	0.1288		0.1288	0.1288		281.4481	281.4481	0.0238		282.0423
Total	**18.8064**	**1.8354**	**1.8413**	**2.9700e-003**		**0.1288**	**0.1288**		**0.1288**	**0.1288**		**281.4481**	**281.4481**	**0.0238**		**282.0423**

3.7 Architectural Coating - 2019

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	5.3300e-003	3.7300e-003	0.0407	1.1000e-004	0.0112	9.0000e-005	0.0113	2.9600e-003	8.0000e-005	3.0400e-003		11.0717	11.0717	3.5000e-004		11.0804
Total	**5.3300e-003**	**3.7300e-003**	**0.0407**	**1.1000e-004**	**0.0112**	**9.0000e-005**	**0.0113**	**2.9600e-003**	**8.0000e-005**	**3.0400e-003**		**11.0717**	**11.0717**	**3.5000e-004**		**11.0804**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	18.5400					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2664	1.8354	1.8413	2.9700e-003		0.1288	0.1288		0.1288	0.1288	0.0000	281.4481	281.4481	0.0238		282.0423
Total	**18.8064**	**1.8354**	**1.8413**	**2.9700e-003**		**0.1288**	**0.1288**		**0.1288**	**0.1288**	**0.0000**	**281.4481**	**281.4481**	**0.0238**		**282.0423**

3.7 Architectural Coating - 2019

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	5.3300e-003	3.7300e-003	0.0407	1.1000e-004	0.0112	9.0000e-005	0.0113	2.9600e-003	8.0000e-005	3.0400e-003		11.0717	11.0717	3.5000e-004		11.0804
Total	**5.3300e-003**	**3.7300e-003**	**0.0407**	**1.1000e-004**	**0.0112**	**9.0000e-005**	**0.0113**	**2.9600e-003**	**8.0000e-005**	**3.0400e-003**		**11.0717**	**11.0717**	**3.5000e-004**		**11.0804**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.6350	2.9786	6.6723	0.0219	1.7922	0.0187	1.8109	0.4795	0.0175	0.4969		2,225.6214	2,225.6214	0.1229		2,228.6939
Unmitigated	0.6350	2.9786	6.6723	0.0219	1.7922	0.0187	1.8109	0.4795	0.0175	0.4969		2,225.6214	2,225.6214	0.1229		2,228.6939

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Strip Mall	443.20	420.40	204.30	772,100	772,100
Total	443.20	420.40	204.30	772,100	772,100

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
Strip Mall	16.60	8.40	6.90	16.60	64.40	19.00	45	40	15

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Strip Mall	0.551391	0.043400	0.201050	0.120272	0.016162	0.005864	0.021029	0.030512	0.002059	0.001866	0.004766	0.000706	0.000924

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	lb/day										lb/day					
NaturalGas Mitigated	4.8000e-004	4.4100e-003	3.7000e-003	3.0000e-005		3.3000e-004	3.3000e-004		3.3000e-004	3.3000e-004		5.2861	5.2861	1.0000e-004	1.0000e-004	5.3175
NaturalGas Unmitigated	4.8000e-004	4.4100e-003	3.7000e-003	3.0000e-005		3.3000e-004	3.3000e-004		3.3000e-004	3.3000e-004		5.2861	5.2861	1.0000e-004	1.0000e-004	5.3175

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Strip Mall	44.9315	4.8000e-004	4.4100e-003	3.7000e-003	3.0000e-005		3.3000e-004	3.3000e-004		3.3000e-004	3.3000e-004		5.2861	5.2861	1.0000e-004	1.0000e-004	5.3175
Total		**4.8000e-004**	**4.4100e-003**	**3.7000e-003**	**3.0000e-005**		**3.3000e-004**	**3.3000e-004**		**3.3000e-004**	**3.3000e-004**		**5.2861**	**5.2861**	**1.0000e-004**	**1.0000e-004**	**5.3175**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Strip Mall	0.0449315	4.8000e-004	4.4100e-003	3.7000e-003	3.0000e-005		3.3000e-004	3.3000e-004		3.3000e-004	3.3000e-004		5.2861	5.2861	1.0000e-004	1.0000e-004	5.3175
Total		**4.8000e-004**	**4.4100e-003**	**3.7000e-003**	**3.0000e-005**		**3.3000e-004**	**3.3000e-004**		**3.3000e-004**	**3.3000e-004**		**5.2861**	**5.2861**	**1.0000e-004**	**1.0000e-004**	**5.3175**

