Appendix A

CalEEMod Results - Air Quality and Greenhouse Gas

Long Beach Citadel

Los Angeles-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Parking Lot	70.00	Space	0.63	28,000.00	0
Golf Course	0.86	Acre	0.86	37,461.60	0
Health Club	22.40	1000sqft	0.51	22,400.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
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 - Soccer Field inputted as Golf Course, Gymnasium inputted as Health Club

Construction Phase - Phases default. No demo, arch coating extended to 20 days

Architectural Coating - SCAQMD Rule 1113

Vehicle Trips - Trip Generation from Traffic Study

Construction Off-road Equipment Mitigation - Water 2x

Area Mitigation - no hearth. low VOC paint - SCAQMD Rule 1113

Long Beach Citadel - Los Angeles-South Coast County, Annual

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	100.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Interior	100.00	50.00
tblArchitecturalCoating	EF_Parking	100.00	50.00
tblAreaMitigation	UseLowVOCPaintNonresidentialExteriorValue	100	50
tblAreaMitigation	UseLowVOCPaintNonresidentialInteriorValue	100	50
tblAreaMitigation	UseLowVOCPaintParkingCheck	False	True
tblAreaMitigation	UseLowVOCPaintParkingValue	100	50
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	40	0
tblConstructionPhase	NumDays	10.00	20.00
tblConstructionPhase	NumDays	200.00	220.00
tblConstructionPhase	NumDays	20.00	1.00
tblConstructionPhase	NumDays	4.00	7.00
tblConstructionPhase	NumDays	2.00	3.00
tblConstructionPhase	PhaseEndDate	12/10/2019	12/24/2019
tblConstructionPhase	PhaseEndDate	11/12/2019	11/14/2019
tblConstructionPhase	PhaseEndDate	1/28/2019	1/1/2019
tblConstructionPhase	PhaseEndDate	2/5/2019	1/11/2019
tblConstructionPhase	PhaseEndDate	11/26/2019	11/27/2019
tblConstructionPhase	PhaseEndDate	1/30/2019	1/3/2019
tblConstructionPhase	PhaseStartDate	2/6/2019	1/11/2019
tblConstructionPhase	PhaseStartDate	1/31/2019	1/3/2019
tblConstructionPhase	PhaseStartDate	11/13/2019	11/14/2019
tblConstructionPhase	PhaseStartDate	1/29/2019	1/1/2019
tblGrading	AcresOfGrading	3.50	2.00
tblGrading	AcresOfGrading	4.50	3.00
tblProjectCharacteristics	OperationalYear	2018	2021

tblVehicleTrips	WD_TR	5.04	71.30
tblVehicleTrips	WD_TR	32.93	33.80

2.0 Emissions Summary

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	0.3837	2.4843	2.0601	3.8900e-003	0.0802	0.1321	0.2123	0.0271	0.1263	0.1534	0.0000	335.5304	335.5304	0.0582	0.0000	336.9843
Maximum	**0.3837**	**2.4843**	**2.0601**	**3.8900e-003**	**0.0802**	**0.1321**	**0.2123**	**0.0271**	**0.1263**	**0.1534**	**0.0000**	**335.5304**	**335.5304**	**0.0582**	**0.0000**	**336.9843**

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	0.3837	2.4843	2.0600	3.8900e-003	0.0672	0.1321	0.1992	0.0206	0.1263	0.1469	0.0000	335.5301	335.5301	0.0582	0.0000	336.9840
Maximum	**0.3837**	**2.4843**	**2.0600**	**3.8900e-003**	**0.0672**	**0.1321**	**0.1992**	**0.0206**	**0.1263**	**0.1469**	**0.0000**	**335.5301**	**335.5301**	**0.0582**	**0.0000**	**336.9840**

	ROG	NOx	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**	**16.27**	**0.00**	**6.15**	**24.07**	**0.00**	**4.26**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	1-1-2019	3-31-2019	0.7856	0.7856
2	4-1-2019	6-30-2019	0.7627	0.7627
3	7-1-2019	9-30-2019	0.7711	0.7711
		Highest	0.7856	0.7856

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	0.0940	1.0000e-005	1.1900e-003	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.3100e-003	2.3100e-003	1.0000e-005	0.0000	2.4700e-003
Energy	2.1900e-003	0.0199	0.0168	1.2000e-004		1.5200e-003	1.5200e-003		1.5200e-003	1.5200e-003	0.0000	110.2792	110.2792	4.0700e-003	1.1500e-003	110.7251
Mobile	0.2045	0.9879	2.3886	7.7400e-003	0.6045	6.7300e-003	0.6112	0.1620	6.2800e-003	0.1683	0.0000	714.5997	714.5997	0.0403	0.0000	715.6073
Waste						0.0000	0.0000		0.0000	0.0000	26.0803	0.0000	26.0803	1.5413	0.0000	64.6128
Water						0.0000	0.0000		0.0000	0.0000	0.4203	11.9979	12.4182	0.0437	1.1200e-003	13.8441
Total	**0.3007**	**1.0079**	**2.4066**	**7.8600e-003**	**0.6045**	**8.2500e-003**	**0.6127**	**0.1620**	**7.8000e-003**	**0.1698**	**26.5006**	**836.8790**	**863.3796**	**1.6294**	**2.2700e-003**	**904.7917**

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	0.0886	1.0000e-005	1.1900e-003	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.3100e-003	2.3100e-003	1.0000e-005	0.0000	2.4700e-003
Energy	2.1900e-003	0.0199	0.0168	1.2000e-004		1.5200e-003	1.5200e-003		1.5200e-003	1.5200e-003	0.0000	110.2792	110.2792	4.0700e-003	1.1500e-003	110.7251
Mobile	0.2045	0.9879	2.3886	7.7400e-003	0.6045	6.7300e-003	0.6112	0.1620	6.2800e-003	0.1683	0.0000	714.5997	714.5997	0.0403	0.0000	715.6073
Waste						0.0000	0.0000		0.0000	0.0000	26.0803	0.0000	26.0803	1.5413	0.0000	64.6128
Water						0.0000	0.0000		0.0000	0.0000	0.4203	11.9979	12.4182	0.0437	1.1200e-003	13.8441
Total	**0.2953**	**1.0079**	**2.4066**	**7.8600e-003**	**0.6045**	**8.2500e-003**	**0.6127**	**0.1620**	**7.8000e-003**	**0.1698**	**26.5006**	**836.8790**	**863.3796**	**1.6294**	**2.2700e-003**	**904.7917**

	ROG	NOx	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	**1.79**	**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

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Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2019	1/1/2019	5	1	
2	Site Preparation	Site Preparation	1/1/2019	1/3/2019	5	3	
3	Grading	Grading	1/3/2019	1/11/2019	5	7	
4	Building Construction	Building Construction	1/11/2019	11/14/2019	5	220	
5	Paving	Paving	11/14/2019	11/27/2019	5	10	
6	Architectural Coating	Architectural Coating	11/27/2019	12/24/2019	5	20	

Acres of Grading (Site Preparation Phase): 3

Acres of Grading (Grading Phase): 2

Acres of Paving: 0.63

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 33,600; Non-Residential Outdoor: 11,200; Striped Parking Area: 1,680 (Architectural Coating – sqft)

OffRoad Equipment

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Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	1	8.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Cranes	1	8.00	231	0.29
Building Construction	Forklifts	2	7.00	89	0.20
Site Preparation	Graders	1	8.00	187	0.41
Paving	Pavers	1	8.00	130	0.42
Paving	Rollers	2	8.00	80	0.38
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Grading	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Paving	Paving Equipment	1	8.00	132	0.36
Site Preparation	Scrapers	1	8.00	367	0.48
Building Construction	Welders	3	8.00	46	0.45

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Architectural Coating	1	7.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	8	37.00	14.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Demolition	5	13.00	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
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Clean Paved Roads

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	1.1500e-003	0.0113	7.4500e-003	1.0000e-005		6.4000e-004	6.4000e-004		6.0000e-004	6.0000e-004	0.0000	1.0708	1.0708	2.7000e-004	0.0000	1.0776
Total	**1.1500e-003**	**0.0113**	**7.4500e-003**	**1.0000e-005**		**6.4000e-004**	**6.4000e-004**		**6.0000e-004**	**6.0000e-004**	**0.0000**	**1.0708**	**1.0708**	**2.7000e-004**	**0.0000**	**1.0776**

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	3.0000e-005	3.0000e-005	3.0000e-004	0.0000	7.0000e-005	0.0000	7.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0685	0.0685	0.0000	0.0000	0.0685
Total	**3.0000e-005**	**3.0000e-005**	**3.0000e-004**	**0.0000**	**7.0000e-005**	**0.0000**	**7.0000e-005**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**0.0685**	**0.0685**	**0.0000**	**0.0000**	**0.0685**

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	1.1500e-003	0.0113	7.4500e-003	1.0000e-005		6.4000e-004	6.4000e-004		6.0000e-004	6.0000e-004	0.0000	1.0708	1.0708	2.7000e-004	0.0000	1.0776
Total	**1.1500e-003**	**0.0113**	**7.4500e-003**	**1.0000e-005**		**6.4000e-004**	**6.4000e-004**		**6.0000e-004**	**6.0000e-004**	**0.0000**	**1.0708**	**1.0708**	**2.7000e-004**	**0.0000**	**1.0776**

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	3.0000e-005	3.0000e-005	3.0000e-004	0.0000	7.0000e-005	0.0000	7.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0685	0.0685	0.0000	0.0000	0.0685
Total	**3.0000e-005**	**3.0000e-005**	**3.0000e-004**	**0.0000**	**7.0000e-005**	**0.0000**	**7.0000e-005**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**0.0685**	**0.0685**	**0.0000**	**0.0000**	**0.0685**

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					1.5900e-003	0.0000	1.5900e-003	1.7000e-004	0.0000	1.7000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.6300e-003	0.0323	0.0179	4.0000e-005		1.2800e-003	1.2800e-003		1.1800e-003	1.1800e-003	0.0000	3.3020	3.3020	1.0400e-003	0.0000	3.3281
Total	**2.6300e-003**	**0.0323**	**0.0179**	**4.0000e-005**	**1.5900e-003**	**1.2800e-003**	**2.8700e-003**	**1.7000e-004**	**1.1800e-003**	**1.3500e-003**	**0.0000**	**3.3020**	**3.3020**	**1.0400e-003**	**0.0000**	**3.3281**

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	6.0000e-005	5.0000e-005	5.4000e-004	0.0000	1.3000e-004	0.0000	1.3000e-004	3.0000e-005	0.0000	4.0000e-005	0.0000	0.1264	0.1264	0.0000	0.0000	0.1265
Total	**6.0000e-005**	**5.0000e-005**	**5.4000e-004**	**0.0000**	**1.3000e-004**	**0.0000**	**1.3000e-004**	**3.0000e-005**	**0.0000**	**4.0000e-005**	**0.0000**	**0.1264**	**0.1264**	**0.0000**	**0.0000**	**0.1265**

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					7.2000e-004	0.0000	7.2000e-004	8.0000e-005	0.0000	8.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.6300e-003	0.0323	0.0179	4.0000e-005		1.2800e-003	1.2800e-003		1.1800e-003	1.1800e-003	0.0000	3.3020	3.3020	1.0400e-003	0.0000	3.3281
Total	**2.6300e-003**	**0.0323**	**0.0179**	**4.0000e-005**	**7.2000e-004**	**1.2800e-003**	**2.0000e-003**	**8.0000e-005**	**1.1800e-003**	**1.2600e-003**	**0.0000**	**3.3020**	**3.3020**	**1.0400e-003**	**0.0000**	**3.3281**

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	6.0000e-005	5.0000e-005	5.4000e-004	0.0000	1.3000e-004	0.0000	1.3000e-004	3.0000e-005	0.0000	4.0000e-005	0.0000	0.1264	0.1264	0.0000	0.0000	0.1265
Total	**6.0000e-005**	**5.0000e-005**	**5.4000e-004**	**0.0000**	**1.3000e-004**	**0.0000**	**1.3000e-004**	**3.0000e-005**	**0.0000**	**4.0000e-005**	**0.0000**	**0.1264**	**0.1264**	**0.0000**	**0.0000**	**0.1265**

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					0.0221	0.0000	0.0221	0.0117	0.0000	0.0117	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.1000e-003	0.0796	0.0355	7.0000e-005		3.7600e-003	3.7600e-003		3.4500e-003	3.4500e-003	0.0000	6.4813	6.4813	2.0500e-003	0.0000	6.5326
Total	**7.1000e-003**	**0.0796**	**0.0355**	**7.0000e-005**	**0.0221**	**3.7600e-003**	**0.0259**	**0.0117**	**3.4500e-003**	**0.0152**	**0.0000**	**6.4813**	**6.4813**	**2.0500e-003**	**0.0000**	**6.5326**

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	1.8000e-004	1.5000e-004	1.5900e-003	0.0000	3.8000e-004	0.0000	3.9000e-004	1.0000e-004	0.0000	1.0000e-004	0.0000	0.3687	0.3687	1.0000e-005	0.0000	0.3690
Total	**1.8000e-004**	**1.5000e-004**	**1.5900e-003**	**0.0000**	**3.8000e-004**	**0.0000**	**3.9000e-004**	**1.0000e-004**	**0.0000**	**1.0000e-004**	**0.0000**	**0.3687**	**0.3687**	**1.0000e-005**	**0.0000**	**0.3690**

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					9.9600e-003	0.0000	9.9600e-003	5.2700e-003	0.0000	5.2700e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.1000e-003	0.0796	0.0355	7.0000e-005		3.7600e-003	3.7600e-003		3.4500e-003	3.4500e-003	0.0000	6.4813	6.4813	2.0500e-003	0.0000	6.5325
Total	**7.1000e-003**	**0.0796**	**0.0355**	**7.0000e-005**	**9.9600e-003**	**3.7600e-003**	**0.0137**	**5.2700e-003**	**3.4500e-003**	**8.7200e-003**	**0.0000**	**6.4813**	**6.4813**	**2.0500e-003**	**0.0000**	**6.5325**

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	1.8000e-004	1.5000e-004	1.5900e-003	0.0000	3.8000e-004	0.0000	3.9000e-004	1.0000e-004	0.0000	1.0000e-004	0.0000	0.3687	0.3687	1.0000e-005	0.0000	0.3690
Total	**1.8000e-004**	**1.5000e-004**	**1.5900e-003**	**0.0000**	**3.8000e-004**	**0.0000**	**3.9000e-004**	**1.0000e-004**	**0.0000**	**1.0000e-004**	**0.0000**	**0.3687**	**0.3687**	**1.0000e-005**	**0.0000**	**0.3690**

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	0.2814	2.0801	1.6780	2.7500e-003		0.1199	0.1199		0.1149	0.1149	0.0000	230.7297	230.7297	0.0480	0.0000	231.9297
Total	**0.2814**	**2.0801**	**1.6780**	**2.7500e-003**		**0.1199**	**0.1199**		**0.1149**	**0.1149**	**0.0000**	**230.7297**	**230.7297**	**0.0480**	**0.0000**	**231.9297**

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	6.5200e-003	0.1819	0.0498	4.0000e-004	9.7000e-003	1.1400e-003	0.0108	2.8000e-003	1.0900e-003	3.8900e-003	0.0000	38.5099	38.5099	2.5700e-003	0.0000	38.5742
Worker	0.0204	0.0170	0.1848	4.7000e-004	0.0446	3.9000e-004	0.0450	0.0119	3.6000e-004	0.0122	0.0000	42.8716	42.8716	1.4700e-003	0.0000	42.9085
Total	**0.0269**	**0.1989**	**0.2345**	**8.7000e-004**	**0.0543**	**1.5300e-003**	**0.0558**	**0.0147**	**1.4500e-003**	**0.0161**	**0.0000**	**81.3816**	**81.3816**	**4.0400e-003**	**0.0000**	**81.4827**

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	0.2814	2.0801	1.6780	2.7500e-003		0.1199	0.1199		0.1149	0.1149	0.0000	230.7295	230.7295	0.0480	0.0000	231.9294
Total	**0.2814**	**2.0801**	**1.6780**	**2.7500e-003**		**0.1199**	**0.1199**		**0.1149**	**0.1149**	**0.0000**	**230.7295**	**230.7295**	**0.0480**	**0.0000**	**231.9294**

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	6.5200e-003	0.1819	0.0498	4.0000e-004	9.7000e-003	1.1400e-003	0.0108	2.8000e-003	1.0900e-003	3.8900e-003	0.0000	38.5099	38.5099	2.5700e-003	0.0000	38.5742
Worker	0.0204	0.0170	0.1848	4.7000e-004	0.0446	3.9000e-004	0.0450	0.0119	3.6000e-004	0.0122	0.0000	42.8716	42.8716	1.4700e-003	0.0000	42.9085
Total	**0.0269**	**0.1989**	**0.2345**	**8.7000e-004**	**0.0543**	**1.5300e-003**	**0.0558**	**0.0147**	**1.4500e-003**	**0.0161**	**0.0000**	**81.3816**	**81.3816**	**4.0400e-003**	**0.0000**	**81.4827**

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	6.2300e-003	0.0628	0.0593	9.0000e-005		3.6500e-003	3.6500e-003		3.3600e-003	3.3600e-003	0.0000	7.9208	7.9208	2.4600e-003	0.0000	7.9823
Paving	8.3000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**7.0600e-003**	**0.0628**	**0.0593**	**9.0000e-005**		**3.6500e-003**	**3.6500e-003**		**3.3600e-003**	**3.3600e-003**	**0.0000**	**7.9208**	**7.9208**	**2.4600e-003**	**0.0000**	**7.9823**

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	3.8000e-004	3.1000e-004	3.4000e-003	1.0000e-005	8.2000e-004	1.0000e-005	8.3000e-004	2.2000e-004	1.0000e-005	2.2000e-004	0.0000	0.7900	0.7900	3.0000e-005	0.0000	0.7907
Total	**3.8000e-004**	**3.1000e-004**	**3.4000e-003**	**1.0000e-005**	**8.2000e-004**	**1.0000e-005**	**8.3000e-004**	**2.2000e-004**	**1.0000e-005**	**2.2000e-004**	**0.0000**	**0.7900**	**0.7900**	**3.0000e-005**	**0.0000**	**0.7907**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	6.2300e-003	0.0628	0.0593	9.0000e-005		3.6500e-003	3.6500e-003		3.3600e-003	3.3600e-003	0.0000	7.9208	7.9208	2.4600e-003	0.0000	7.9823
Paving	8.3000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**7.0600e-003**	**0.0628**	**0.0593**	**9.0000e-005**		**3.6500e-003**	**3.6500e-003**		**3.3600e-003**	**3.3600e-003**	**0.0000**	**7.9208**	**7.9208**	**2.4600e-003**	**0.0000**	**7.9823**

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	3.8000e-004	3.1000e-004	3.4000e-003	1.0000e-005	8.2000e-004	1.0000e-005	8.3000e-004	2.2000e-004	1.0000e-005	2.2000e-004	0.0000	0.7900	0.7900	3.0000e-005	0.0000	0.7907
Total	**3.8000e-004**	**3.1000e-004**	**3.4000e-003**	**1.0000e-005**	**8.2000e-004**	**1.0000e-005**	**8.3000e-004**	**2.2000e-004**	**1.0000e-005**	**2.2000e-004**	**0.0000**	**0.7900**	**0.7900**	**3.0000e-005**	**0.0000**	**0.7907**

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	0.0539					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.6600e-003	0.0184	0.0184	3.0000e-005		1.2900e-003	1.2900e-003		1.2900e-003	1.2900e-003	0.0000	2.5533	2.5533	2.2000e-004	0.0000	2.5587
Total	**0.0565**	**0.0184**	**0.0184**	**3.0000e-005**		**1.2900e-003**	**1.2900e-003**		**1.2900e-003**	**1.2900e-003**	**0.0000**	**2.5533**	**2.5533**	**2.2000e-004**	**0.0000**	**2.5587**

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	3.5000e-004	2.9000e-004	3.1800e-003	1.0000e-005	7.7000e-004	1.0000e-005	7.7000e-004	2.0000e-004	1.0000e-005	2.1000e-004	0.0000	0.7374	0.7374	3.0000e-005	0.0000	0.7380
Total	**3.5000e-004**	**2.9000e-004**	**3.1800e-003**	**1.0000e-005**	**7.7000e-004**	**1.0000e-005**	**7.7000e-004**	**2.0000e-004**	**1.0000e-005**	**2.1000e-004**	**0.0000**	**0.7374**	**0.7374**	**3.0000e-005**	**0.0000**	**0.7380**

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	0.0539					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.6600e-003	0.0184	0.0184	3.0000e-005		1.2900e-003	1.2900e-003		1.2900e-003	1.2900e-003	0.0000	2.5533	2.5533	2.2000e-004	0.0000	2.5586
Total	**0.0565**	**0.0184**	**0.0184**	**3.0000e-005**		**1.2900e-003**	**1.2900e-003**		**1.2900e-003**	**1.2900e-003**	**0.0000**	**2.5533**	**2.5533**	**2.2000e-004**	**0.0000**	**2.5586**

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	3.5000e-004	2.9000e-004	3.1800e-003	1.0000e-005	7.7000e-004	1.0000e-005	7.7000e-004	2.0000e-004	1.0000e-005	2.1000e-004	0.0000	0.7374	0.7374	3.0000e-005	0.0000	0.7380
Total	**3.5000e-004**	**2.9000e-004**	**3.1800e-003**	**1.0000e-005**	**7.7000e-004**	**1.0000e-005**	**7.7000e-004**	**2.0000e-004**	**1.0000e-005**	**2.1000e-004**	**0.0000**	**0.7374**	**0.7374**	**3.0000e-005**	**0.0000**	**0.7380**

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	0.2045	0.9879	2.3886	7.7400e-003	0.6045	6.7300e-003	0.6112	0.1620	6.2800e-003	0.1683	0.0000	714.5997	714.5997	0.0403	0.0000	715.6073
Unmitigated	0.2045	0.9879	2.3886	7.7400e-003	0.6045	6.7300e-003	0.6112	0.1620	6.2800e-003	0.1683	0.0000	714.5997	714.5997	0.0403	0.0000	715.6073

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Golf Course	61.32	5.01	5.06	110,173	110,173
Health Club	757.12	467.49	598.75	1,482,425	1,482,425
Parking Lot	0.00	0.00	0.00		
Total	818.44	472.49	603.81	1,592,598	1,592,598

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
Golf Course	16.60	8.40	6.90	33.00	48.00	19.00	52	39	9
Health Club	16.60	8.40	6.90	16.90	64.10	19.00	52	39	9
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Parking Lot	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891
Golf Course	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891
Health Club	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891

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	88.5717	88.5717	3.6600e-003	7.6000e-004	88.8885
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	88.5717	88.5717	3.6600e-003	7.6000e-004	88.8885
NaturalGas Mitigated	2.1900e-003	0.0199	0.0168	1.2000e-004		1.5200e-003	1.5200e-003		1.5200e-003	1.5200e-003	0.0000	21.7075	21.7075	4.2000e-004	4.0000e-004	21.8365
NaturalGas Unmitigated	2.1900e-003	0.0199	0.0168	1.2000e-004		1.5200e-003	1.5200e-003		1.5200e-003	1.5200e-003	0.0000	21.7075	21.7075	4.2000e-004	4.0000e-004	21.8365

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					
Golf Course	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Health Club	406784	2.1900e-003	0.0199	0.0168	1.2000e-004		1.5200e-003	1.5200e-003		1.5200e-003	1.5200e-003	0.0000	21.7075	21.7075	4.2000e-004	4.0000e-004	21.8365
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**2.1900e-003**	**0.0199**	**0.0168**	**1.2000e-004**		**1.5200e-003**	**1.5200e-003**		**1.5200e-003**	**1.5200e-003**	**0.0000**	**21.7075**	**21.7075**	**4.2000e-004**	**4.0000e-004**	**21.8365**

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					
Golf Course	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Health Club	406784	2.1900e-003	0.0199	0.0168	1.2000e-004		1.5200e-003	1.5200e-003		1.5200e-003	1.5200e-003	0.0000	21.7075	21.7075	4.2000e-004	4.0000e-004	21.8365
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**2.1900e-003**	**0.0199**	**0.0168**	**1.2000e-004**		**1.5200e-003**	**1.5200e-003**		**1.5200e-003**	**1.5200e-003**	**0.0000**	**21.7075**	**21.7075**	**4.2000e-004**	**4.0000e-004**	**21.8365**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Golf Course	0	0.0000	0.0000	0.0000	0.0000
Health Club	253344	80.7208	3.3300e-003	6.9000e-004	81.0096
Parking Lot	24640	7.8508	3.2000e-004	7.0000e-005	7.8789
Total		**88.5717**	**3.6500e-003**	**7.6000e-004**	**88.8885**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Golf Course	0	0.0000	0.0000	0.0000	0.0000
Health Club	253344	80.7208	3.3300e-003	6.9000e-004	81.0096
Parking Lot	24640	7.8508	3.2000e-004	7.0000e-005	7.8789
Total		**88.5717**	**3.6500e-003**	**7.6000e-004**	**88.8885**

6.0 Area Detail

6.1 Mitigation Measures Area

Use Low VOC Paint - Residential Interior

Use Low VOC Paint - Residential Exterior

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

No Hearths Installed

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0886	1.0000e-005	1.1900e-003	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.3100e-003	2.3100e-003	1.0000e-005	0.0000	2.4700e-003
Unmitigated	0.0940	1.0000e-005	1.1900e-003	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.3100e-003	2.3100e-003	1.0000e-005	0.0000	2.4700e-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	tons/yr										MT/yr					
Architectural Coating	0.0108					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0831					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.1000e-004	1.0000e-005	1.1900e-003	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.3100e-003	2.3100e-003	1.0000e-005	0.0000	2.4700e-003
Total	**0.0940**	**1.0000e-005**	**1.1900e-003**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**2.3100e-003**	**2.3100e-003**	**1.0000e-005**	**0.0000**	**2.4700e-003**

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	5.3900e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0831					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.1000e-004	1.0000e-005	1.1900e-003	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.3100e-003	2.3100e-003	1.0000e-005	0.0000	2.4700e-003
Total	**0.0886**	**1.0000e-005**	**1.1900e-003**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**2.3100e-003**	**2.3100e-003**	**1.0000e-005**	**0.0000**	**2.4700e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	12.4182	0.0437	1.1200e-003	13.8441
Unmitigated	12.4182	0.0437	1.1200e-003	13.8441

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Golf Course	0 / 1.02467	3.6272	1.5000e-004	3.0000e-005	3.6402
Health Club	1.32481 / 0.811978	8.7909	0.0435	1.0900e-003	10.2039
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**12.4182**	**0.0437**	**1.1200e-003**	**13.8441**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Golf Course	0 / 1.02467	3.6272	1.5000e-004	3.0000e-005	3.6402
Health Club	1.32481 / 0.811978	8.7909	0.0435	1.0900e-003	10.2039
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**12.4182**	**0.0437**	**1.1200e-003**	**13.8441**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	26.0803	1.5413	0.0000	64.6128
Unmitigated	26.0803	1.5413	0.0000	64.6128

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Golf Course	0.8	0.1624	9.6000e-003	0.0000	0.4023
Health Club	127.68	25.9179	1.5317	0.0000	64.2105
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**26.0803**	**1.5413**	**0.0000**	**64.6128**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Golf Course	0.8	0.1624	9.6000e-003	0.0000	0.4023
Health Club	127.68	25.9179	1.5317	0.0000	64.2105
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**26.0803**	**1.5413**	**0.0000**	**64.6128**

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

Long Beach Citadel

Los Angeles-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Parking Lot	70.00	Space	0.63	28,000.00	0
Golf Course	0.86	Acre	0.86	37,461.60	0
Health Club	22.40	1000sqft	0.51	22,400.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
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 - Soccer Field inputted as Golf Course, Gymnasium inputted as Health Club

Construction Phase - Phases default. No demo, arch coating extended to 20 days

Architectural Coating - SCAQMD Rule 1113

Vehicle Trips - Trip Generation from Traffic Study

Construction Off-road Equipment Mitigation - Water 2x

Area Mitigation - no hearth. low VOC paint - SCAQMD Rule 1113

Long Beach Citadel - Los Angeles-South Coast County, Summer

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	100.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Interior	100.00	50.00
tblArchitecturalCoating	EF_Parking	100.00	50.00
tblAreaMitigation	UseLowVOCPaintNonresidentialExteriorValue	100	50
tblAreaMitigation	UseLowVOCPaintNonresidentialInteriorValue	100	50
tblAreaMitigation	UseLowVOCPaintParkingCheck	False	True
tblAreaMitigation	UseLowVOCPaintParkingValue	100	50
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	40	0
tblConstructionPhase	NumDays	10.00	20.00
tblConstructionPhase	NumDays	200.00	220.00
tblConstructionPhase	NumDays	20.00	1.00
tblConstructionPhase	NumDays	4.00	7.00
tblConstructionPhase	NumDays	2.00	3.00
tblConstructionPhase	PhaseEndDate	12/10/2019	12/24/2019
tblConstructionPhase	PhaseEndDate	11/12/2019	11/14/2019
tblConstructionPhase	PhaseEndDate	1/28/2019	1/1/2019
tblConstructionPhase	PhaseEndDate	2/5/2019	1/11/2019
tblConstructionPhase	PhaseEndDate	11/26/2019	11/27/2019
tblConstructionPhase	PhaseEndDate	1/30/2019	1/3/2019
tblConstructionPhase	PhaseStartDate	2/6/2019	1/11/2019
tblConstructionPhase	PhaseStartDate	1/31/2019	1/3/2019
tblConstructionPhase	PhaseStartDate	11/13/2019	11/14/2019
tblConstructionPhase	PhaseStartDate	1/29/2019	1/1/2019
tblGrading	AcresOfGrading	3.50	2.00
tblGrading	AcresOfGrading	4.50	3.00
tblProjectCharacteristics	OperationalYear	2018	2021

tblVehicleTrips	WD_TR	5.04	71.30
tblVehicleTrips	WD_TR	32.93	33.80

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	7.1726	44.3491	30.0424	0.0550	7.5868	2.1780	9.5152	3.5108	2.0461	5.5542	0.0000	5,313.8277	5,313.8277	1.4211	0.0000	5,343.1134
Maximum	**7.1726**	**44.3491**	**30.0424**	**0.0550**	**7.5868**	**2.1780**	**9.5152**	**3.5108**	**2.0461**	**5.5542**	**0.0000**	**5,313.8277**	**5,313.8277**	**1.4211**	**0.0000**	**5,343.1134**

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	7.1726	44.3491	30.0424	0.0550	3.5247	2.1780	5.6392	1.6694	2.0461	3.7156	0.0000	5,313.8277	5,313.8277	1.4211	0.0000	5,343.1134
Maximum	**7.1726**	**44.3491**	**30.0424**	**0.0550**	**3.5247**	**2.1780**	**5.6392**	**1.6694**	**2.0461**	**3.7156**	**0.0000**	**5,313.8277**	**5,313.8277**	**1.4211**	**0.0000**	**5,343.1134**

	ROG	NOx	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**	**53.54**	**0.00**	**40.73**	**52.45**	**0.00**	**33.10**	**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	0.5153	9.0000e-005	9.5600e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0204	0.0204	5.0000e-005		0.0218
Energy	0.0120	0.1093	0.0918	6.6000e-004		8.3000e-003	8.3000e-003		8.3000e-003	8.3000e-003		131.1149	131.1149	2.5100e-003	2.4000e-003	131.8941
Mobile	1.3215	5.8153	14.9093	0.0490	3.7609	0.0410	3.8019	1.0065	0.0382	1.0448		4,981.1364	4,981.1364	0.2715		4,987.9241
Total	**1.8488**	**5.9246**	**15.0107**	**0.0496**	**3.7609**	**0.0493**	**3.8102**	**1.0065**	**0.0466**	**1.0531**		**5,112.2717**	**5,112.2717**	**0.2741**	**2.4000e-003**	**5,119.8399**

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	0.4858	9.0000e-005	9.5600e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0204	0.0204	5.0000e-005		0.0218
Energy	0.0120	0.1093	0.0918	6.6000e-004		8.3000e-003	8.3000e-003		8.3000e-003	8.3000e-003		131.1149	131.1149	2.5100e-003	2.4000e-003	131.8941
Mobile	1.3215	5.8153	14.9093	0.0490	3.7609	0.0410	3.8019	1.0065	0.0382	1.0448		4,981.1364	4,981.1364	0.2715		4,987.9241
Total	**1.8193**	**5.9246**	**15.0107**	**0.0496**	**3.7609**	**0.0493**	**3.8102**	**1.0065**	**0.0466**	**1.0531**		**5,112.2717**	**5,112.2717**	**0.2741**	**2.4000e-003**	**5,119.8399**

	ROG	NOx	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	**1.60**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2019	1/1/2019	5	1	
2	Site Preparation	Site Preparation	1/1/2019	1/3/2019	5	3	
3	Grading	Grading	1/3/2019	1/11/2019	5	7	
4	Building Construction	Building Construction	1/11/2019	11/14/2019	5	220	
5	Paving	Paving	11/14/2019	11/27/2019	5	10	
6	Architectural Coating	Architectural Coating	11/27/2019	12/24/2019	5	20	

Acres of Grading (Site Preparation Phase): 3

Acres of Grading (Grading Phase): 2

Acres of Paving: 0.63

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 33,600; Non-Residential Outdoor: 11,200; Striped Parking Area: 1,680 (Architectural Coating – sqft)

OffRoad Equipment

Long Beach Citadel - Los Angeles-South Coast County, 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	1	8.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Cranes	1	8.00	231	0.29
Building Construction	Forklifts	2	7.00	89	0.20
Site Preparation	Graders	1	8.00	187	0.41
Paving	Pavers	1	8.00	130	0.42
Paving	Rollers	2	8.00	80	0.38
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Grading	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Paving	Paving Equipment	1	8.00	132	0.36
Site Preparation	Scrapers	1	8.00	367	0.48
Building Construction	Welders	3	8.00	46	0.45

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Architectural Coating	1	7.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	8	37.00	14.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Demolition	5	13.00	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
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Clean Paved Roads

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	2.2950	22.6751	14.8943	0.0241		1.2863	1.2863		1.2017	1.2017		2,360.7198	2,360.7198	0.6011		2,375.7475
Total	**2.2950**	**22.6751**	**14.8943**	**0.0241**		**1.2863**	**1.2863**		**1.2017**	**1.2017**		**2,360.7198**	**2,360.7198**	**0.6011**		**2,375.7475**

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	0.0649	0.0477	0.6268	1.5800e-003	0.1453	1.2500e-003	0.1466	0.0385	1.1500e-003	0.0397		157.6839	157.6839	5.4200e-003		157.8193
Total	**0.0649**	**0.0477**	**0.6268**	**1.5800e-003**	**0.1453**	**1.2500e-003**	**0.1466**	**0.0385**	**1.1500e-003**	**0.0397**		**157.6839**	**157.6839**	**5.4200e-003**		**157.8193**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.2950	22.6751	14.8943	0.0241		1.2863	1.2863		1.2017	1.2017	0.0000	2,360.7197	2,360.7197	0.6011		2,375.7475
Total	**2.2950**	**22.6751**	**14.8943**	**0.0241**		**1.2863**	**1.2863**		**1.2017**	**1.2017**	**0.0000**	**2,360.7197**	**2,360.7197**	**0.6011**		**2,375.7475**

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	0.0649	0.0477	0.6268	1.5800e-003	0.1453	1.2500e-003	0.1466	0.0385	1.1500e-003	0.0397		157.6839	157.6839	5.4200e-003		157.8193
Total	**0.0649**	**0.0477**	**0.6268**	**1.5800e-003**	**0.1453**	**1.2500e-003**	**0.1466**	**0.0385**	**1.1500e-003**	**0.0397**		**157.6839**	**157.6839**	**5.4200e-003**		**157.8193**

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					1.0605	0.0000	1.0605	0.1145	0.0000	0.1145			0.0000			0.0000
Off-Road	1.7557	21.5386	11.9143	0.0245		0.8537	0.8537		0.7854	0.7854		2,426.5408	2,426.5408	0.7677		2,445.7341
Total	**1.7557**	**21.5386**	**11.9143**	**0.0245**	**1.0605**	**0.8537**	**1.9142**	**0.1145**	**0.7854**	**0.8999**		**2,426.5408**	**2,426.5408**	**0.7677**		**2,445.7341**

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	0.0400	0.0294	0.3857	9.7000e-004	0.0894	7.7000e-004	0.0902	0.0237	7.1000e-004	0.0244		97.0362	97.0362	3.3300e-003		97.1196
Total	**0.0400**	**0.0294**	**0.3857**	**9.7000e-004**	**0.0894**	**7.7000e-004**	**0.0902**	**0.0237**	**7.1000e-004**	**0.0244**		**97.0362**	**97.0362**	**3.3300e-003**		**97.1196**

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					0.4772	0.0000	0.4772	0.0515	0.0000	0.0515			0.0000			0.0000
Off-Road	1.7557	21.5386	11.9143	0.0245		0.8537	0.8537		0.7854	0.7854	0.0000	2,426.5408	2,426.5408	0.7677		2,445.7341
Total	**1.7557**	**21.5386**	**11.9143**	**0.0245**	**0.4772**	**0.8537**	**1.3309**	**0.0515**	**0.7854**	**0.8369**	**0.0000**	**2,426.5408**	**2,426.5408**	**0.7677**		**2,445.7341**

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	0.0400	0.0294	0.3857	9.7000e-004	0.0894	7.7000e-004	0.0902	0.0237	7.1000e-004	0.0244		97.0362	97.0362	3.3300e-003		97.1196
Total	**0.0400**	**0.0294**	**0.3857**	**9.7000e-004**	**0.0894**	**7.7000e-004**	**0.0902**	**0.0237**	**7.1000e-004**	**0.0244**		**97.0362**	**97.0362**	**3.3300e-003**		**97.1196**

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					6.3251	0.0000	6.3251	3.3429	0.0000	3.3429			0.0000			0.0000
Off-Road	2.0287	22.7444	10.1518	0.0206		1.0730	1.0730		0.9871	0.9871		2,041.2539	2,041.2539	0.6458		2,057.3997
Total	**2.0287**	**22.7444**	**10.1518**	**0.0206**	**6.3251**	**1.0730**	**7.3981**	**3.3429**	**0.9871**	**4.3301**		**2,041.2539**	**2,041.2539**	**0.6458**		**2,057.3997**