6.0 Area Detail

6.1 Mitigation Measures Area

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

Use Low VOC Cleaning Supplies

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.2298	1.0000e-005	1.0200e-003	0.0000		0.0000	0.0000		0.0000	0.0000		2.1900e-003	2.1900e-003	1.0000e-005		2.3300e-003
Unmitigated	0.2298	1.0000e-005	1.0200e-003	0.0000		0.0000	0.0000		0.0000	0.0000		2.1900e-003	2.1900e-003	1.0000e-005		2.3300e-003

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0318					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.1980					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.0000e-004	1.0000e-005	1.0200e-003	0.0000		0.0000	0.0000		0.0000	0.0000		2.1900e-003	2.1900e-003	1.0000e-005		2.3300e-003
Total	**0.2299**	**1.0000e-005**	**1.0200e-003**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**2.1900e-003**	**2.1900e-003**	**1.0000e-005**		**2.3300e-003**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0318					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.1980					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.0000e-004	1.0000e-005	1.0200e-003	0.0000		0.0000	0.0000		0.0000	0.0000		2.1900e-003	2.1900e-003	1.0000e-005		2.3300e-003
Total	**0.2299**	**1.0000e-005**	**1.0200e-003**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**2.1900e-003**	**2.1900e-003**	**1.0000e-005**		**2.3300e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Attachment G

GABRIELEÑO BAND OF MISSION INDIANS - KIZH NATION
Historically known as The San Gabriel Band of Mission Indians / Gabrielino Tribal Council
recognized by the State of California as the aboriginal tribe of the Los Angeles basin

City of Long Beach
333 West Ocean Boulevard, 5th Floor
Long Beach, CA 90802

January 28, 2019

Re: AB52 Consultation request located at The Hoff's Hut Zone Change Project, located at 4251 Long Beach Boulevard

Dear Nick Vasuthasawat,

Please find this letter as a written request for consultation regarding the above-mentioned project pursuant to Public Resources Code § 21080.3.1, subd. (d). Your project lies within our ancestral tribal territory, meaning belonging to or inherited from, which is a higher degree of kinship than traditional or cultural affiliation. Your project is located within a sensitive area and may cause a substantial adverse change in the significance of our tribal cultural resources. Most often, a records search for our tribal cultural resources will result in a "no records found" for the project area. The Native American Heritage Commission (NAHC), ethnographers, historians, and professional archaeologists can only provide limited information that has been previously documented about California Native Tribes. For this reason, the NAHC will always refer the lead agency to the respective Native American Tribe of the area. The NAHC is only aware of general information and are not the experts on each California Tribe. Our Elder Committee & tribal historians are the experts for our Tribe and can provide a more complete history (both written and oral) regarding the location of historic villages, trade routes, cemeteries and sacred/religious sites in the project area.

Additionally, CEQA now defines Tribal Cultural Resources (TCRs) as their own independent element separate from archaeological resources. Environmental documents shall now address a separate Tribal Cultural Resource section which includes a thorough analysis of the impacts to only Tribal Cultural Resources (TCRs) and includes independent mitigation measures created with Tribal input during AB-52 consultations. As a result, all mitigation measures, conditions of approval and agreements regarding TCRs (i.e. prehistoric resources) shall be handled solely with the Tribal Government and not through an Environmental/Archaeological firm.

In effort to avoid adverse effects to our tribal cultural resources, we would like to consult with you and your staff to provide you with a more complete understanding of the prehistoric use(s) of the project area and the potential risks for causing a substantial adverse change to the significance of our tribal cultural resources.

Consultation appointments are available on Wednesdays and Thursdays at our offices at 910 N. Citrus Ave. Covina, CA 91722 or over the phone. Please call toll free 1-844-390-0787 or email admin@gabrielenoindians.org to schedule an appointment.

** *Prior to the first consultation with our Tribe, we ask all those individuals participating in the consultation to view a video produced and provided by CalEPA and the NAHC for sensitivity and understanding of AB52. You can view their videos at:* http://calepa.ca.gov/Tribal/Training/ *or* http://nahc.ca.gov/2015/12/ab-52-tribal-training/

With Respect,

Andrew Salas, Chairman

DEPARTMENT OF TRANSPORTATION
DISTRICT 7- OFFICE OF REGIONAL PLANNING
100 S. MAIN STREET, SUITE 100
LOS ANGELES, CA 90012
PHONE (213) 897-6536
FAX (213) 897-1337
TTY 711
www.dot.ca.gov

Making Conservation a California Way of Life.