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	0.0500	0.0367	0.4822	1.2200e-003	0.1118	9.6000e-004	0.1127	0.0296	8.9000e-004	0.0305		121.2953	121.2953	4.1700e-003		121.3995
Total	**0.0500**	**0.0367**	**0.4822**	**1.2200e-003**	**0.1118**	**9.6000e-004**	**0.1127**	**0.0296**	**8.9000e-004**	**0.0305**		**121.2953**	**121.2953**	**4.1700e-003**		**121.3995**

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					2.8463	0.0000	2.8463	1.5043	0.0000	1.5043			0.0000			0.0000
Off-Road	2.0287	22.7444	10.1518	0.0206		1.0730	1.0730		0.9871	0.9871	0.0000	2,041.2539	2,041.2539	0.6458		2,057.3997
Total	**2.0287**	**22.7444**	**10.1518**	**0.0206**	**2.8463**	**1.0730**	**3.9193**	**1.5043**	**0.9871**	**2.4915**	**0.0000**	**2,041.2539**	**2,041.2539**	**0.6458**		**2,057.3997**

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	0.0500	0.0367	0.4822	1.2200e-003	0.1118	9.6000e-004	0.1127	0.0296	8.9000e-004	0.0305		121.2953	121.2953	4.1700e-003		121.3995
Total	**0.0500**	**0.0367**	**0.4822**	**1.2200e-003**	**0.1118**	**9.6000e-004**	**0.1127**	**0.0296**	**8.9000e-004**	**0.0305**		**121.2953**	**121.2953**	**4.1700e-003**		**121.3995**

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	2.5581	18.9103	15.2545	0.0250		1.0901	1.0901		1.0449	1.0449		2,312.1454	2,312.1454	0.4810		2,324.1705
Total	**2.5581**	**18.9103**	**15.2545**	**0.0250**		**1.0901**	**1.0901**		**1.0449**	**1.0449**		**2,312.1454**	**2,312.1454**	**0.4810**		**2,324.1705**

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	0.0582	1.6202	0.4299	3.6600e-003	0.0896	0.0103	0.1000	0.0258	9.8800e-003	0.0357		390.3405	390.3405	0.0250		390.9658
Worker	0.1848	0.1359	1.7840	4.5100e-003	0.4136	3.5700e-003	0.4171	0.1097	3.2900e-003	0.1130		448.7926	448.7926	0.0154		449.1780
Total	**0.2430**	**1.7561**	**2.2139**	**8.1700e-003**	**0.5032**	**0.0139**	**0.5171**	**0.1355**	**0.0132**	**0.1487**		**839.1330**	**839.1330**	**0.0404**		**840.1438**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.5581	18.9103	15.2545	0.0250		1.0901	1.0901		1.0449	1.0449	0.0000	2,312.1454	2,312.1454	0.4810		2,324.1705
Total	**2.5581**	**18.9103**	**15.2545**	**0.0250**		**1.0901**	**1.0901**		**1.0449**	**1.0449**	**0.0000**	**2,312.1454**	**2,312.1454**	**0.4810**		**2,324.1705**

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	0.0582	1.6202	0.4299	3.6600e-003	0.0896	0.0103	0.1000	0.0258	9.8800e-003	0.0357		390.3405	390.3405	0.0250		390.9658
Worker	0.1848	0.1359	1.7840	4.5100e-003	0.4136	3.5700e-003	0.4171	0.1097	3.2900e-003	0.1130		448.7926	448.7926	0.0154		449.1780
Total	**0.2430**	**1.7561**	**2.2139**	**8.1700e-003**	**0.5032**	**0.0139**	**0.5171**	**0.1355**	**0.0132**	**0.1487**		**839.1330**	**839.1330**	**0.0404**		**840.1438**

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	1.2453	12.5685	11.8507	0.0178		0.7301	0.7301		0.6728	0.6728		1,746.2432	1,746.2432	0.5418		1,759.7870
Paving	0.1651					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.4104**	**12.5685**	**11.8507**	**0.0178**		**0.7301**	**0.7301**		**0.6728**	**0.6728**		**1,746.2432**	**1,746.2432**	**0.5418**		**1,759.7870**

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	0.0749	0.0551	0.7233	1.8300e-003	0.1677	1.4500e-003	0.1691	0.0445	1.3300e-003	0.0458		181.9429	181.9429	6.2500e-003		182.0992
Total	**0.0749**	**0.0551**	**0.7233**	**1.8300e-003**	**0.1677**	**1.4500e-003**	**0.1691**	**0.0445**	**1.3300e-003**	**0.0458**		**181.9429**	**181.9429**	**6.2500e-003**		**182.0992**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.2453	12.5685	11.8507	0.0178		0.7301	0.7301		0.6728	0.6728	0.0000	1,746.2432	1,746.2432	0.5418		1,759.7870
Paving	0.1651					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.4104**	**12.5685**	**11.8507**	**0.0178**		**0.7301**	**0.7301**		**0.6728**	**0.6728**	**0.0000**	**1,746.2432**	**1,746.2432**	**0.5418**		**1,759.7870**

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	0.0749	0.0551	0.7233	1.8300e-003	0.1677	1.4500e-003	0.1691	0.0445	1.3300e-003	0.0458		181.9429	181.9429	6.2500e-003		182.0992
Total	**0.0749**	**0.0551**	**0.7233**	**1.8300e-003**	**0.1677**	**1.4500e-003**	**0.1691**	**0.0445**	**1.3300e-003**	**0.0458**		**181.9429**	**181.9429**	**6.2500e-003**		**182.0992**

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	5.3859					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	**5.6523**	**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	0.0350	0.0257	0.3375	8.5000e-004	0.0782	6.7000e-004	0.0789	0.0208	6.2000e-004	0.0214		84.9067	84.9067	2.9200e-003		84.9796
Total	**0.0350**	**0.0257**	**0.3375**	**8.5000e-004**	**0.0782**	**6.7000e-004**	**0.0789**	**0.0208**	**6.2000e-004**	**0.0214**		**84.9067**	**84.9067**	**2.9200e-003**		**84.9796**

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	5.3859					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	**5.6523**	**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	0.0350	0.0257	0.3375	8.5000e-004	0.0782	6.7000e-004	0.0789	0.0208	6.2000e-004	0.0214		84.9067	84.9067	2.9200e-003		84.9796
Total	**0.0350**	**0.0257**	**0.3375**	**8.5000e-004**	**0.0782**	**6.7000e-004**	**0.0789**	**0.0208**	**6.2000e-004**	**0.0214**		**84.9067**	**84.9067**	**2.9200e-003**		**84.9796**

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	1.3215	5.8153	14.9093	0.0490	3.7609	0.0410	3.8019	1.0065	0.0382	1.0448		4,981.1364	4,981.1364	0.2715		4,987.9241
Unmitigated	1.3215	5.8153	14.9093	0.0490	3.7609	0.0410	3.8019	1.0065	0.0382	1.0448		4,981.1364	4,981.1364	0.2715		4,987.9241

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Golf Course	61.32	5.01	5.06	110,173	110,173
Health Club	757.12	467.49	598.75	1,482,425	1,482,425
Parking Lot	0.00	0.00	0.00		
Total	818.44	472.49	603.81	1,592,598	1,592,598

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
Golf Course	16.60	8.40	6.90	33.00	48.00	19.00	52	39	9
Health Club	16.60	8.40	6.90	16.90	64.10	19.00	52	39	9
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Parking Lot	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891
Golf Course	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891
Health Club	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891

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	0.0120	0.1093	0.0918	6.6000e-004		8.3000e-003	8.3000e-003		8.3000e-003	8.3000e-003		131.1149	131.1149	2.5100e-003	2.4000e-003	131.8941
NaturalGas Unmitigated	0.0120	0.1093	0.0918	6.6000e-004		8.3000e-003	8.3000e-003		8.3000e-003	8.3000e-003		131.1149	131.1149	2.5100e-003	2.4000e-003	131.8941

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					
Golf Course	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Health Club	1114.48	0.0120	0.1093	0.0918	6.6000e-004		8.3000e-003	8.3000e-003		8.3000e-003	8.3000e-003		131.1149	131.1149	2.5100e-003	2.4000e-003	131.8941
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0120**	**0.1093**	**0.0918**	**6.6000e-004**		**8.3000e-003**	**8.3000e-003**		**8.3000e-003**	**8.3000e-003**		**131.1149**	**131.1149**	**2.5100e-003**	**2.4000e-003**	**131.8941**

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					
Golf Course	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Health Club	1.11448	0.0120	0.1093	0.0918	6.6000e-004		8.3000e-003	8.3000e-003		8.3000e-003	8.3000e-003		131.1149	131.1149	2.5100e-003	2.4000e-003	131.8941
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0120**	**0.1093**	**0.0918**	**6.6000e-004**		**8.3000e-003**	**8.3000e-003**		**8.3000e-003**	**8.3000e-003**		**131.1149**	**131.1149**	**2.5100e-003**	**2.4000e-003**	**131.8941**

6.0 Area Detail

6.1 Mitigation Measures Area

Use Low VOC Paint - Residential Interior

Use Low VOC Paint - Residential Exterior

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

No Hearths Installed

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.4858	9.0000e-005	9.5600e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0204	0.0204	5.0000e-005		0.0218
Unmitigated	0.5153	9.0000e-005	9.5600e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0204	0.0204	5.0000e-005		0.0218

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	0.0590					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.4554					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	8.9000e-004	9.0000e-005	9.5600e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0204	0.0204	5.0000e-005		0.0218
Total	**0.5153**	**9.0000e-005**	**9.5600e-003**	**0.0000**		**3.0000e-005**	**3.0000e-005**		**3.0000e-005**	**3.0000e-005**		**0.0204**	**0.0204**	**5.0000e-005**		**0.0218**

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	0.0295					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.4554					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	8.9000e-004	9.0000e-005	9.5600e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0204	0.0204	5.0000e-005		0.0218
Total	**0.4858**	**9.0000e-005**	**9.5600e-003**	**0.0000**		**3.0000e-005**	**3.0000e-005**		**3.0000e-005**	**3.0000e-005**		**0.0204**	**0.0204**	**5.0000e-005**		**0.0218**

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

Long Beach Citadel

Los Angeles-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Parking Lot	70.00	Space	0.63	28,000.00	0
Golf Course	0.86	Acre	0.86	37,461.60	0
Health Club	22.40	1000sqft	0.51	22,400.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
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 - Soccer Field inputted as Golf Course, Gymnasium inputted as Health Club

Construction Phase - Phases default. No demo, arch coating extended to 20 days

Architectural Coating - SCAQMD Rule 1113

Vehicle Trips - Trip Generation from Traffic Study

Construction Off-road Equipment Mitigation - Water 2x

Area Mitigation - no hearth. low VOC paint - SCAQMD Rule 1113

Long Beach Citadel - Los Angeles-South Coast County, Winter

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	100.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Interior	100.00	50.00
tblArchitecturalCoating	EF_Parking	100.00	50.00
tblAreaMitigation	UseLowVOCPaintNonresidentialExteriorValue	100	50
tblAreaMitigation	UseLowVOCPaintNonresidentialInteriorValue	100	50
tblAreaMitigation	UseLowVOCPaintParkingCheck	False	True
tblAreaMitigation	UseLowVOCPaintParkingValue	100	50
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	40	0
tblConstructionPhase	NumDays	10.00	20.00
tblConstructionPhase	NumDays	200.00	220.00
tblConstructionPhase	NumDays	20.00	1.00
tblConstructionPhase	NumDays	4.00	7.00
tblConstructionPhase	NumDays	2.00	3.00
tblConstructionPhase	PhaseEndDate	12/10/2019	12/24/2019
tblConstructionPhase	PhaseEndDate	11/12/2019	11/14/2019
tblConstructionPhase	PhaseEndDate	1/28/2019	1/1/2019
tblConstructionPhase	PhaseEndDate	2/5/2019	1/11/2019
tblConstructionPhase	PhaseEndDate	11/26/2019	11/27/2019
tblConstructionPhase	PhaseEndDate	1/30/2019	1/3/2019
tblConstructionPhase	PhaseStartDate	2/6/2019	1/11/2019
tblConstructionPhase	PhaseStartDate	1/31/2019	1/3/2019
tblConstructionPhase	PhaseStartDate	11/13/2019	11/14/2019
tblConstructionPhase	PhaseStartDate	1/29/2019	1/1/2019
tblGrading	AcresOfGrading	3.50	2.00
tblGrading	AcresOfGrading	4.50	3.00
tblProjectCharacteristics	OperationalYear	2018	2021

tblVehicleTrips	WD_TR	5.04	71.30
tblVehicleTrips	WD_TR	32.93	33.80

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	7.1845	44.3562	29.8800	0.0546	7.5868	2.1781	9.5152	3.5108	2.0463	5.5543	0.0000	5,269.9888	5,269.9888	1.4206	0.0000	5,299.2883
Maximum	**7.1845**	**44.3562**	**29.8800**	**0.0546**	**7.5868**	**2.1781**	**9.5152**	**3.5108**	**2.0463**	**5.5543**	**0.0000**	**5,269.9888**	**5,269.9888**	**1.4206**	**0.0000**	**5,299.2883**

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	7.1845	44.3562	29.8800	0.0546	3.5247	2.1781	5.6394	1.6694	2.0463	3.7157	0.0000	5,269.9888	5,269.9888	1.4206	0.0000	5,299.2883
Maximum	**7.1845**	**44.3562**	**29.8800**	**0.0546**	**3.5247**	**2.1781**	**5.6394**	**1.6694**	**2.0463**	**3.7157**	**0.0000**	**5,269.9888**	**5,269.9888**	**1.4206**	**0.0000**	**5,299.2883**

	ROG	NOx	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**	**53.54**	**0.00**	**40.73**	**52.45**	**0.00**	**33.10**	**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	0.5153	9.0000e-005	9.5600e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0204	0.0204	5.0000e-005		0.0218
Energy	0.0120	0.1093	0.0918	6.6000e-004		8.3000e-003	8.3000e-003		8.3000e-003	8.3000e-003		131.1149	131.1149	2.5100e-003	2.4000e-003	131.8941
Mobile	1.2832	5.9148	14.4349	0.0465	3.7609	0.0413	3.8022	1.0065	0.0385	1.0451		4,733.6810	4,733.6810	0.2731		4,740.5077
Total	**1.8105**	**6.0241**	**14.5362**	**0.0472**	**3.7609**	**0.0496**	**3.8105**	**1.0065**	**0.0469**	**1.0534**		**4,864.8163**	**4,864.8163**	**0.2756**	**2.4000e-003**	**4,872.4236**

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	0.4858	9.0000e-005	9.5600e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0204	0.0204	5.0000e-005		0.0218
Energy	0.0120	0.1093	0.0918	6.6000e-004		8.3000e-003	8.3000e-003		8.3000e-003	8.3000e-003		131.1149	131.1149	2.5100e-003	2.4000e-003	131.8941
Mobile	1.2832	5.9148	14.4349	0.0465	3.7609	0.0413	3.8022	1.0065	0.0385	1.0451		4,733.6810	4,733.6810	0.2731		4,740.5077
Total	**1.7810**	**6.0241**	**14.5362**	**0.0472**	**3.7609**	**0.0496**	**3.8105**	**1.0065**	**0.0469**	**1.0534**		**4,864.8163**	**4,864.8163**	**0.2756**	**2.4000e-003**	**4,872.4236**

	ROG	NOx	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	**1.63**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2019	1/1/2019	5	1	
2	Site Preparation	Site Preparation	1/1/2019	1/3/2019	5	3	
3	Grading	Grading	1/3/2019	1/11/2019	5	7	
4	Building Construction	Building Construction	1/11/2019	11/14/2019	5	220	
5	Paving	Paving	11/14/2019	11/27/2019	5	10	
6	Architectural Coating	Architectural Coating	11/27/2019	12/24/2019	5	20	

Acres of Grading (Site Preparation Phase): 3

Acres of Grading (Grading Phase): 2

Acres of Paving: 0.63

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 33,600; Non-Residential Outdoor: 11,200; Striped Parking Area: 1,680 (Architectural Coating – sqft)

OffRoad Equipment

Long Beach Citadel - Los Angeles-South Coast County, 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	1	8.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Cranes	1	8.00	231	0.29
Building Construction	Forklifts	2	7.00	89	0.20
Site Preparation	Graders	1	8.00	187	0.41
Paving	Pavers	1	8.00	130	0.42
Paving	Rollers	2	8.00	80	0.38
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Grading	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Paving	Paving Equipment	1	8.00	132	0.36
Site Preparation	Scrapers	1	8.00	367	0.48
Building Construction	Welders	3	8.00	46	0.45

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Architectural Coating	1	7.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	8	37.00	14.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Demolition	5	13.00	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
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Clean Paved Roads

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	2.2950	22.6751	14.8943	0.0241		1.2863	1.2863		1.2017	1.2017		2,360.7198	2,360.7198	0.6011		2,375.7475
Total	**2.2950**	**22.6751**	**14.8943**	**0.0241**		**1.2863**	**1.2863**		**1.2017**	**1.2017**		**2,360.7198**	**2,360.7198**	**0.6011**		**2,375.7475**

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	0.0720	0.0529	0.5752	1.4900e-003	0.1453	1.2500e-003	0.1466	0.0385	1.1500e-003	0.0397		148.4770	148.4770	5.1100e-003		148.6047
Total	**0.0720**	**0.0529**	**0.5752**	**1.4900e-003**	**0.1453**	**1.2500e-003**	**0.1466**	**0.0385**	**1.1500e-003**	**0.0397**		**148.4770**	**148.4770**	**5.1100e-003**		**148.6047**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.2950	22.6751	14.8943	0.0241		1.2863	1.2863		1.2017	1.2017	0.0000	2,360.7197	2,360.7197	0.6011		2,375.7475
Total	**2.2950**	**22.6751**	**14.8943**	**0.0241**		**1.2863**	**1.2863**		**1.2017**	**1.2017**	**0.0000**	**2,360.7197**	**2,360.7197**	**0.6011**		**2,375.7475**

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	0.0720	0.0529	0.5752	1.4900e-003	0.1453	1.2500e-003	0.1466	0.0385	1.1500e-003	0.0397		148.4770	148.4770	5.1100e-003		148.6047
Total	**0.0720**	**0.0529**	**0.5752**	**1.4900e-003**	**0.1453**	**1.2500e-003**	**0.1466**	**0.0385**	**1.1500e-003**	**0.0397**		**148.4770**	**148.4770**	**5.1100e-003**		**148.6047**

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					1.0605	0.0000	1.0605	0.1145	0.0000	0.1145			0.0000			0.0000
Off-Road	1.7557	21.5386	11.9143	0.0245		0.8537	0.8537		0.7854	0.7854		2,426.5408	2,426.5408	0.7677		2,445.7341
Total	**1.7557**	**21.5386**	**11.9143**	**0.0245**	**1.0605**	**0.8537**	**1.9142**	**0.1145**	**0.7854**	**0.8999**		**2,426.5408**	**2,426.5408**	**0.7677**		**2,445.7341**

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	0.0443	0.0325	0.3540	9.2000e-004	0.0894	7.7000e-004	0.0902	0.0237	7.1000e-004	0.0244		91.3705	91.3705	3.1400e-003		91.4491
Total	**0.0443**	**0.0325**	**0.3540**	**9.2000e-004**	**0.0894**	**7.7000e-004**	**0.0902**	**0.0237**	**7.1000e-004**	**0.0244**		**91.3705**	**91.3705**	**3.1400e-003**		**91.4491**

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					0.4772	0.0000	0.4772	0.0515	0.0000	0.0515			0.0000			0.0000
Off-Road	1.7557	21.5386	11.9143	0.0245		0.8537	0.8537		0.7854	0.7854	0.0000	2,426.5408	2,426.5408	0.7677		2,445.7341
Total	**1.7557**	**21.5386**	**11.9143**	**0.0245**	**0.4772**	**0.8537**	**1.3309**	**0.0515**	**0.7854**	**0.8369**	**0.0000**	**2,426.5408**	**2,426.5408**	**0.7677**		**2,445.7341**

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	0.0443	0.0325	0.3540	9.2000e-004	0.0894	7.7000e-004	0.0902	0.0237	7.1000e-004	0.0244		91.3705	91.3705	3.1400e-003		91.4491
Total	**0.0443**	**0.0325**	**0.3540**	**9.2000e-004**	**0.0894**	**7.7000e-004**	**0.0902**	**0.0237**	**7.1000e-004**	**0.0244**		**91.3705**	**91.3705**	**3.1400e-003**		**91.4491**

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					6.3251	0.0000	6.3251	3.3429	0.0000	3.3429			0.0000			0.0000
Off-Road	2.0287	22.7444	10.1518	0.0206		1.0730	1.0730		0.9871	0.9871		2,041.2539	2,041.2539	0.6458		2,057.3997
Total	**2.0287**	**22.7444**	**10.1518**	**0.0206**	**6.3251**	**1.0730**	**7.3981**	**3.3429**	**0.9871**	**4.3301**		**2,041.2539**	**2,041.2539**	**0.6458**		**2,057.3997**

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	0.0554	0.0407	0.4425	1.1500e-003	0.1118	9.6000e-004	0.1127	0.0296	8.9000e-004	0.0305		114.2131	114.2131	3.9300e-003		114.3113
Total	**0.0554**	**0.0407**	**0.4425**	**1.1500e-003**	**0.1118**	**9.6000e-004**	**0.1127**	**0.0296**	**8.9000e-004**	**0.0305**		**114.2131**	**114.2131**	**3.9300e-003**		**114.3113**

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					2.8463	0.0000	2.8463	1.5043	0.0000	1.5043			0.0000			0.0000
Off-Road	2.0287	22.7444	10.1518	0.0206		1.0730	1.0730		0.9871	0.9871	0.0000	2,041.2539	2,041.2539	0.6458		2,057.3997
Total	**2.0287**	**22.7444**	**10.1518**	**0.0206**	**2.8463**	**1.0730**	**3.9193**	**1.5043**	**0.9871**	**2.4915**	**0.0000**	**2,041.2539**	**2,041.2539**	**0.6458**		**2,057.3997**

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	0.0554	0.0407	0.4425	1.1500e-003	0.1118	9.6000e-004	0.1127	0.0296	8.9000e-004	0.0305		114.2131	114.2131	3.9300e-003		114.3113
Total	**0.0554**	**0.0407**	**0.4425**	**1.1500e-003**	**0.1118**	**9.6000e-004**	**0.1127**	**0.0296**	**8.9000e-004**	**0.0305**		**114.2131**	**114.2131**	**3.9300e-003**		**114.3113**

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	2.5581	18.9103	15.2545	0.0250		1.0901	1.0901		1.0449	1.0449		2,312.1454	2,312.1454	0.4810		2,324.1705
Total	**2.5581**	**18.9103**	**15.2545**	**0.0250**		**1.0901**	**1.0901**		**1.0449**	**1.0449**		**2,312.1454**	**2,312.1454**	**0.4810**		**2,324.1705**

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	0.0607	1.6224	0.4739	3.5600e-003	0.0896	0.0105	0.1001	0.0258	0.0100	0.0359		379.7880	379.7880	0.0267		380.4550
Worker	0.2049	0.1504	1.6372	4.2400e-003	0.4136	3.5700e-003	0.4171	0.1097	3.2900e-003	0.1130		422.5884	422.5884	0.0145		422.9518
Total	**0.2656**	**1.7728**	**2.1110**	**7.8000e-003**	**0.5032**	**0.0141**	**0.5173**	**0.1355**	**0.0133**	**0.1488**		**802.3764**	**802.3764**	**0.0412**		**803.4068**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.5581	18.9103	15.2545	0.0250		1.0901	1.0901		1.0449	1.0449	0.0000	2,312.1454	2,312.1454	0.4810		2,324.1705
Total	**2.5581**	**18.9103**	**15.2545**	**0.0250**		**1.0901**	**1.0901**		**1.0449**	**1.0449**	**0.0000**	**2,312.1454**	**2,312.1454**	**0.4810**		**2,324.1705**

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	0.0607	1.6224	0.4739	3.5600e-003	0.0896	0.0105	0.1001	0.0258	0.0100	0.0359		379.7880	379.7880	0.0267		380.4550
Worker	0.2049	0.1504	1.6372	4.2400e-003	0.4136	3.5700e-003	0.4171	0.1097	3.2900e-003	0.1130		422.5884	422.5884	0.0145		422.9518
Total	**0.2656**	**1.7728**	**2.1110**	**7.8000e-003**	**0.5032**	**0.0141**	**0.5173**	**0.1355**	**0.0133**	**0.1488**		**802.3764**	**802.3764**	**0.0412**		**803.4068**

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	1.2453	12.5685	11.8507	0.0178		0.7301	0.7301		0.6728	0.6728		1,746.2432	1,746.2432	0.5418		1,759.7870
Paving	0.1651					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.4104**	**12.5685**	**11.8507**	**0.0178**		**0.7301**	**0.7301**		**0.6728**	**0.6728**		**1,746.2432**	**1,746.2432**	**0.5418**		**1,759.7870**

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	0.0831	0.0610	0.6637	1.7200e-003	0.1677	1.4500e-003	0.1691	0.0445	1.3300e-003	0.0458		171.3196	171.3196	5.8900e-003		171.4670
Total	**0.0831**	**0.0610**	**0.6637**	**1.7200e-003**	**0.1677**	**1.4500e-003**	**0.1691**	**0.0445**	**1.3300e-003**	**0.0458**		**171.3196**	**171.3196**	**5.8900e-003**		**171.4670**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.2453	12.5685	11.8507	0.0178		0.7301	0.7301		0.6728	0.6728	0.0000	1,746.2432	1,746.2432	0.5418		1,759.7870
Paving	0.1651					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.4104**	**12.5685**	**11.8507**	**0.0178**		**0.7301**	**0.7301**		**0.6728**	**0.6728**	**0.0000**	**1,746.2432**	**1,746.2432**	**0.5418**		**1,759.7870**

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	0.0831	0.0610	0.6637	1.7200e-003	0.1677	1.4500e-003	0.1691	0.0445	1.3300e-003	0.0458		171.3196	171.3196	5.8900e-003		171.4670
Total	**0.0831**	**0.0610**	**0.6637**	**1.7200e-003**	**0.1677**	**1.4500e-003**	**0.1691**	**0.0445**	**1.3300e-003**	**0.0458**		**171.3196**	**171.3196**	**5.8900e-003**		**171.4670**

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	5.3859					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	**5.6523**	**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	0.0388	0.0285	0.3097	8.0000e-004	0.0782	6.7000e-004	0.0789	0.0208	6.2000e-004	0.0214		79.9492	79.9492	2.7500e-003		80.0179
Total	**0.0388**	**0.0285**	**0.3097**	**8.0000e-004**	**0.0782**	**6.7000e-004**	**0.0789**	**0.0208**	**6.2000e-004**	**0.0214**		**79.9492**	**79.9492**	**2.7500e-003**		**80.0179**

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	5.3859					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	**5.6523**	**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	0.0388	0.0285	0.3097	8.0000e-004	0.0782	6.7000e-004	0.0789	0.0208	6.2000e-004	0.0214		79.9492	79.9492	2.7500e-003		80.0179
Total	**0.0388**	**0.0285**	**0.3097**	**8.0000e-004**	**0.0782**	**6.7000e-004**	**0.0789**	**0.0208**	**6.2000e-004**	**0.0214**		**79.9492**	**79.9492**	**2.7500e-003**		**80.0179**

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	1.2832	5.9148	14.4349	0.0465	3.7609	0.0413	3.8022	1.0065	0.0385	1.0451		4,733.6810	4,733.6810	0.2731		4,740.5077
Unmitigated	1.2832	5.9148	14.4349	0.0465	3.7609	0.0413	3.8022	1.0065	0.0385	1.0451		4,733.6810	4,733.6810	0.2731		4,740.5077

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Golf Course	61.32	5.01	5.06	110,173	110,173
Health Club	757.12	467.49	598.75	1,482,425	1,482,425
Parking Lot	0.00	0.00	0.00		
Total	818.44	472.49	603.81	1,592,598	1,592,598

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
Golf Course	16.60	8.40	6.90	33.00	48.00	19.00	52	39	9
Health Club	16.60	8.40	6.90	16.90	64.10	19.00	52	39	9
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Parking Lot	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891
Golf Course	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891
Health Club	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891

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	0.0120	0.1093	0.0918	6.6000e-004		8.3000e-003	8.3000e-003		8.3000e-003	8.3000e-003		131.1149	131.1149	2.5100e-003	2.4000e-003	131.8941
NaturalGas Unmitigated	0.0120	0.1093	0.0918	6.6000e-004		8.3000e-003	8.3000e-003		8.3000e-003	8.3000e-003		131.1149	131.1149	2.5100e-003	2.4000e-003	131.8941

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					
Golf Course	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Health Club	1114.48	0.0120	0.1093	0.0918	6.6000e-004		8.3000e-003	8.3000e-003		8.3000e-003	8.3000e-003		131.1149	131.1149	2.5100e-003	2.4000e-003	131.8941
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0120**	**0.1093**	**0.0918**	**6.6000e-004**		**8.3000e-003**	**8.3000e-003**		**8.3000e-003**	**8.3000e-003**		**131.1149**	**131.1149**	**2.5100e-003**	**2.4000e-003**	**131.8941**

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					
Golf Course	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Health Club	1.11448	0.0120	0.1093	0.0918	6.6000e-004		8.3000e-003	8.3000e-003		8.3000e-003	8.3000e-003		131.1149	131.1149	2.5100e-003	2.4000e-003	131.8941
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0120**	**0.1093**	**0.0918**	**6.6000e-004**		**8.3000e-003**	**8.3000e-003**		**8.3000e-003**	**8.3000e-003**		**131.1149**	**131.1149**	**2.5100e-003**	**2.4000e-003**	**131.8941**

6.0 Area Detail

6.1 Mitigation Measures Area

Use Low VOC Paint - Residential Interior

Use Low VOC Paint - Residential Exterior

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

No Hearths Installed

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.4858	9.0000e-005	9.5600e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0204	0.0204	5.0000e-005		0.0218
Unmitigated	0.5153	9.0000e-005	9.5600e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0204	0.0204	5.0000e-005		0.0218

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	0.0590					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.4554					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	8.9000e-004	9.0000e-005	9.5600e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0204	0.0204	5.0000e-005		0.0218
Total	**0.5153**	**9.0000e-005**	**9.5600e-003**	**0.0000**		**3.0000e-005**	**3.0000e-005**		**3.0000e-005**	**3.0000e-005**		**0.0204**	**0.0204**	**5.0000e-005**		**0.0218**

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	0.0295					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.4554					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	8.9000e-004	9.0000e-005	9.5600e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0204	0.0204	5.0000e-005		0.0218
Total	**0.4858**	**9.0000e-005**	**9.5600e-003**	**0.0000**		**3.0000e-005**	**3.0000e-005**		**3.0000e-005**	**3.0000e-005**		**0.0204**	**0.0204**	**5.0000e-005**		**0.0218**

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

Long Beach Citadel

Los Angeles-South Coast, Summary Report

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Parking Lot	70.00	Space	0.63	28,000.00	0
Golf Course	0.86	Acre	0.86	37,461.60	0
Health Club	22.40	1000sqft	0.51	22,400.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
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

Only CalEEMod defaults were used.

Project Characteristics -

Land Use - Soccer Field inputted as Golf Course, Gymnasium inputted as Health Club

Construction Phase - Phases default. No demo, arch coating extended to 20 days

Architectural Coating - SCAQMD Rule 1113

Vehicle Trips - Trip Generation from Traffic Study

Construction Off-road Equipment Mitigation - Water 2x

Area Mitigation - no hearth. low VOC paint - SCAQMD Rule 1113

2.0 Peak Daily Emissions

Peak Daily Construction Emissions

Peak Daily Construction Emissions

		Unmitigated						Mitigated					
		ROG	NOX	CO	SO2	PM10	PM2.5	ROG	NOX	CO	SO2	PM10	PM2.5
Year	Phase	lb/day											
2019	Demolition	2.3670 W	22.7279 W	15.5212 S	0.0257 S	1.4329 S	1.2414 S	2.3670 W	22.7279 W	15.5212 S	0.0257 S	1.4329 S	1.2414 S
2019	Site Preparation	1.8000 W	21.5712 W	12.3000 S	0.0255 S	2.0044 S	0.9243 S	1.8000 W	21.5712 W	12.3000 S	0.0255 S	1.4211 S	0.8614 S
2019	Grading	2.0841 W	22.7851 W	10.6340 S	0.0218 S	7.5108 S	4.3606 S	2.0841 W	22.7851 W	10.6340 S	0.0218 S	4.0320 S	2.5220 S
2019	Building Construction	2.8236 W	20.6831 W	17.4684 S	0.0332 S	1.6074 W	1.1937 W	2.8236 W	20.6831 W	17.4684 S	0.0332 S	1.6074 W	1.1937 W
2019	Paving	1.4935 W	12.6295 W	12.5740 S	0.0197 S	0.8992 S	0.7186 S	1.4935 W	12.6295 W	12.5740 S	0.0197 S	0.8992 S	0.7186 S
2019	Architectural Coating	5.6911 W	1.8638 W	2.1788 S	3.8200e-003 S	0.2077 S	0.1501 S	5.6911 W	1.8638 W	2.1788 S	3.8200e-003 S	0.2077 S	0.1501 S
	Peak Daily Total	5.6911 W	22.7851 W	17.4684 S	0.0332 S	7.5108 S	4.3606 S	5.6911 W	22.7851 W	17.4684 S	0.0332 S	4.0320 S	2.5220 S
	Air District Threshold												
	Exceed Significance?												

Peak Daily Operational Emissions

Peak Daily Operational Emissions

Long Beach Citadel - Los Angeles-South Coast County, Summary Report

		Unmitigated						Mitigated					
		ROG	NOX	CO	SO2	PM10	PM2.5	ROG	NOX	CO	SO2	PM10	PM2.5
	Operational Activity	lb/day											
On-Site	Area	0.5153 S	9.0000e-005 S	9.5600e-003 S	0.0000 S	3.0000e-005 S	3.0000e-005 S	0.4858 S	9.0000e-005 S	9.5600e-003 S	0.0000 S	3.0000e-005 S	3.0000e-005 S
On-Site	Energy	0.0120 S	0.1093 S	0.0918 S	6.6000e-004 S	8.3000e-003 S	8.3000e-003 S	0.0120 S	0.1093 S	0.0918 S	6.6000e-004 S	8.3000e-003 S	8.3000e-003 S
Off-Site	Mobile	1.3215 S	5.9148 W	14.9093 S	0.0490 S	3.8022 W	1.0451 W	1.3215 S	5.9148 W	14.9093 S	0.0490 S	3.8022 W	1.0451 W
	Peak Daily Total	1.8488 S	6.0241 W	15.0107 S	0.0496 S	3.8105 W	1.0534 W	1.8193 S	6.0241 W	15.0107 S	0.0496 S	3.8105 W	1.0534 W
	Air District Threshold												
	Exceed Significance?												

3.0 Annual GHG Emissions

Annual GHG

Annual GHG

		Unmitigated				Mitigated			
		CO2	CH4	N2O	CO2e	CO2	CH4	N2O	CO2e
GHG Activity	Year	MT/yr							
Construction	2019	335.5304	0.0582	0.0000	336.9844	335.5301	0.0582	0.0000	336.9841
Operational	2021	863.3796	1.6293	2.2770e-003	904.7919	863.3796	1.6293	2.2770e-003	904.7919
	Total								
	Significance Threshold								
	Exceed Significance?								

		construction emissions (SRA-4, 25 meters from site boundary)						
	acres	NOX	CO	PM10	PM2.5			
LST default (2 acre)	2	82	842	7	5			
project	3.6	104	1,209	11	7	0	0	0
LST default (5 acre)	5	123	1,530	14	8			
X		3.5	3.5	3.5	3.5	3.5	3.5	3.5
Y		102.5	1186	10.5	6.5	0	0	0
a		54.66667	383.3333	2.333333	3	0	0	0
b		13.66667	229.3333	2.333333	1	0	0	0

0	0	0

3.5	3.5	3.5
0	0	0
0	0	0
0	0	0

Greenhouse Gas Emission Worksheet

N20 Mobile Emissions Salvation Citadel Proposed

From CalEEMod:

Annual VMT: 1,738,193

Vehicle Type	Percent Type	CH4 Emission Factor (g/mile)*	CH4 Emission (g/mile)**	N2O Emission Factor (g/mile)*	N2O Emission (g/mile)**
Light Auto	55.0%	0.04	0.022	0.04	0.022
Light Truck < 3750 lbs	4.6%	0.05	0.0023	0.06	0.00276
Light Truck 3751-5750 lbs	20.0%	0.05	0.01	0.06	0.012
Med Truck 5751-8500 lbs	12.4%	0.12	0.01488	0.2	0.0248
Lite-Heavy Truck 8501-10,000 lbs	1.7%	0.12	0.00204	0.2	0.0034
Lite-Heavy Truck 10,001-14,000 lbs	0.6%	0.09	0.00054	0.125	0.00075
Med-Heavy Truck 14,001-33,000 lbs	1.9%	0.06	0.00114	0.05	0.00095
Heavy-Heavy Truck 33,001-60,000 lbs	2.8%	0.06	0.00168	0.05	0.0014
Other Bus	0.2%	0.06	0.00012	0.05	0.0001
Urban Bus	0.2%	0.06	0.00012	0.05	0.0001
Motorcycle	0.5%	0.09	0.00045	0.01	0.00005
School Bus	0.1%	0.06	0.00006	0.05	0.00005
Motor Home	0.0%	0.09	0	0.125	0
Total	**100.0%**		**0.05533**		**0.06836**

Total Emissions (metric tons) =
Emission Factor by Vehicle Mix (g/mi) x Annual VMT(mi) x 0.000001 metric tons/g

Conversion to Carbon Dioxide Equivalency (CO2e) Units based on Global Warming Potential (GWP)

CH4	21	GWP
N2O	310	GWP
1 ton (short, US) =	0.90718474	metric ton

Annual Mobile Emissions:

	Total Emissions		Total CO2e units	
N20 Emissions:	0.1188	metric tons N2O	**36.84**	metric tons CO2e
		Project Total:	***36.84 metric tons CO2e***	

References

* from Table C.4: Methane and Nitrous Oxide Emission Factors for Mobile Sources by Vehicle and Fuel Type (g/mile).
in California Climate Action Registry General Reporting Protocol, Reporting Entity-Wide Greenhouse Gas Emissions, Version 3.1, January 2009.
Assume Model year 2000-present, gasoline fueled.