March 7, 2019

Nick Vasuthasawat
Planner II
City of Long Beach
333 W. Ocean Boulevard, 5th Floor
Long Beach, CA 90802

RE: 4251 Long Beach Blvd. Zone Change
SCH# 2019029039
GTS# 07-LA-2019-02253

Dear Mr. Vasuthasawat:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The proposal involves a 22,125-sf lot with split/dual residential and commercial zoning (R-1-L Single family residential district with large lots and CCA - Community automobile oriented district). The project request is for a zone change which would rezone a portion (approx 25 ft by 150 ft) of the property, currently zoned R-1-L, to CCA, which is consistent with the remainder of the property.

After reviewing the Negative Declaration (ND), Caltrans does not expect project approval to result in a direct adverse impact to the existing State transportation facilities.

As a reminder, any transportation of heavy construction equipment and/or materials which requires use of oversized-transport vehicles of State highways will need a Caltrans transportation permit. We recommend large size truck trips be limited to off-peak commute periods.

If you have any questions, please contact project coordinator Mr. Carlo Ramirez, at carlo.ramirez@dot.ca.gov and refer to GTS# 07-LA-2019-02253.

Sincerely,

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

Nick Vasuthasawat

From: Administration Gabrieleno <admin@gabrielenoindians.org>
Sent: Tuesday, March 12, 2019 2:25 PM
To: Nick Vasuthasawat
Subject: Re: AB-52 Consultation

Thank you Nick there will be no need for further consultation.
Thank you

Sincerely,

Brandy Salas

Admin Specialist
Gabrieleno Band of Mission Indians - Kizh Nation
PO Box 393
Covina, CA 91723
Office: 844-390-0787
website: www.gabrielenoindians.org

Attachments area

On Tue, Mar 12, 2019 at 1:05 PM Nick Vasuthasawat <Nick.Vasuthasawat@longbeach.gov> wrote:

Hi Brandy,

In response to the letter received and for further clarification, this project is for a zone change only. The project is not tied to any development proposal and will not result in any excavation or construction leading to any ground disturbances that may affect/disturb any known tribal resources. Please confirm if AB52- Tribal Consultation is still needed for this project.

Thanks,

Nick Vasuthasawat

Nick Vasuthasawat

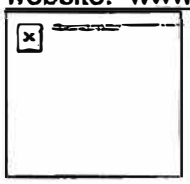
From: Administration Gabrieleno <admin@gabrielenoindians.org>
Sent: Tuesday, March 12, 2019 2:25 PM
To: Nick Vasuthasawat
Subject: Re: AB-52 Consultation

Thank you Nick there will be no need for further consultation.
Thank you

Sincerely,

Brandy Salas

Admin Specialist
Gabrieleno Band of Mission Indians - Kizh Nation
PO Box 393
Covina, CA 91723
Office: 844-390-0787
website: www.gabrielenoindians.org



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Thanks,

Nick Vasuthasawat

CITY OF LONG BEACH
DEPARTMENT OF DEVELOPMENT SERVICES
333 West Ocean Blvd., 5th Floor Long Beach, CA 90802 (562) 570-6194 FAX (562) 570-6068
PLANNING BUREAU

January 24, 2019

Via U.S. Mail Certified Mail, Return Receipt Requested
(No. 7006 3450 0000 4590 5235)

Sandonne Goad
Gabrieleno/Tongva Nation
106 1/2 Judge John Aiso Street, #231
Los Angeles, CA 90012

Re: AB-52 Consultation for the Hoff's Hut Zone Change Project

Dear Mr. Goad:

The City of Long Beach is conducting its consultation process for the Hoff's Hut Zone Change Project. Please consider this letter and preliminary project information as the initiation of the California Environmental Quality Act (CEQA) process, specifically Public Resources Code (PRC) Section 21080.3.1(d), if you would like to initiate consultation on this project.