** Source: California Climate Action Registry General Reporting Protocol, Reporting Entity-Wide Greenhouse Gas Emissions, Version 3.1, January 2009.

Appendix B

Noise Measurement and TNM Results

AMBIENT NOISE SURVEY DATA SHEET

Project: Long Beach Citadel Project Job Number: _____

Date: 10/9a/16

Operator: Vanessa Villanueva

Station: Spring St	Begin: 7:47
Measurement No. 1	Finish: 8:02
Wind: _____ mph	Direction: _____
Temperature: _____	
Cloud Cover Class	#3
Daytime ☐ 1 - Overcast >80%	
☑ 2 - Light 20-80%	
☐ 3 - Sunny <20%	
Nighttime ☐ 4 - Clear <50%	
☐ 5 - Overcast >50%	
Primary Noise Source: Traffic on Spring St.	
Distance: _____	
Secondary Noise Sources: _____	
Notes: 4 lanes total + turning lanes + bicycle lanes	
Traffic *LDA/T*: 370	
MDT: 11	
HDT: 11	
Leq: 70.0	L(10): 75.5
Lmin: 55.3	L(33): /
Lmax: 86.7	L(50): 66.1
Peak: _____	L(90): 58.9
Calibration Start: 94 dB	
End: 94 dB	
Response: ☐ Slow ☑ Fast	
☐ Peak ☐ Impulse	
Weighting: ☑ A ☐ B	
☐ C ☐ Linear	
Octave Filter: ☐ NA ☐ _____ Hz	

Station: Spring St.	Begin: 7:30
Measurement No. 2	Finish: 7:45
Wind: _____ mph	Direction: _____
Temperature: _____	
Cloud Cover Class	#2
Daytime ☐ 1 - Overcast >80%	
☑ 2 - Light 20-80%	
☐ 3 - Sunny <20%	
Nighttime ☐ 4 - Clear <50%	
☐ 5 - Overcast >50%	
Primary Noise Source: Traffic on Spring St.	
Distance: _____	
Secondary Noise Sources: _____	
Notes: 4 lanes total + turning lanes + bicycle lane	
Traffic *LDA/T*: 412	
MDT: 11	
HDT: 1	
Leq: 70.0	L(10): 74.2
Lmin: 59.0	L(33): /
Lmax: 82.8	L(50): 67.7
Peak: _____	L(90): 62.5
Calibration Start: 94 dB	
End: 94 dB	
Response: ☐ Slow ☑ Fast	
☐ Peak ☐ Impulse	
Weighting: ☑ A ☐ B	
☐ C ☐ Linear	
Octave Filter: ☐ NA ☐ _____ Hz	

Note: Provide Sketch of Location on Back.

AMBIENT NOISE SURVEY DATA SHEET

Project: Long Beach Citadel Project Job Number: _____

Date: 10/19/16

Operator: Vanessa Villanueva

Station: Long Beach	Station: _____
Measurement No. 3	Measurement No. _____
Begin : 7:10	Begin : ~~7:20~~
Finish: 7:25	Finish: ~~7:35~~
Wind: _____ mph	Wind: _____ mph
Direction: _____	Direction: _____
Temperature: _____	Temperature: _____
Cloud Cover Class #1	Cloud Cover Class
Daytime ☐ 1 - Overcast >80%	*Daytime* ☐ 1 - Overcast >80%
☑ 2 - Light 20-80%	☐ 2 - Light 20-80%
☐ 3 - Sunny <20%	☐ 3 - Sunny <20%
Nighttime ☐ 4 - Clear <50%	*Nighttime* ☐ 4 - Clear <50%
☐ 5 - Overcast >50%	☐ 5 - Overcast >50%
Primary Noise Source: Traffic on Long Beach	Primary Noise Source: _____
Distance: _____	Distance: _____
Secondary Noise Sources: birds	Secondary Noise Sources: _____
Notes: 4 lanes	Notes: _____
Traffic *LDA/T*: 426	Traffic *LDA/T*: _____
MDT: ~~111~~	*MDT*: _____
HDT: 111	*HDT*: _____
Leq: 73.0 L(10): 74.9	Leq: _____ L(10): _____
Lmin: 58.2 L(33): _____	Lmin: _____ L(33): _____
Lmax: 95.1 L(50): 69.3	Lmax: _____ L(50): _____
Peak: _____ L(90): 62.7	Peak: _____ L(90): _____
Calibration Start: 94 dB	Calibration Start: _____ dB
End: 94 dB	End: _____ dB
Response: ☐ Slow ☑ Fast ☐ Peak ☐ Impulse	Response: ☐ Slow ☐ Fast ☐ Peak ☐ Impulse
Weighting: ☑ A ☐ B ☐ C ☐ Linear	Weighting: ☐ A ☐ B ☐ C ☐ Linear
Octave Filter: ☐ NA ☐ _____ Hz	Octave Filter: ☐ NA ☐ _____ Hz

Note: Provide Sketch of Location on Back.

- Freq Weight : A
- Time Weight : FAST
- Level Range : 40-100
- Max dB : 86.7 - 2009/06/09 02:20:06
- Level Range : 40-100
- SEL : 99.5
- Leq : 70.0
-

No.s	Date Time	(dB)
1	2009/06/09 02:05:32	65.4
2	2009/06/09 02:05:33	65.6
3	2009/06/09 02:05:34	64.3
4	2009/06/09 02:05:35	64.2
5	2009/06/09 02:05:36	63.6
6	2009/06/09 02:05:37	63.0
7	2009/06/09 02:05:38	63.1
8	2009/06/09 02:05:39	63.9
9	2009/06/09 02:05:40	63.4
10	2009/06/09 02:05:41	63.5
11	2009/06/09 02:05:42	62.7
12	2009/06/09 02:05:43	62.0
13	2009/06/09 02:05:44	60.7
14	2009/06/09 02:05:45	58.8
15	2009/06/09 02:05:46	58.6
16	2009/06/09 02:05:47	59.1
17	2009/06/09 02:05:48	60.0
18	2009/06/09 02:05:49	62.2
19	2009/06/09 02:05:50	60.8
20	2009/06/09 02:05:51	60.7
21	2009/06/09 02:05:52	60.7
22	2009/06/09 02:05:53	62.0
23	2009/06/09 02:05:54	66.4
24	2009/06/09 02:05:55	67.2
25	2009/06/09 02:05:56	65.2
26	2009/06/09 02:05:57	62.4
27	2009/06/09 02:05:58	60.1
28	2009/06/09 02:05:59	59.9
29	2009/06/09 02:06:00	59.4
30	2009/06/09 02:06:01	59.0
31	2009/06/09 02:06:02	59.1
32	2009/06/09 02:06:03	58.2
33	2009/06/09 02:06:04	60.0
34	2009/06/09 02:06:05	59.6
35	2009/06/09 02:06:06	61.0
36	2009/06/09 02:06:07	59.8
37	2009/06/09 02:06:08	59.4
38	2009/06/09 02:06:09	59.4
39	2009/06/09 02:06:10	58.3
40	2009/06/09 02:06:11	57.2
41	2009/06/09 02:06:12	56.9
42	2009/06/09 02:06:13	57.9
43	2009/06/09 02:06:14	56.6
44	2009/06/09 02:06:15	56.5
45	2009/06/09 02:06:16	56.0
46	2009/06/09 02:06:17	56.9
47	2009/06/09 02:06:18	56.6
48	2009/06/09 02:06:19	56.7
49	2009/06/09 02:06:20	57.5
50	2009/06/09 02:06:21	58.0
51	2009/06/09 02:06:22	58.0
52	2009/06/09 02:06:23	58.5
53	2009/06/09 02:06:24	59.3
54	2009/06/09 02:06:25	58.7
55	2009/06/09 02:06:26	59.8
56	2009/06/09 02:06:27	61.0
57	2009/06/09 02:06:28	63.3
58	2009/06/09 02:06:29	64.3
59	2009/06/09 02:06:30	64.9
60	2009/06/09 02:06:31	64.9
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491	2009/06/09	02:13:42	67.5
492	2009/06/09	02:13:43	69.8
493	2009/06/09	02:13:44	70.5
494	2009/06/09	02:13:45	75.7
495	2009/06/09	02:13:46	73.5
496	2009/06/09	02:13:47	69.5
497	2009/06/09	02:13:48	66.9
498	2009/06/09	02:13:49	67.1
499	2009/06/09	02:13:50	66.7
500	2009/06/09	02:13:51	65.0
501	2009/06/09	02:13:52	64.7
502	2009/06/09	02:13:53	65.1
503	2009/06/09	02:13:54	65.4
504	2009/06/09	02:13:55	66.1
505	2009/06/09	02:13:56	66.8
506	2009/06/09	02:13:57	66.8
507	2009/06/09	02:13:58	63.7
508	2009/06/09	02:13:59	59.7
509	2009/06/09	02:14:00	57.5
510	2009/06/09	02:14:01	57.9
511	2009/06/09	02:14:02	57.5
512	2009/06/09	02:14:03	57.0
513	2009/06/09	02:14:04	58.3
514	2009/06/09	02:14:05	58.7
515	2009/06/09	02:14:06	60.9
516	2009/06/09	02:14:07	62.2
517	2009/06/09	02:14:08	64.2
518	2009/06/09	02:14:09	64.7
519	2009/06/09	02:14:10	64.7
520	2009/06/09	02:14:11	64.3
521	2009/06/09	02:14:12	65.7
522	2009/06/09	02:14:13	69.3
523	2009/06/09	02:14:14	74.9
524	2009/06/09	02:14:15	78.5
525	2009/06/09	02:14:16	77.4
526	2009/06/09	02:14:17	74.7
527	2009/06/09	02:14:18	73.3
528	2009/06/09	02:14:19	74.2
529	2009/06/09	02:14:20	74.5
530	2009/06/09	02:14:21	75.1
531	2009/06/09	02:14:22	75.1
532	2009/06/09	02:14:23	75.8
533	2009/06/09	02:14:24	76.0
534	2009/06/09	02:14:25	73.6
535	2009/06/09	02:14:26	73.3
536	2009/06/09	02:14:27	75.3
537	2009/06/09	02:14:28	72.7
538	2009/06/09	02:14:29	74.8
539	2009/06/09	02:14:30	75.5
540	2009/06/09	02:14:31	74.8
541	2009/06/09	02:14:32	72.7
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543	2009/06/09	02:14:34	68.3
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551	2009/06/09	02:14:42	62.0
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553	2009/06/09	02:14:44	66.0
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564	2009/06/09	02:14:55	64.8
565	2009/06/09	02:14:56	66.6
566	2009/06/09	02:14:57	65.2
567	2009/06/09	02:14:58	66.0
568	2009/06/09	02:14:59	67.2
569	2009/06/09	02:15:00	67.1
570	2009/06/09	02:15:01	64.8
571	2009/06/09	02:15:02	66.0
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574	2009/06/09	02:15:05	68.7
575	2009/06/09	02:15:06	66.9
576	2009/06/09	02:15:07	65.2
577	2009/06/09	02:15:08	66.0
578	2009/06/09	02:15:09	65.5
579	2009/06/09	02:15:10	63.9
580	2009/06/09	02:15:11	63.8

581	2009/06/09	02:15:12	64.4
582	2009/06/09	02:15:13	61.9
583	2009/06/09	02:15:14	60.5
584	2009/06/09	02:15:15	61.2
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586	2009/06/09	02:15:17	60.7
587	2009/06/09	02:15:18	60.8
588	2009/06/09	02:15:19	60.6
589	2009/06/09	02:15:20	60.3
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592	2009/06/09	02:15:23	62.9
593	2009/06/09	02:15:24	67.9
594	2009/06/09	02:15:25	72.0
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596	2009/06/09	02:15:27	66.5
597	2009/06/09	02:15:28	65.7
598	2009/06/09	02:15:29	64.4
599	2009/06/09	02:15:30	66.7
600	2009/06/09	02:15:31	71.6
601	2009/06/09	02:15:32	73.2
602	2009/06/09	02:15:33	76.7
603	2009/06/09	02:15:34	79.3
604	2009/06/09	02:15:35	76.4
605	2009/06/09	02:15:36	77.3
606	2009/06/09	02:15:37	76.5
607	2009/06/09	02:15:38	72.1
608	2009/06/09	02:15:39	72.5
609	2009/06/09	02:15:40	75.9
610	2009/06/09	02:15:41	79.7
611	2009/06/09	02:15:42	74.0
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614	2009/06/09	02:15:45	73.8
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617	2009/06/09	02:15:48	80.9
618	2009/06/09	02:15:49	75.3
619	2009/06/09	02:15:50	75.1
620	2009/06/09	02:15:51	75.5
621	2009/06/09	02:15:52	75.0
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623	2009/06/09	02:15:54	72.9
624	2009/06/09	02:15:55	72.1
625	2009/06/09	02:15:56	73.5
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627	2009/06/09	02:15:58	72.9
628	2009/06/09	02:15:59	70.7
629	2009/06/09	02:16:00	68.4
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632	2009/06/09	02:16:03	63.2
633	2009/06/09	02:16:04	63.6
634	2009/06/09	02:16:05	62.4
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646	2009/06/09	02:16:17	69.7
647	2009/06/09	02:16:18	69.2
648	2009/06/09	02:16:19	70.3
649	2009/06/09	02:16:20	69.8
650	2009/06/09	02:16:21	71.2
651	2009/06/09	02:16:22	68.1
652	2009/06/09	02:16:23	64.2
653	2009/06/09	02:16:24	63.4
654	2009/06/09	02:16:25	62.1
655	2009/06/09	02:16:26	63.2
656	2009/06/09	02:16:27	62.4
657	2009/06/09	02:16:28	63.7
658	2009/06/09	02:16:29	65.7
659	2009/06/09	02:16:30	65.9
660	2009/06/09	02:16:31	67.4
661	2009/06/09	02:16:32	68.5
662	2009/06/09	02:16:33	66.5
663	2009/06/09	02:16:34	66.0
664	2009/06/09	02:16:35	65.4
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666	2009/06/09	02:16:37	64.8
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669	2009/06/09	02:16:40	61.0
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673	2009/06/09	02:16:44	60.6
674	2009/06/09	02:16:45	59.8
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676	2009/06/09	02:16:47	63.6
677	2009/06/09	02:16:48	64.5
678	2009/06/09	02:16:49	64.5
679	2009/06/09	02:16:50	64.0

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681	2009/06/09	02:16:52	64.0
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683	2009/06/09	02:16:54	66.6
684	2009/06/09	02:16:55	66.4
685	2009/06/09	02:16:56	64.9
686	2009/06/09	02:16:57	65.3
687	2009/06/09	02:16:58	64.9
688	2009/06/09	02:16:59	65.1
689	2009/06/09	02:17:00	66.2
690	2009/06/09	02:17:01	72.7
691	2009/06/09	02:17:02	78.9
692	2009/06/09	02:17:03	77.5
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694	2009/06/09	02:17:05	75.9
695	2009/06/09	02:17:06	77.6
696	2009/06/09	02:17:07	77.2
697	2009/06/09	02:17:08	74.5
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701	2009/06/09	02:17:12	75.2
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705	2009/06/09	02:17:16	71.9
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707	2009/06/09	02:17:18	76.7
708	2009/06/09	02:17:19	72.6
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711	2009/06/09	02:17:22	69.4
712	2009/06/09	02:17:23	70.6
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717	2009/06/09	02:17:28	64.1
718	2009/06/09	02:17:29	63.5
719	2009/06/09	02:17:30	61.4
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724	2009/06/09	02:17:35	64.6
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726	2009/06/09	02:17:37	72.2
727	2009/06/09	02:17:38	65.5
728	2009/06/09	02:17:39	65.8
729	2009/06/09	02:17:40	67.6
730	2009/06/09	02:17:41	68.1
731	2009/06/09	02:17:42	67.1
732	2009/06/09	02:17:43	65.0
733	2009/06/09	02:17:44	63.5
734	2009/06/09	02:17:45	61.9
735	2009/06/09	02:17:46	62.2
736	2009/06/09	02:17:47	60.8
737	2009/06/09	02:17:48	60.9
738	2009/06/09	02:17:49	59.0
739	2009/06/09	02:17:50	57.0
740	2009/06/09	02:17:51	57.6
741	2009/06/09	02:17:52	57.2
742	2009/06/09	02:17:53	57.1
743	2009/06/09	02:17:54	57.5
744	2009/06/09	02:17:55	58.0
745	2009/06/09	02:17:56	58.7
746	2009/06/09	02:17:57	59.2
747	2009/06/09	02:17:58	61.9
748	2009/06/09	02:17:59	63.7
749	2009/06/09	02:18:00	65.0
750	2009/06/09	02:18:01	63.6
751	2009/06/09	02:18:02	67.6
752	2009/06/09	02:18:03	73.2
753	2009/06/09	02:18:04	67.2
754	2009/06/09	02:18:05	71.7
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756	2009/06/09	02:18:07	70.7
757	2009/06/09	02:18:08	66.1
758	2009/06/09	02:18:09	67.3
759	2009/06/09	02:18:10	67.0
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761	2009/06/09	02:18:12	66.8
762	2009/06/09	02:18:13	66.3
763	2009/06/09	02:18:14	68.6
764	2009/06/09	02:18:15	68.0
765	2009/06/09	02:18:16	69.5
766	2009/06/09	02:18:17	72.9
767	2009/06/09	02:18:18	73.0
768	2009/06/09	02:18:19	69.8
769	2009/06/09	02:18:20	68.1
770	2009/06/09	02:18:21	68.0
771	2009/06/09	02:18:22	66.4
772	2009/06/09	02:18:23	64.1
773	2009/06/09	02:18:24	61.7
774	2009/06/09	02:18:25	61.1
775	2009/06/09	02:18:26	61.0
776	2009/06/09	02:18:27	60.8
777	2009/06/09	02:18:28	61.4
778	2009/06/09	02:18:29	64.8

779	2009/06/09	02:18:30	68.7
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781	2009/06/09	02:18:32	71.2
782	2009/06/09	02:18:33	69.1
783	2009/06/09	02:18:34	69.2
784	2009/06/09	02:18:35	70.3
785	2009/06/09	02:18:36	74.4
786	2009/06/09	02:18:37	74.7
787	2009/06/09	02:18:38	70.7
788	2009/06/09	02:18:39	68.1
789	2009/06/09	02:18:40	65.5
790	2009/06/09	02:18:41	67.1
791	2009/06/09	02:18:42	66.6
792	2009/06/09	02:18:43	65.3
793	2009/06/09	02:18:44	65.4
794	2009/06/09	02:18:45	67.5
795	2009/06/09	02:18:46	77.3
796	2009/06/09	02:18:47	76.3
797	2009/06/09	02:18:48	70.5
798	2009/06/09	02:18:49	70.3
799	2009/06/09	02:18:50	75.6
800	2009/06/09	02:18:51	77.4
801	2009/06/09	02:18:52	75.0
802	2009/06/09	02:18:53	74.1
803	2009/06/09	02:18:54	76.3
804	2009/06/09	02:18:55	80.0
805	2009/06/09	02:18:56	79.7
806	2009/06/09	02:18:57	78.1
807	2009/06/09	02:18:58	77.2
808	2009/06/09	02:18:59	72.2
809	2009/06/09	02:19:00	69.7
810	2009/06/09	02:19:01	69.8
811	2009/06/09	02:19:02	74.9
812	2009/06/09	02:19:03	72.7
813	2009/06/09	02:19:04	74.1
814	2009/06/09	02:19:05	71.2
815	2009/06/09	02:19:06	70.0
816	2009/06/09	02:19:07	70.0
817	2009/06/09	02:19:08	70.9
818	2009/06/09	02:19:09	68.9
819	2009/06/09	02:19:10	68.5
820	2009/06/09	02:19:11	67.5
821	2009/06/09	02:19:12	67.9
822	2009/06/09	02:19:13	67.8
823	2009/06/09	02:19:14	65.8
824	2009/06/09	02:19:15	64.0
825	2009/06/09	02:19:16	65.4
826	2009/06/09	02:19:17	64.7
827	2009/06/09	02:19:18	64.0
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829	2009/06/09	02:19:20	64.9
830	2009/06/09	02:19:21	70.7
831	2009/06/09	02:19:22	71.5
832	2009/06/09	02:19:23	66.8
833	2009/06/09	02:19:24	64.4
834	2009/06/09	02:19:25	63.8
835	2009/06/09	02:19:26	66.6
836	2009/06/09	02:19:27	67.7
837	2009/06/09	02:19:28	67.5
838	2009/06/09	02:19:29	65.3
839	2009/06/09	02:19:30	67.0
840	2009/06/09	02:19:31	68.9
841	2009/06/09	02:19:32	67.6
842	2009/06/09	02:19:33	64.2
843	2009/06/09	02:19:34	63.5
844	2009/06/09	02:19:35	64.3
845	2009/06/09	02:19:36	64.2
846	2009/06/09	02:19:37	62.3
847	2009/06/09	02:19:38	60.3
848	2009/06/09	02:19:39	58.1
849	2009/06/09	02:19:40	57.6
850	2009/06/09	02:19:41	57.9
851	2009/06/09	02:19:42	57.6
852	2009/06/09	02:19:43	57.2
853	2009/06/09	02:19:44	56.0
854	2009/06/09	02:19:45	56.9
855	2009/06/09	02:19:46	56.7
856	2009/06/09	02:19:47	56.4
857	2009/06/09	02:19:48	58.4
858	2009/06/09	02:19:49	58.6
859	2009/06/09	02:19:50	59.5
860	2009/06/09	02:19:51	60.4
861	2009/06/09	02:19:52	62.8
862	2009/06/09	02:19:53	66.0
863	2009/06/09	02:19:54	66.5
864	2009/06/09	02:19:55	66.0
865	2009/06/09	02:19:56	63.8
866	2009/06/09	02:19:57	63.3
867	2009/06/09	02:19:58	65.1
868	2009/06/09	02:19:59	69.1
869	2009/06/09	02:20:00	72.7
870	2009/06/09	02:20:01	72.8
871	2009/06/09	02:20:02	77.1
872	2009/06/09	02:20:03	74.7
873	2009/06/09	02:20:04	79.7
874	2009/06/09	02:20:05	80.5
875	2009/06/09	02:20:06	84.8
876	2009/06/09	02:20:07	78.5
877	2009/06/09	02:20:08	76.6

878	2009/06/09	02:20:09	75.1
879	2009/06/09	02:20:10	75.2
880	2009/06/09	02:20:11	74.7
881	2009/06/09	02:20:12	74.6
882	2009/06/09	02:20:13	75.1
883	2009/06/09	02:20:14	74.6
884	2009/06/09	02:20:15	69.7
885	2009/06/09	02:20:16	69.9
886	2009/06/09	02:20:17	73.7
887	2009/06/09	02:20:18	73.8
888	2009/06/09	02:20:19	69.4
889	2009/06/09	02:20:20	67.5
890	2009/06/09	02:20:21	68.7
891	2009/06/09	02:20:22	72.5
892	2009/06/09	02:20:23	73.3
893	2009/06/09	02:20:24	71.1
894	2009/06/09	02:20:25	69.1
895	2009/06/09	02:20:26	69.5
896	2009/06/09	02:20:27	74.0
897	2009/06/09	02:20:28	73.2
898	2009/06/09	02:20:29	70.0
899	2009/06/09	02:20:30	68.9
900	2009/06/09	02:20:31	68.7

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- Time Weight : FAST
- Level Range : 40-100
- Max dB : 82.8 - 2009/06/09 01:48:15
- Level Range : 40-100
- SEL : 99.5
- Leq : 70.0
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2	2009/06/09 01:34:09	67.6
3	2009/06/09 01:34:10	65.4
4	2009/06/09 01:34:11	64.9
5	2009/06/09 01:34:12	66.2
6	2009/06/09 01:34:13	66.8
7	2009/06/09 01:34:14	69.6
8	2009/06/09 01:34:15	69.5
9	2009/06/09 01:34:16	71.0
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447	2009/06/09	01:41:34	77.2
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868	2009/06/09	01:48:35	60.0
869	2009/06/09	01:48:36	60.1
870	2009/06/09	01:48:37	59.6
871	2009/06/09	01:48:38	60.4
872	2009/06/09	01:48:39	61.7
873	2009/06/09	01:48:40	63.7
874	2009/06/09	01:48:41	65.5
875	2009/06/09	01:48:42	65.4
876	2009/06/09	01:48:43	67.4
877	2009/06/09	01:48:44	64.7

878	2009/06/09	01:48:45	63.6
879	2009/06/09	01:48:46	62.8
880	2009/06/09	01:48:47	63.6
881	2009/06/09	01:48:48	63.0
882	2009/06/09	01:48:49	63.3
883	2009/06/09	01:48:50	63.5
884	2009/06/09	01:48:51	67.3
885	2009/06/09	01:48:52	69.0
886	2009/06/09	01:48:53	72.6
887	2009/06/09	01:48:54	73.3
888	2009/06/09	01:48:55	76.8
889	2009/06/09	01:48:56	73.1
890	2009/06/09	01:48:57	73.3
891	2009/06/09	01:48:58	74.5
892	2009/06/09	01:48:59	76.8
893	2009/06/09	01:49:00	75.6
894	2009/06/09	01:49:01	75.3
895	2009/06/09	01:49:02	74.2
896	2009/06/09	01:49:03	75.6
897	2009/06/09	01:49:04	73.5
898	2009/06/09	01:49:05	72.7
899	2009/06/09	01:49:06	74.5
900	2009/06/09	01:49:07	76.3

- Freq Weight : A
- Time Weight : FAST
- Level Range : 40-100
- Max dB : 95.1 - 2009/06/09 01:20:54
- Level Range : 40-100
- SEL : 102.5
- Leq : 73.0
-

No.s	Date Time	(dB)
1	2009/06/09 01:10:26	74.2
2	2009/06/09 01:10:27	72.5
3	2009/06/09 01:10:28	71.1
4	2009/06/09 01:10:29	71.0
5	2009/06/09 01:10:30	74.0
6	2009/06/09 01:10:31	72.8
7	2009/06/09 01:10:32	73.9
8	2009/06/09 01:10:33	73.3
9	2009/06/09 01:10:34	73.3
10	2009/06/09 01:10:35	72.1
11	2009/06/09 01:10:36	73.0
12	2009/06/09 01:10:37	74.4
13	2009/06/09 01:10:38	76.7
14	2009/06/09 01:10:39	75.6
15	2009/06/09 01:10:40	74.1
16	2009/06/09 01:10:41	72.9
17	2009/06/09 01:10:42	70.8
18	2009/06/09 01:10:43	71.9
19	2009/06/09 01:10:44	72.4
20	2009/06/09 01:10:45	71.5
21	2009/06/09 01:10:46	71.0
22	2009/06/09 01:10:47	70.9
23	2009/06/09 01:10:48	71.4
24	2009/06/09 01:10:49	70.8
25	2009/06/09 01:10:50	71.3
26	2009/06/09 01:10:51	69.1
27	2009/06/09 01:10:52	66.6
28	2009/06/09 01:10:53	63.9
29	2009/06/09 01:10:54	62.5
30	2009/06/09 01:10:55	64.0
31	2009/06/09 01:10:56	63.8
32	2009/06/09 01:10:57	65.8
33	2009/06/09 01:10:58	68.8
34	2009/06/09 01:10:59	72.8
35	2009/06/09 01:11:00	73.3
36	2009/06/09 01:11:01	74.5
37	2009/06/09 01:11:02	74.8
38	2009/06/09 01:11:03	84.2
39	2009/06/09 01:11:04	87.8
40	2009/06/09 01:11:05	80.3
41	2009/06/09 01:11:06	74.5
42	2009/06/09 01:11:07	72.2
43	2009/06/09 01:11:08	71.2
44	2009/06/09 01:11:09	72.0
45	2009/06/09 01:11:10	70.5
46	2009/06/09 01:11:11	70.2
47	2009/06/09 01:11:12	73.5
48	2009/06/09 01:11:13	72.7
49	2009/06/09 01:11:14	70.8
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52	2009/06/09 01:11:17	68.1
53	2009/06/09 01:11:18	65.9
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69	2009/06/09 01:11:34	70.3
70	2009/06/09 01:11:35	70.9
71	2009/06/09 01:11:36	69.8
72	2009/06/09 01:11:37	70.7
73	2009/06/09 01:11:38	71.7
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81	2009/06/09 01:11:46	71.0
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86	2009/06/09	01:11:51	72.6
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98	2009/06/09	01:12:03	76.1
99	2009/06/09	01:12:04	76.2
100	2009/06/09	01:12:05	75.5
101	2009/06/09	01:12:06	75.3
102	2009/06/09	01:12:07	75.4
103	2009/06/09	01:12:08	76.5
104	2009/06/09	01:12:09	77.4
105	2009/06/09	01:12:10	75.2
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107	2009/06/09	01:12:12	74.9
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136	2009/06/09	01:12:41	64.5
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394	2009/06/09	01:16:59	72.4
395	2009/06/09	01:17:00	71.7
396	2009/06/09	01:17:01	71.5
397	2009/06/09	01:17:02	72.0
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399	2009/06/09	01:17:04	70.9
400	2009/06/09	01:17:05	70.7
401	2009/06/09	01:17:06	70.5
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403	2009/06/09	01:17:08	72.7
404	2009/06/09	01:17:09	74.1
405	2009/06/09	01:17:10	72.4
406	2009/06/09	01:17:11	71.2
407	2009/06/09	01:17:12	71.3
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822	2009/06/09	01:24:07	71.6
823	2009/06/09	01:24:08	67.6
824	2009/06/09	01:24:09	69.0
825	2009/06/09	01:24:10	71.5
826	2009/06/09	01:24:11	72.4
827	2009/06/09	01:24:12	73.2
828	2009/06/09	01:24:13	71.3
829	2009/06/09	01:24:14	69.8
830	2009/06/09	01:24:15	66.9
831	2009/06/09	01:24:16	69.5
832	2009/06/09	01:24:17	73.5
833	2009/06/09	01:24:18	74.1
834	2009/06/09	01:24:19	74.0
835	2009/06/09	01:24:20	74.9
836	2009/06/09	01:24:21	76.5
837	2009/06/09	01:24:22	74.2
838	2009/06/09	01:24:23	73.7
839	2009/06/09	01:24:24	77.0
840	2009/06/09	01:24:25	76.7
841	2009/06/09	01:24:26	74.3
842	2009/06/09	01:24:27	70.7
843	2009/06/09	01:24:28	67.6
844	2009/06/09	01:24:29	68.2
845	2009/06/09	01:24:30	72.0
846	2009/06/09	01:24:31	77.2
847	2009/06/09	01:24:32	74.9
848	2009/06/09	01:24:33	74.4
849	2009/06/09	01:24:34	73.9
850	2009/06/09	01:24:35	75.4
851	2009/06/09	01:24:36	75.0
852	2009/06/09	01:24:37	74.6
853	2009/06/09	01:24:38	73.8
854	2009/06/09	01:24:39	74.7
855	2009/06/09	01:24:40	74.3
856	2009/06/09	01:24:41	73.0
857	2009/06/09	01:24:42	72.5
858	2009/06/09	01:24:43	71.2
859	2009/06/09	01:24:44	70.9
860	2009/06/09	01:24:45	69.3
861	2009/06/09	01:24:46	69.4
862	2009/06/09	01:24:47	66.7
863	2009/06/09	01:24:48	65.1
864	2009/06/09	01:24:49	62.8
865	2009/06/09	01:24:50	62.4
866	2009/06/09	01:24:51	62.6
867	2009/06/09	01:24:52	64.2
868	2009/06/09	01:24:53	66.4
869	2009/06/09	01:24:54	69.1
870	2009/06/09	01:24:55	72.5
871	2009/06/09	01:24:56	73.2
872	2009/06/09	01:24:57	72.0
873	2009/06/09	01:24:58	71.4
874	2009/06/09	01:24:59	72.5
875	2009/06/09	01:25:00	73.5
876	2009/06/09	01:25:01	72.3
877	2009/06/09	01:25:02	72.5

878	2009/06/09	01:25:03	69.8
879	2009/06/09	01:25:04	66.3
880	2009/06/09	01:25:05	64.0
881	2009/06/09	01:25:06	61.2
882	2009/06/09	01:25:07	59.8
883	2009/06/09	01:25:08	59.7
884	2009/06/09	01:25:09	59.9
885	2009/06/09	01:25:10	60.0
886	2009/06/09	01:25:11	61.5
887	2009/06/09	01:25:12	66.8
888	2009/06/09	01:25:13	69.6
889	2009/06/09	01:25:14	69.3
890	2009/06/09	01:25:15	66.3
891	2009/06/09	01:25:16	65.4
892	2009/06/09	01:25:17	66.2
893	2009/06/09	01:25:18	65.7
894	2009/06/09	01:25:19	63.7
895	2009/06/09	01:25:20	62.9
896	2009/06/09	01:25:21	62.9
897	2009/06/09	01:25:22	62.7
898	2009/06/09	01:25:23	62.7
899	2009/06/09	01:25:24	62.2
900	2009/06/09	01:25:25	62.3

<Organization?> 3 January 2017
<Analysis By?> TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: Long Beach Citadel
RUN: Existing
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 20 deg C, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing Lden Calculated	No Barrier Lden Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	With Barrier Type Impact	With Barrier Calculated Lden	Noise Reduction Calculated	Noise Reduction Goal	Noise Reduction Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
N1	1	1	0.0	71.5	66	71.5	10	Snd Lvl	71.5	0.0	8	-8.0
N2	3	1	0.0	68.4	66	68.4	10	Snd Lvl	68.4	0.0	8	-8.0
N3	5	1	0.0	66.9	66	66.9	10	Snd Lvl	66.9	0.0	8	-8.0
N4	7	1	0.0	68.9	66	68.9	10	Snd Lvl	68.9	0.0	8	-8.0
N5	9	1	0.0	61.9	66	61.9	10	----	61.9	0.0	8	-8.0
N6	11	1	0.0	59.0	66	59.0	10	----	59.0	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction Min	Noise Reduction Avg	Noise Reduction Max
		dB	dB	dB
All Selected	6	0.0	0.0	0.0
All Impacted	4	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

<Organization?> 3 January 2017
<Analysis By?> TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: Long Beach Citadel
RUN: Existing Plus Project
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 20 deg C, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing Lden Calculated	No Barrier Lden Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	With Barrier Type Impact	With Barrier Calculated Lden	Noise Reduction Calculated	Noise Reduction Goal	Noise Reduction Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
N1	1	1	0.0	71.6	66	71.6	10	Snd Lvl	71.6	0.0	8	-8.0
N2	3	1	0.0	67.8	66	67.8	10	Snd Lvl	67.8	0.0	8	-8.0
N3	5	1	0.0	67.0	66	67.0	10	Snd Lvl	67.0	0.0	8	-8.0
N4	7	1	0.0	68.9	66	68.9	10	Snd Lvl	68.9	0.0	8	-8.0
N5	9	1	0.0	60.0	66	60.0	10	----	60.0	0.0	8	-8.0
N6	11	1	0.0	58.9	66	58.9	10	----	58.9	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction Min	Noise Reduction Avg	Noise Reduction Max
		dB	dB	dB
All Selected	6	0.0	0.0	0.0
All Impacted	4	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

<Organization?> 3 January 2017
<Analysis By?> TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: Long Beach Citadel
RUN: Cumulative
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 20 deg C, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing Lden	No Barrier Lden Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	With Barrier Type Impact	With Barrier Calculated Lden	Noise Reduction Calculated	Noise Reduction Goal	Noise Reduction Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
N1	1	1	0.0	71.6	66	71.6	10	Snd Lvl	71.6	0.0	8	-8.0
N2	3	1	0.0	68.9	66	68.9	10	Snd Lvl	68.9	0.0	8	-8.0
N3	5	1	0.0	67.1	66	67.1	10	Snd Lvl	67.1	0.0	8	-8.0
N4	7	1	0.0	69.0	66	69.0	10	Snd Lvl	69.0	0.0	8	-8.0
N5	9	1	0.0	62.1	66	62.1	10	----	62.1	0.0	8	-8.0
N6	11	1	0.0	59.1	66	59.1	10	----	59.1	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction Min	Noise Reduction Avg	Noise Reduction Max
		dB	dB	dB
All Selected	6	0.0	0.0	0.0
All Impacted	4	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

<Organization?> 3 January 2017
<Analysis By?> TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: Long Beach Citadel
RUN: Cumulative Plus Project
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 20 deg C, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing Lden	No Barrier Lden Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	With Barrier Type Impact	With Barrier Calculated Lden	Noise Reduction Calculated	Noise Reduction Goal	Noise Reduction Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
N1	1	1	0.0	71.7	66	71.7	10	Snd Lvl	71.7	0.0	8	-8.0
N2	3	1	0.0	68.9	66	68.9	10	Snd Lvl	68.9	0.0	8	-8.0
N3	5	1	0.0	67.1	66	67.1	10	Snd Lvl	67.1	0.0	8	-8.0
N4	7	1	0.0	69.0	66	69.0	10	Snd Lvl	69.0	0.0	8	-8.0
N5	9	1	0.0	60.3	66	60.3	10	----	60.3	0.0	8	-8.0
N6	11	1	0.0	59.0	66	59.0	10	----	59.0	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction Min dB	Noise Reduction Avg dB	Noise Reduction Max dB
All Selected	6	0.0	0.0	0.0
All Impacted	4	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

Appendix C

Traffic Study

LINSCOTT LAW & GREENSPAN engineers

Providing Mobility Solutions for 50 YEARS 1966-2016

TRAFFIC IMPACT ANALYSIS

SALVATION ARMY LONG BEACH

CITADEL EXPANSION PROJECT

Long Beach, California
December 9, 2016

Prepared for:

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EXECUTIVE SUMMARY

Project Description

- The project site is L-shaped and consists of several parcels of land that are generally located north of Spring Street, east of Long Beach Boulevard, south of 31st Street and west of Pasadena Avenue in the City of Long Beach, California. Existing development at the Salvation Army Long Beach Citadel Property consists of four (4) buildings with a total floor area of 59,765 square-feet (SF), one of which includes a new Community Center/Chapel that is now under construction, an administrative office building, a social services building, and the current Chapel. It is our understanding that the new Community Center/Chapel, which will be located at 3012 Long Beach Boulevard, will replace the current Chapel, which is located at 455 Spring Street.