PROJECT TITLE: Hoff's Hut Zone Change

PROJECT LOCATION: 4251 Long Beach Boulevard

PROJECT DESCRIPTION: A Zone Change request for a 22,125-square-foot lot comprised of an existing 6,354-square-foot restaurant building and surface parking lot with split/dual residential and commercial zoning (R-1-L Single-Family Residential District with Large Lots and CCA - Community Automobile Oriented District) into a commercial (CCA – Community Automobile Oriented District) zone.

It is anticipated that a Negative Declaration will be prepared in accordance with CEQA for this project.

Your comments and concerns are important to the City of Long Beach in moving forward with this project. If you have any questions or concerns with this project please contact me at:

Nick Vasuthasawat
Planner II | City of Long Beach
333 West Ocean Boulevard, 5th Floor | Long Beach, CA 90802
nick.vasuthasawat@longbeach.gov | 562.570.6410

Please be advised that you have 30 days upon receipt of this letter to provide input regarding this project.

Sincerely,

Nick Vasuthasawat
Planner II

CITY OF LONG BEACH
DEPARTMENT OF DEVELOPMENT SERVICES
333 West Ocean Blvd., 5th Floor Long Beach, CA 90802 (562) 570-6194 FAX (562) 570-6068
PLANNING BUREAU

January 24, 2019

Via U.S. Mail Certified Mail, Return Receipt Requested
(No. 7006 3450 0000 4590 5006)

Charles Alvarez
Gabrieleno-Tongva Tribe
23454 VanOwen Street
West Hills, CA 91307

Re: AB-52 Consultation for the Hoff's Hut Zone Change Project

Dear Mr. Alvarez:

The City of Long Beach is conducting its consultation process for the Hoff's Hut Zone Change Project. Please consider this letter and preliminary project information as the initiation of the California Environmental Quality Act (CEQA) process, specifically Public Resources Code (PRC) Section 21080.3.1(d), if you would like to initiate consultation on this project.

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Sincerely,

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PLANNING BUREAU

January 24, 2019

Via U.S. Mail Certified Mail, Return Receipt Requested
(No. 7006 3450 0000 4590 5228)

Robert Dorame
Gabrieleno Tongva Indians of California Tribal Council
P.O. Box 490
Bellflower, CA 90707

Re: AB-52 Consultation for the Hoff's Hut Zone Change Project

Dear Mr. Dorame:

The City of Long Beach is conducting its consultation process for the Hoff's Hut Zone Change Project. Please consider this letter and preliminary project information as the initiation of the California Environmental Quality Act (CEQA) process, specifically Public Resources Code (PRC) Section 21080.3.1(d), if you would like to initiate consultation on this project.

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nick.vasuthasawat@longbeach.gov | 562.570.6410

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Sincerely,

Nick Vasuthasawat
Planner II

CITY OF LONG BEACH

DEPARTMENT OF DEVELOPMENT SERVICES

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PLANNING BUREAU

January 24, 2019

Via U.S. Mail Certified Mail, Return Receipt Requested
(No. 7006 3450 0000 4590 5211)

Anthony Morales
Gabrieleno/Tongva San Gabriel Band of Mission Indians
P.O. Box 693
San Gabriel, CA 91778

Re: AB-52 Consultation for the Hoff's Hut Zone Change Project

Dear Mr. Morales:

The City of Long Beach is conducting its consultation process for the Hoff's Hut Zone Change Project. Please consider this letter and preliminary project information as the initiation of the California Environmental Quality Act (CEQA) process, specifically Public Resources Code (PRC) Section 21080.3.1(d), if you would like to initiate consultation on this project.

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333 West Ocean Boulevard, 5th Floor | Long Beach, CA 90802
nick.vasuthasawat@longbeach.gov | 562.570.6410

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Sincerely,

Nick Vasuthasawat
Planner II

NV

CITY OF LONG BEACH
DEPARTMENT OF DEVELOPMENT SERVICES
333 West Ocean Blvd., 5th Floor Long Beach, CA 90802 (562) 570-6194 FAX (562) 570-6068
PLANNING BUREAU

January 24, 2019

Via U.S. Mail Certified Mail, Return Receipt Requested
(No. 7006 3450 0000 4590 5204)

Andrew Salas
Gabrieleno Band of Mission Indians – Kizh Nation
P.O. Box 393
Covina, CA 91723

Re: AB-52 Consultation for the Hoff's Hut Zone Change Project

Dear Mr. Salas:

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nick.vasuthasawat@longbeach.gov | 562.570.6410

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Sincerely,

Nick Vasuthasawat
Planner II

NV

CITY OF LONG BEACH

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PLANNING BUREAU

January 24, 2019

Via U.S. Mail Certified Mail, Return Receipt Requested
(No. 7006 3450 0000 4590 5419)

Linda Candelaria
Gabrielino-Tongva Tribe
80839 Camino Santa Juliana
Indio, CA 92203

Re: AB-52 Consultation for the Hoff's Hut Zone Change Project

Dear Ms. Candelaria:

The City of Long Beach is conducting its consultation process for the Hoff's Hut Zone Change Project. Please consider this letter and preliminary project information as the initiation of the California Environmental Quality Act (CEQA) process, specifically Public Resources Code (PRC) Section 21080.3.1(d), if you would like to initiate consultation on this project.

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Sincerely,

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PLANNING BUREAU

January 24, 2019

Via U.S. Mail Certified Mail. Return Receipt Requested
(No. 7006 3450 0000 4590 5006)

Charles Alvarez
Gabrieleno-Tongva Tribe
23454 VanOwen Street
West Hills, CA 91307

Re: AB-52 Consultation for the Hoff's Hut Zone Change Project

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Sincerely,

Nick Vasuthasawat
Planner II

FINDINGS

Zone Change
4251 Long Beach Blvd.
Application No. 1708-12 (ZCHG19-001)
April 4, 2019

Pursuant to Section 21.25.106 of the Long Beach Municipal Code, in all cases, the Planning Commission and the City Council shall be required to make the following findings of fact before rezoning a parcel. These findings and staff analysis are presented for consideration, adoption and incorporation into the record of proceedings:

1. **THE PROPOSED CHANGE WILL NOT ADVERSELY AFFECT THE CHARACTER, LIVABILITY OR APPROPRIATE DEVELOPMENT OF THE SURROUNDING AREA;**

   Positive Finding: The proposed zone change would result in recapturing that portion of the subject parcel currently zoned residential (R-1-L) to be consolidated with the remainder of the property which is zoned commercial (CCA). The proposed zone change will provide continuity with the other pedestrian oriented commercial uses along the south Long Beach Boulevard corridor and further promote the orderly development of the City in a manner consistent with the General Plan.

   The portion of the R-1-L zoning area on the lot measures 25-feet by 150-feet, totaling 3,750-square-foot lot and does not meet the minimum 12,000-square-foot lot size standard typically associated in the R-1-L zoning district. The zone change would eliminate this and bring the consolidated parcel to a 22,125-square-foot CCA zoned lot exceeding the required 10,000-square-foot minimum lot size.

   The request is not anticipated to adversely affect the character, livability, or surrounding area and is anticipated to provide a more compatible site consistent with the goals and objectives of the general plan.

   Furthermore, the Initial Study/Negative Declaration prepared for the development project (IS/ND-01-19, SCH #2019029039) found that there will be no significant impacts associated with the project.

2. **THE PROPOSED CHANGE IS CONSISTENT WITH THE GOALS, OBJECTIVES AND PROVISIONS OF THE GENERAL PLAN; AND**

   Positive Finding: The General Plan has the property designated as LUD No. 8P: Pedestrian-Oriented Retail Strip. This land use designation is intended for "retail uses catering primarily to pedestrian trade... where shoppers can arrive by foot or by car and park in one location and then stroll to a number of shops, services, and restaurants." The current zoning of the property however is zoned R-1-L which

allows for residential uses to be proposed. The proposed zone change would eliminate the inconsistency of the underlying general plan land use designation (LUD No. 8P: Pedestrian-Oriented Retail Strip), as residential uses permitted by the current R-1-L zone are not consistent with LUD No. 8P which is meant to accommodate commercial uses specific to the CCA zone. The proposed zone change will provide continuity with the other pedestrian oriented commercial uses along the south Long Beach Boulevard corridor and further promote the orderly development of the City in a manner consistent with the General Plan.

3. **IF THE PROPOSED CHANGE IS A REZONING OF AN EXISTING MOBILE HOME PARK, THAT THE REQUIREMENTS OF SECTION 21.25.109 HAVE BEEN OR WILL BE FULLY MET.**

N/A: The proposed change is not a rezoning of an existing mobile home park.