- The proposed Project includes modification and expansion of the current property into a campus-like setting within an overall building area of existing and new floor area totaling 61,307 SF. The proposed Project includes the construction of a new gymnasium with a total floor area of 21,958 SF, a new 2,650 SF lobby/multi-purpose room to be constructed adjacent to the Community Center/Chapel now under construction. The Project also includes construction of one (1) full size Soccer Field in place of the existing 23,066 SF Chapel/Community Center located at 455 Spring Street. In addition to the above-identified improvements, the proposed Project also includes the vacation of an existing alley between 31st Street and Spring Street, bordering the Community Center / Chapel and the proposed Gym property to allow for the development of a pedestrian promenade to link the two buildings, and the proposed vacation of Elm Avenue, adjacent to the soccer field site just north of Spring Street, to form a cul-de-sac. The project also includes construction of a new 70-space surface parking lot on the northeast corner of Pasadena Avenue and Spring Street.

- From the above Project description, the traffic impact analysis report will analyze the impacts associated with 24,608 SF of new square footage (i.e. 21,958 SF new gymnasium and 2,650 SF new lobby/multipurpose) and one (1) soccer field. The proposed Project is expected to be completed and fully operational by the Year 2018.

- Vehicular access to the campus will be provided via existing site driveways on both Long Beach Boulevard and Spring Street and a proposed driveway located on Pasadena Avenue. The existing driveways on Long Beach Boulevard and Spring Street are referred to as Project Driveway No. 1 and Project Driveway No. 2, respectively. The proposed driveway on Pasadena Avenue is referred to as Project Driveway No. 3.

- The proposed Project is forecast to generate approximately 903 daily trips, with 52 trips (34 inbound, 18 outbound) produced in the AM peak hour and 85 trips (45 inbound, 40 outbound) produced in the PM peak hour on a typical weekday.

Study Area

- The thirty (30) key study intersections selected for evaluation in this report provide local access within the project study area. They consist of the following:

  1) 31st Street at Long Beach Boulevard
  2) Spring Street at Long Beach Boulevard
  3) Spring Street at Pacific Avenue
  4) Spring Street at Elm Avenue
  5) Spring Street at Pasadena Avenue
  6) Spring Street at Atlantic Avenue

Cumulative Projects Description

- The nine (9) cumulative projects are expected to generate a combined total of 2,922 daily trips, 199 AM peak hour trips (63 inbound and 136 outbound) and 231 PM peak hour trips (138 inbound and 93 outbound) on a typical weekday.

Traffic Impact Analysis

Existing Traffic Conditions

- Two (2) of the six (6) key study intersections currently operate at an unacceptable service level during the AM and/or PM peak hours. The remaining four (4) key study intersections currently operate at an acceptable service level during the AM and PM peak hours. The locations projected to operate at an adverse LOS are as follows:

	AM Peak Hour		PM Peak Hour	
Key Intersection	ICU/HCM	LOS	ICU/HCM	LOS
1. Long Beach Boulevard at 31st Street	--	--	74.3 s/v	F
5. Pasadena Avenue at Spring Street	45.3 s/v	E	62.0 s/v	F

Existing With Project Traffic Conditions

- The proposed Project will significantly impact one (1) of the six (6) key study intersections, when compared to the LOS standards and significant impact criteria specified in this report. Although the intersection of Long Beach Boulevard/31st Street is forecast to operate at unacceptable LOS F during the PM peak hour, the delay value with project traffic is less than the delay value for existing traffic conditions. The remaining key study intersections

currently operate and are forecast to continue to operate at an acceptable service level during the AM and PM peak hours with the addition of Project generated traffic to existing traffic. The intersection impacted under existing plus project traffic conditions is as follows:

	AM Peak Hour		PM Peak Hour	
Key Intersection	ICU/HCM	LOS	ICU/HCM	LOS
5. Pasadena Avenue at Spring Street	39.0 s/v	E	70.5 s/v	F

The implementation of improvements at the impacted key study intersection completely offsets the impact of project traffic and the impacted key study intersection is forecast to operate at an acceptable LOS during the AM and PM peak hours.

Year 2018 Cumulative Traffic Conditions

- An analysis of future (Year 2018) cumulative traffic conditions indicates that the addition of ambient traffic growth and cumulative projects traffic will adversely impact three (3) of the six (6) key study intersections. The remaining three (3) key study intersections are forecast to continue to operate at acceptable levels of service during the AM and PM peak hours with the addition of ambient traffic growth and cumulative projects traffic. The locations projected to operate at an adverse LOS are as follows:

	AM Peak Hour		PM Peak Hour	
Key Intersection	ICU/HCM	LOS	ICU/HCM	LOS
1. Long Beach Boulevard at 31st Street	--	--	86.6 s/v	F
5. Pasadena Avenue at Spring Street	48.2 s/v	E	71.9 s/v	F
6. Atlantic Avenue at Spring Street	--	--	0.914	E

Year 2018 Cumulative Plus Project Traffic Conditions

- The proposed Project will significantly impact one (1) of the six (6) key study intersections, when compared to the LOS standards and significant impact criteria specified in this report. Although the intersection of Long Beach Boulevard/31st Street is forecast to operate at unacceptable LOS F during the PM peak hour, the delay value with project traffic is less than the delay value for cumulative traffic conditions. Further, although the intersection of Atlantic Avenue/Spring Street is forecast to operate at unacceptable LOS E during the PM peak hour with the addition of project traffic, the proposed Project is expected to add less than the allowable threshold to the ICU value. The remaining key study intersections are forecast to continue to operate at an acceptable LOS with the addition of project generated traffic in the Year 2018. The intersection impacted under Year 2018 plus project traffic conditions is as follows:

	AM Peak Hour		PM Peak Hour	
Key Intersection	ICU/HCM	LOS	ICU/HCM	LOS
5. Pasadena Avenue at Spring Street	41.9 s/v	E	82.4s/v	F

The implementation of improvements at the impacted key study intersection completely offsets the impact of project traffic and the impacted key study intersection is forecast to operate at an acceptable LOS during the AM and PM peak hours.

Site Access Evaluation

- Vehicular access to the campus will be provided via existing site driveways on both Long Beach Boulevard and Spring Street and a proposed driveway located on Pasadena Avenue. The existing driveways on Long Beach Boulevard and Spring Street are referred to as Project Driveway No. 1 and Project Driveway No. 2, respectively. The proposed driveway on Pasadena Avenue is referred to as Project Driveway No. 3. The project driveways are forecast to operate at acceptable LOS B or better during the AM and PM peak hours for existing plus project traffic conditions and Year 2018 plus project traffic conditions. As such, project access will be adequate. Motorists entering and exiting the Project site will be able to do so comfortably, safely, and without undue congestion.

- The on-site circulation layout of the proposed Project as illustrated in *Figure 2-2* on an overall basis is adequate. Curb return radii have been confirmed and are generally adequate for small service/delivery (FedEx, UPS) trucks and trash trucks

Project Specific Improvements

- The following improvements will be constructed by the proposed Project:

    - The proposed Project also includes the vacation of an existing alley between 31st Street and Spring Street, bordering the Community Center / Chapel and the proposed Gym property to allow for the development of a pedestrian promenade to link the two buildings.

    - The proposed Project also includes the proposed vacation of Elm Avenue, adjacent to the soccer field site just north of Spring Street, to form a cul-de-sac.

Recommended Improvements

Existing Plus Project Traffic Conditions

- The proposed Project will significantly impact one (1) of the six (6) key study intersections under the "Existing Plus Project" traffic scenario. The following are improvements recommended to mitigate the existing plus project traffic impacts:

    - **No. 5 – Pasadena Avenue at Spring Street:** Install a two-phase traffic signal. The installation of this improvement is subject to the approval of the City of Long Beach. It should be noted that this key study intersection satisfies the peak hour signal warrant under existing traffic conditions (i.e. Warrant #3 described in the current *California Manual on Uniform Traffic Control Devices (MUTCD).*

Year 2018 Cumulative Plus Project Traffic Conditions

- The proposed Project will significantly impact one (1) of the six (6) key study intersections under the "Year 2018 Plus Project" traffic scenario. The following are improvements recommended to mitigate the Year 2018 plus project traffic impacts:

    - **No. 5 – Pasadena Avenue at Spring Street:** Install a two-phase traffic signal. The installation of this improvement is subject to the approval of the City of Long Beach. It should be noted that this key study intersection satisfies the peak hour signal warrant under existing traffic conditions (i.e. Warrant #3 described in the current *California Manual on Uniform Traffic Control Devices (MUTCD).*

Congestion Management Program Compliance Assessment

- No significant impacts are expected to occur on the Los Angeles County Congestion Management Program roadway network (i.e. arterial monitoring intersection locations or freeway monitoring locations) due to the development and full occupancy of the proposed Project.

TRAFFIC IMPACT ANALYSIS

SALVATION ARMY LONG BEACH CITADEL EXPANSION PROJECT

Long Beach, California
December 9, 2016

1.0 INTRODUCTION

This Traffic Impact Analysis report addresses the potential traffic impacts and circulation needs associated with the proposed Salvation Army Long Beach Citadel Expansion Project (hereinafter referred to as Project). The proposed Project includes modification and expansion of the current property into a campus-like setting within an overall building area of existing and new floor area totaling 61,307 SF. In addition to the above-identified improvements, the proposed Project also includes the vacation of an existing alley between 31st Street and Spring Street, and the proposed vacation of Elm Avenue, just north of Spring Street, to form a cul-de-sac. The project site is L-shaped and consists of several parcels of land that are generally located north of Spring Street, east of Long Beach Boulevard, and south of 31st Street and west of Pasadena Avenue in the City of Long Beach, California.

1.1 Scope of Work

This report documents the findings and recommendations of a traffic impact analysis, conducted by Linscott, Law & Greenspan, Engineers (LLG) to determine the potential impacts associated with the proposed Project. The traffic analysis evaluates the existing operating conditions at six (6) key study intersections within the project vicinity, estimates the trip generation potential of the proposed Project, and forecasts future operating conditions without and with the Project. Where necessary, intersection improvements/mitigation measures are identified to offset the impact of the proposed Project.

This traffic report satisfies the traffic impact requirements of the City of Long Beach and is consistent with the requirements and procedures outlined in the most current *Congestion Management Program (CMP) for Los Angeles County.* The Scope of Work for this traffic study, which is included in ***Appendix A***, was developed in conjunction with City of Long Beach Engineering Division staff.

The Project site has been visited and an inventory of adjacent area roadways and intersections was performed. Existing peak hour traffic information has been collected at the six (6) key study locations on a "typical" weekday for use in the preparation of intersection level of service calculations. Information concerning cumulative projects (planned and/or approved) in the vicinity of the project has been researched at the City of Long Beach and the City of Signal Hill. Based on our research, nine (9) cumulative projects were considered in the cumulative traffic analysis for this project. Of this total, five (5) cumulative projects are located in the City of Long Beach and four (4) cumulative projects are located in the City of Signal Hill.

Based on City of Long Beach requirements, this traffic report analyzes existing and future (near-term) weekday AM and PM peak hour traffic conditions for existing and Year 2018 traffic conditions without and with the proposed Project. Peak hour traffic forecasts for the Year 2018 horizon year have been projected by increasing existing traffic volumes by an annual growth rate of one percent (1.0%) per year and adding traffic volumes generated by nine (9) cumulative projects.

1.2 Study Area

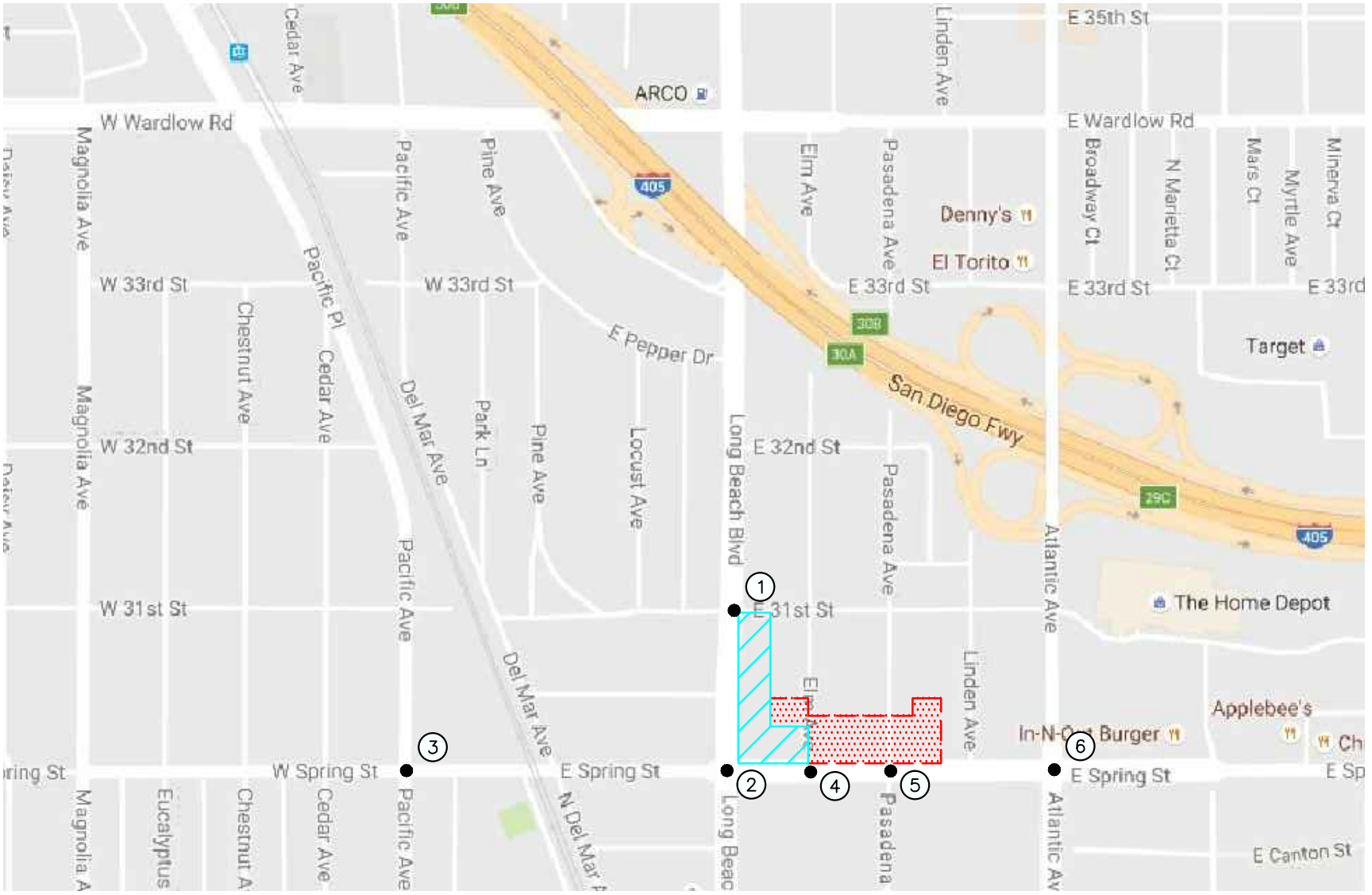
The thirty (30) key study intersections selected for evaluation in this report provide local access within the project study area. They consist of the following:

1) 31st Street at Long Beach Boulevard
2) Spring Street at Long Beach Boulevard
3) Spring Street at Pacific Avenue
4) Spring Street at Elm Avenue
5) Spring Street at Pasadena Avenue
6) Spring Street at Atlantic Avenue

Figure 1-1 presents a Vicinity Map, which illustrates the general location of the project and depicts the study locations and surrounding street system. The Volume-Capacity (V/C) and Level of Service (LOS) investigations at these key locations were used to evaluate the potential traffic-related impacts associated with the proposed Project.

Included in this traffic study report are:

- Existing traffic counts,
- Estimated project traffic generation/distribution/assignment,
- Estimated cumulative project traffic generation/distribution/assignment,
- AM and PM peak hour capacity analyses for existing conditions,
- AM and PM peak hour capacity analyses for existing plus project conditions,
- AM and PM peak hour capacity analyses for future (Year 2018) conditions without and with project traffic,
- Site Access and Internal Circulation Evaluation,
- Recommended Improvements, and
- Congestion Management Program Compliance Assessment.



n:\3700\2163722 - the citadel, long beach\dwg\3722 f1-1.dwg LDP 13:19:16 11-21-2016 aguilar

LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

SOURCE: GOOGLE

KEY

(#) = STUDY INTERSECTION

= PROJECT SITE

= EXISTING SITE

FIGURE 1-1

VICINITY MAP

SALVATION ARMY LONG BEACH CITADEL EXPANSION PROJECT, LONG BEACH

2.0 PROJECT DESCRIPTION

The project site is L-shaped and consists of several parcels of land that are generally located north of Spring Street, east of Long Beach Boulevard, and south of 31st Street and west of Pasadena Avenue in the City of Long Beach, California. Existing development at the Salvation Army Long Beach Citadel Property, as identified below in ***Table 2-1***, consists of four (4) buildings with a total floor area of 59,765 square-feet (SF), one of which includes a new Community Center/Chapel that is now under construction, an administrative office building, a social services building, and the current Chapel. It is our understanding that the new Community Center/Chapel, which will be located at 3012 Long Beach Boulevard, will replace the current Chapel, which is located at 455 Spring Street. ***Figure 2-1*** presents an aerial depiction of the project site.

TABLE 2-1

EXISTING DEVELOPMENT SUMMARY

Existing Development	**Square-footage SF)**
▪ Community Center / Chapel *(under construction)*	26,584 SF
▪ Administrative Offices	3,560 SF
▪ Social Services	6,555 SF
▪ Current Chapel / Community Center	23,066 SF
Total Existing Floor Area	**59,765 SF**

Figure 2-2 presents the proposed site plan for the proposed Project, prepared by Kardent Design. As shown in ***Table 2-2***, the proposed Project includes modification and expansion of the current property into a campus-like setting within an overall building area of existing and new floor area totaling 61,307 SF. The proposed Project includes the construction of a new gymnasium with a total floor area of 21,958 SF, a new 2,650 SF lobby/multi-purpose room to be constructed adjacent to the Community Center/Chapel now under construction. The Project also includes construction of one (1) full size Soccer Field in place of the existing 23,066 SF Chapel/Community Center located at 455 Spring Street.

TABLE 2-2

PROPOSED DEVELOPMENT SUMMARY

Proposed Development	**Square-footage SF)**
▪ Community Center / Chapel *(under construction)*	26,584 SF
▪ ***New Lobby/Multi-purpose room***	***+2,650 SF***
▪ Administrative Offices	3,560 SF
▪ Social Services	6,555 SF
▪ ***Demolish Current Chapel / Community Center***	***-23,066 SF***
▪ ***New Gymnasium***	***+21,958 SF***
Total Proposed Floor Area	**61,307 SF**

In addition to the above-identified improvements, the proposed Project also includes the vacation of an existing alley between 31st Street and Spring Street, bordering the Community Center / Chapel and the proposed Gym property to allow for the development of a pedestrian promenade to link the two buildings, and the proposed vacation of Elm Avenue, adjacent to the soccer field site just north of Spring Street, to form a cul-de-sac. The project also includes construction of a new 70-space surface parking lot on the northeast corner of Pasadena Avenue and Spring Street.

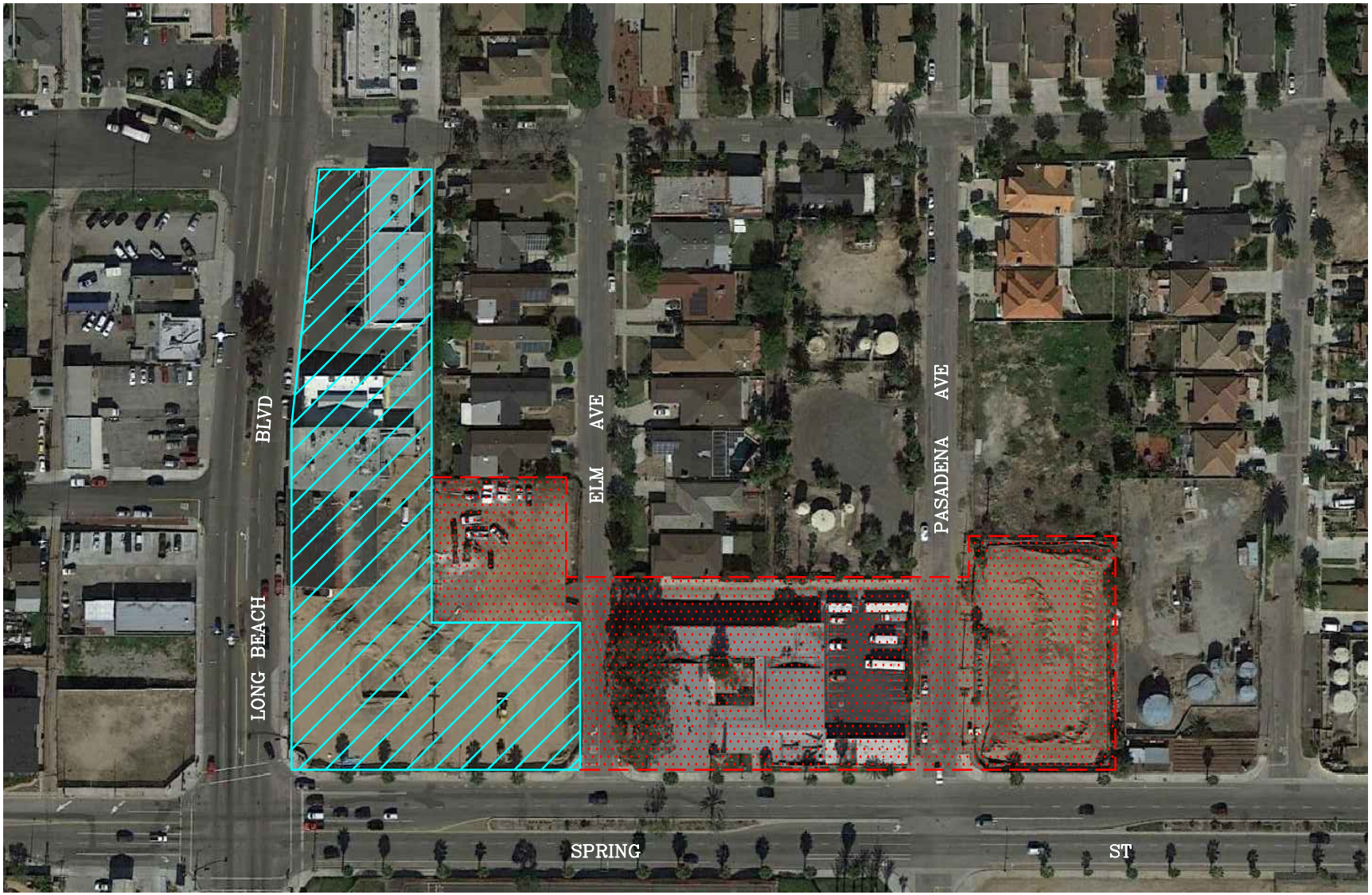
From the above Project description, the traffic impact analysis report will analyze the impacts associated with 24,608 SF of new square footage (i.e. 21,958 SF new gymnasium and 2,650 SF new lobby/multipurpose) and one (1) soccer field. The proposed Project is expected to be completed and fully operational by the Year 2018.

2.1 Site Access

As shown in *Figure 2-2*, vehicular access to the campus will be provided via existing site driveways on both Long Beach Boulevard and Spring Street and a proposed driveway located on Pasadena Avenue. The existing driveways on Long Beach Boulevard and Spring Street are referred to as Project Driveway No. 1 and Project Driveway No. 2, respectively. The proposed driveway on Pasadena Avenue is referred to as Project Driveway No. 3.

2.2 Pedestrian Circulation

Pedestrian circulation would be provided via existing public sidewalks along Spring Street and Long Beach Boulevard within the vicinity of the project frontage, which will connect to the project's internal walkways. The Project will protect the existing sidewalk along project frontage and if necessary repair or reconstruct sidewalks along the project frontage per the City's request. The existing sidewalk system within the project vicinity provides direct connectivity to the adjacent existing residential community, commercial development and public transit along Long Beach Boulevard.



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LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

SOURCE: GOOGLE

KEY

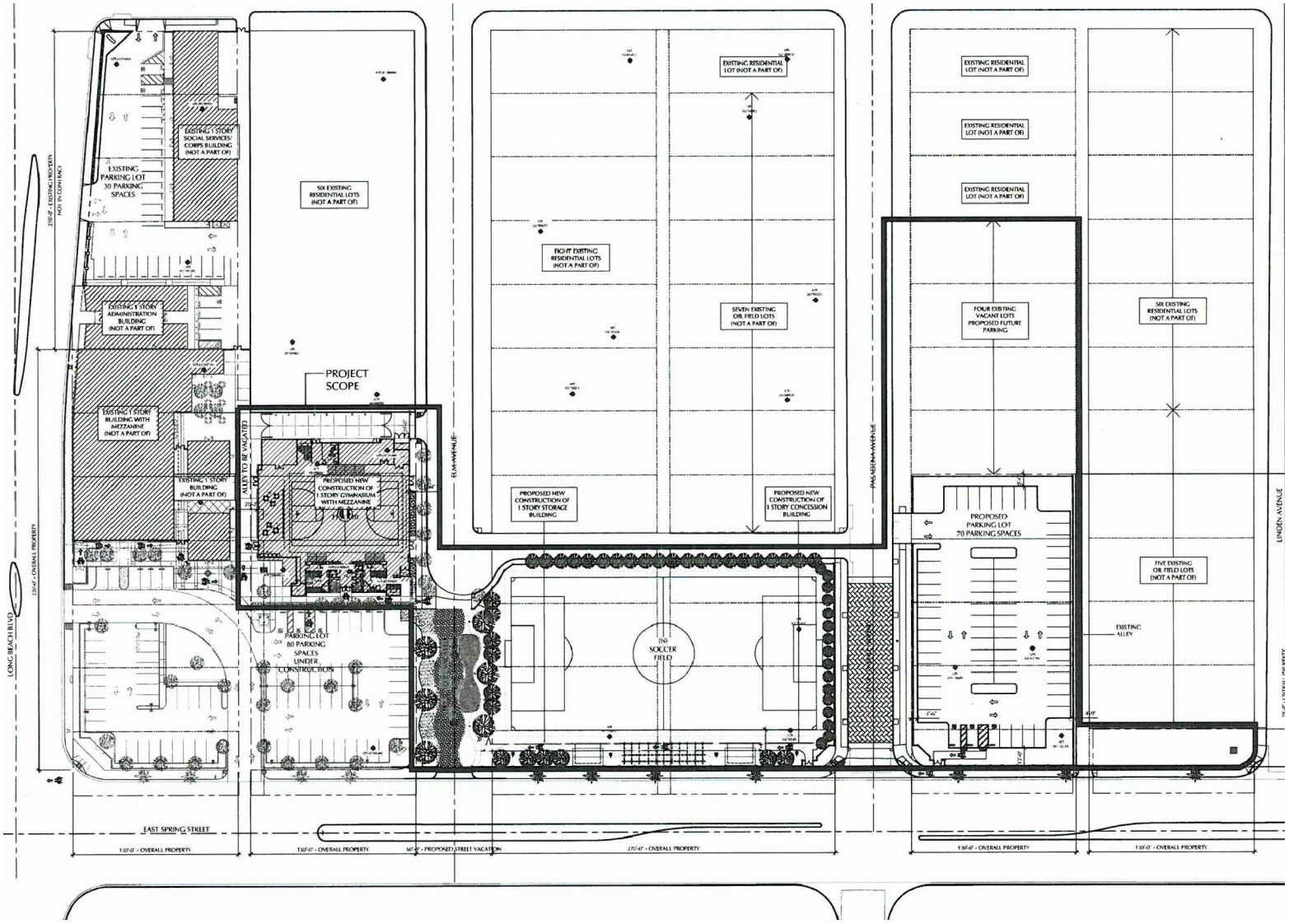
= PROJECT SITE

= EXISTING SITE

FIGURE 2-1

EXISTING AERIAL SITE PLAN

SALVATION ARMY LONG BEACH CITADEL EXPANSION PROJECT, LONG BEACH



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LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

SOURCE: KARDENT DESIGN

FIGURE 2-2

PROPOSED SITE PLAN

SALVATION ARMY LONG BEACH CITADEL EXPANSION PROJECT, LONG BEACH

3.0 EXISTING CONDITIONS

3.1 Existing Street System

The principal local network of streets serving the project site includes 31st Street, Spring Street, Long Beach Boulevard and Pasadena Avenue. The following discussion provides a brief synopsis of these key area streets. The descriptions are based on an inventory of existing roadway conditions.

31st Street is a two-lane, undivided roadway oriented in the east-west direction. Parking is permitted on both sides of the roadway within the vicinity of the project. The prima face speed limit is 25 miles per hour (mph).

Spring Street is a two-lane, divided roadway west of Long Beach Boulevard, and a four-lane divided roadway east of Long Beach Boulevard, oriented in the east-west direction. Parking is permitted on both sides of the roadway west of Long Beach Boulevard, but parking is not permitted on either side of the roadway east of Long Beach Boulevard. The posted speed limit on Spring Street is 30 mph.

Long Beach Boulevard is a four-lane, divided roadway oriented in the north-south direction. Parking is permitted on both sides of the roadway within the vicinity of the project. The posted speed limit on Long Beach Boulevard is 35 mph.

Pasadena Avenue is a two-lane, undivided roadway oriented in the north-south direction. Parking is permitted on both sides of the roadway within the vicinity of the project. The prima face speed limit is 25 mph.

Figure 3-1 presents an inventory of the existing roadway conditions for the arterials and intersections evaluated in this report. The number of travel lanes and intersection controls for the key area intersections are identified.

3.2 Existing Traffic Volumes

Six (6) key study intersections have been identified as the locations at which to evaluate existing and future traffic operating conditions. Some portion of potential project-related traffic will pass through each of these intersections, and their analysis will reveal the expected impact associated with the proposed Project.

Existing weekday peak hour traffic volumes for the six (6) key study intersections evaluated in this report were obtained from manual turning movement counts conducted by Transportation Studies, Inc. in September 2016.

Figures 3-2 and ***3-3*** illustrate the existing weekday AM and PM peak hour traffic volumes at the six (6) key study intersections evaluated in this report, respectively. ***Appendix B*** contains the detailed peak hour count sheets for the key intersections evaluated in this report.

3.3 Existing Public Transit

The Los Angeles County Metropolitan Transportation Authority and Long Beach Transit (LBT) provide public transit services in the vicinity of the proposed Project. In the vicinity of the Project, LBT Route 51, LBT Route 52, LA Metro Blue Line, and LA Metro Line 60 currently serve Long Beach Boulevard, LBT Routes 61, 101, and 103 currently serve Atlantic Avenue, LBT Route 131 currently serves Wardlow Road, and LBT Route 182 currently serves Pacific Avenue. ***Figure 3-4*** graphically illustrates the transit routes of Long Beach Transit within the vicinity of the Project site. ***Figure 3-5*** graphically illustrates the transit routes of the Los Angeles Country Metropolitan Transportation Authority within the vicinity of the Project site. ***Figure 3-6*** identifies the location of the existing LBT bus stops in proximity to the Project site.

3.4 Existing Bicycle Master Plan

The City of Long Beach promotes bicycling as a means of mobility and a way in which to improve the quality of life within its community. The Bicycle Master Plan recognizes the needs of bicycle users and aims to create a complete and safe bicycle network throughout the City. The City of Long Beach Bicycle Facilities in the vicinity of the Project site (existing and proposed) is shown on ***Figure 3-7***.

3.5 Existing Intersection Conditions

Existing AM and PM peak hour operating conditions for the key signalized study intersections were evaluated using the *Intersection Capacity Utilization* (ICU) methodology for signalized intersections.

3.5.1 *Intersection Capacity Utilization (ICU) Method of Analysis*

In conformance with City of Long Beach and LA County CMP requirements, existing weekday peak hour operating conditions for the key signalized study intersections were evaluated using the Intersection Capacity Utilization (ICU) method. The ICU technique is intended for signalized intersection analysis and estimates the volume to capacity (V/C) relationship for an intersection based on the individual V/C ratios for key conflicting traffic movements. The ICU numerical value represents the percent signal (green) time, and thus capacity, required by existing and/or future traffic. It should be noted that the ICU methodology assumes uniform traffic distribution per intersection approach lane and optimal signal timing.

Per LA County CMP requirements, the ICU calculations use a lane capacity of 1,600 vehicles per hour (vph) for left-turn, through, and right-turn lanes, and dual left turn capacity of 2,880 vph. A clearance interval is also added to each Level of Service calculation. Per City of Long Beach requirements, a clearance adjustment factor of 0.10 was added to each Level of Service calculation.

The ICU value translates to a Level of Service (LOS) estimate, which is a relative measure of the intersection performance. The six qualitative categories of Level of Service have been defined along with the corresponding ICU value range and are shown in ***Table 3-1***. The ICU value is the sum of the critical volume to capacity ratios at an intersection; it is not intended to be indicative of the LOS of each of the individual turning movements.

3.5.2 *Highway Capacity Manual (HCM) Method of Analysis (Unsignalized Intersections)*

The HCM unsignalized methodology for stop-controlled intersections was utilized for the analysis of the unsignalized intersections and project driveways. This methodology estimates the average control delay for each of the subject movements and determines the level of service for each movement. For all-way stop controlled intersections, the overall average control delay measured in seconds per vehicle, and level of service is then calculated for the entire intersection. For one-way and two-way stop-controlled (minor street stop-controlled) intersections, this methodology estimates the worst side street delay, measured in seconds per vehicle and determines the level of service for that approach. The HCM control delay value translates to a Level of Service (LOS) estimate, which is a relative measure of the intersection performance. The six qualitative categories of Level of Service have been defined along with the corresponding HCM control delay value range, as shown in ***Table 3-2***.

3.5.3 *Level of Service Criteria*

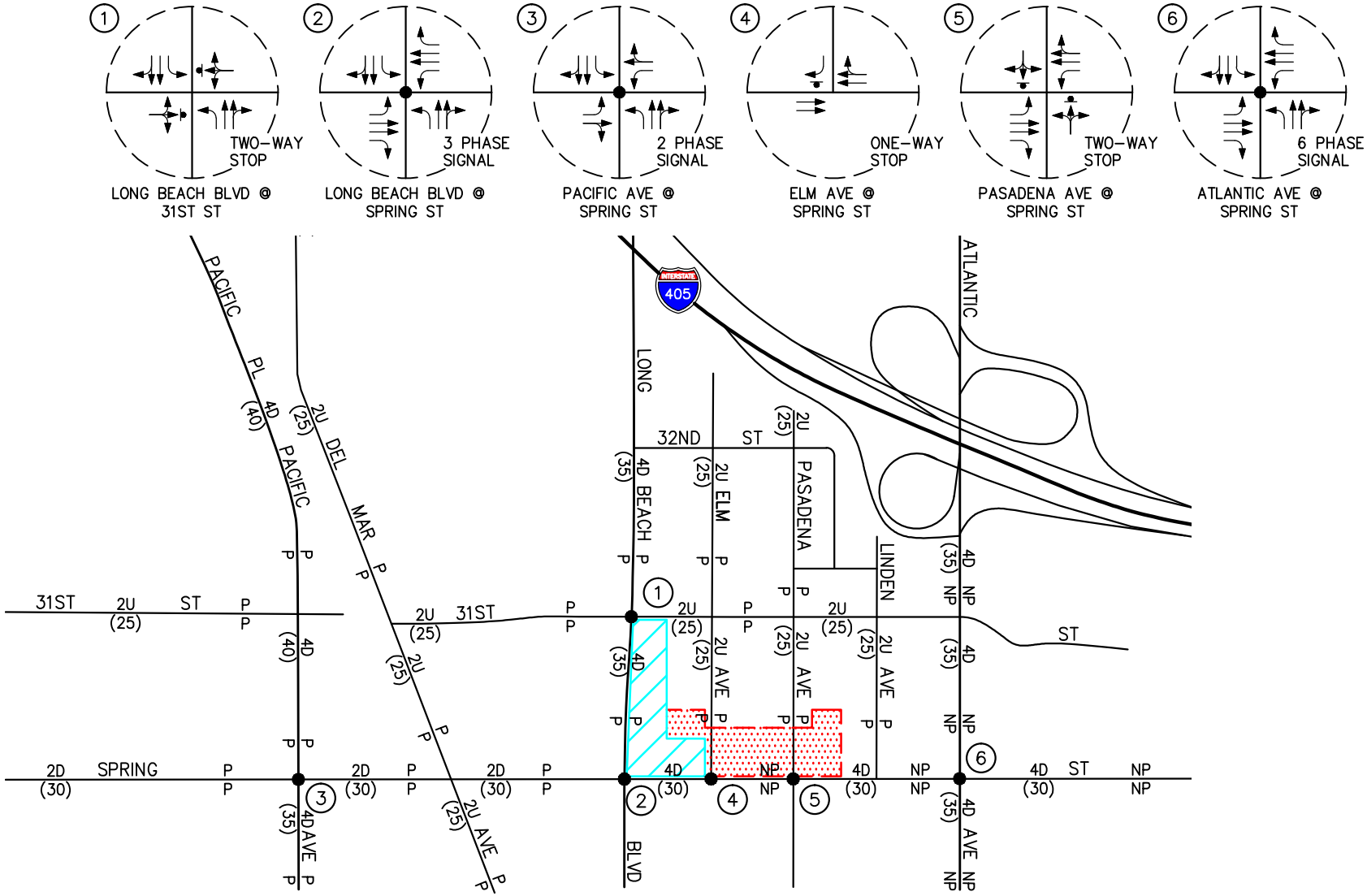
According to the City of Long Beach, LOS D is the minimum acceptable condition that should be maintained during the peak commute hours, or the current LOS if the existing LOS is worse than LOS D (i.e. LOS E of F).

3.6 Existing Level of Service Results

Table 3-3 summarizes the existing peak hour service level calculations for the six (6) key study intersections based on existing traffic volumes and current street geometrics. Review of *Table 3-3* indicates that two (2) of the six (6) key study intersections currently operate at an unacceptable service level during the AM and/or PM peak hours. The remaining four (4) key study intersections currently operate at an acceptable service level during the AM and PM peak hours. The locations projected to operate at an adverse LOS are as follows:

	AM Peak Hour		PM Peak Hour	
Key Intersection	ICU/HCM	LOS	ICU/HCM	LOS
1. Long Beach Boulevard at 31st Street	--	--	74.3 s/v	F
5. Pasadena Avenue at Spring Street	45.3 s/v	E	62.0 s/v	F

Appendix C contains the detailed peak hour level of service worksheets for the key intersections evaluated in this report.



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N NO SCALE

KEY

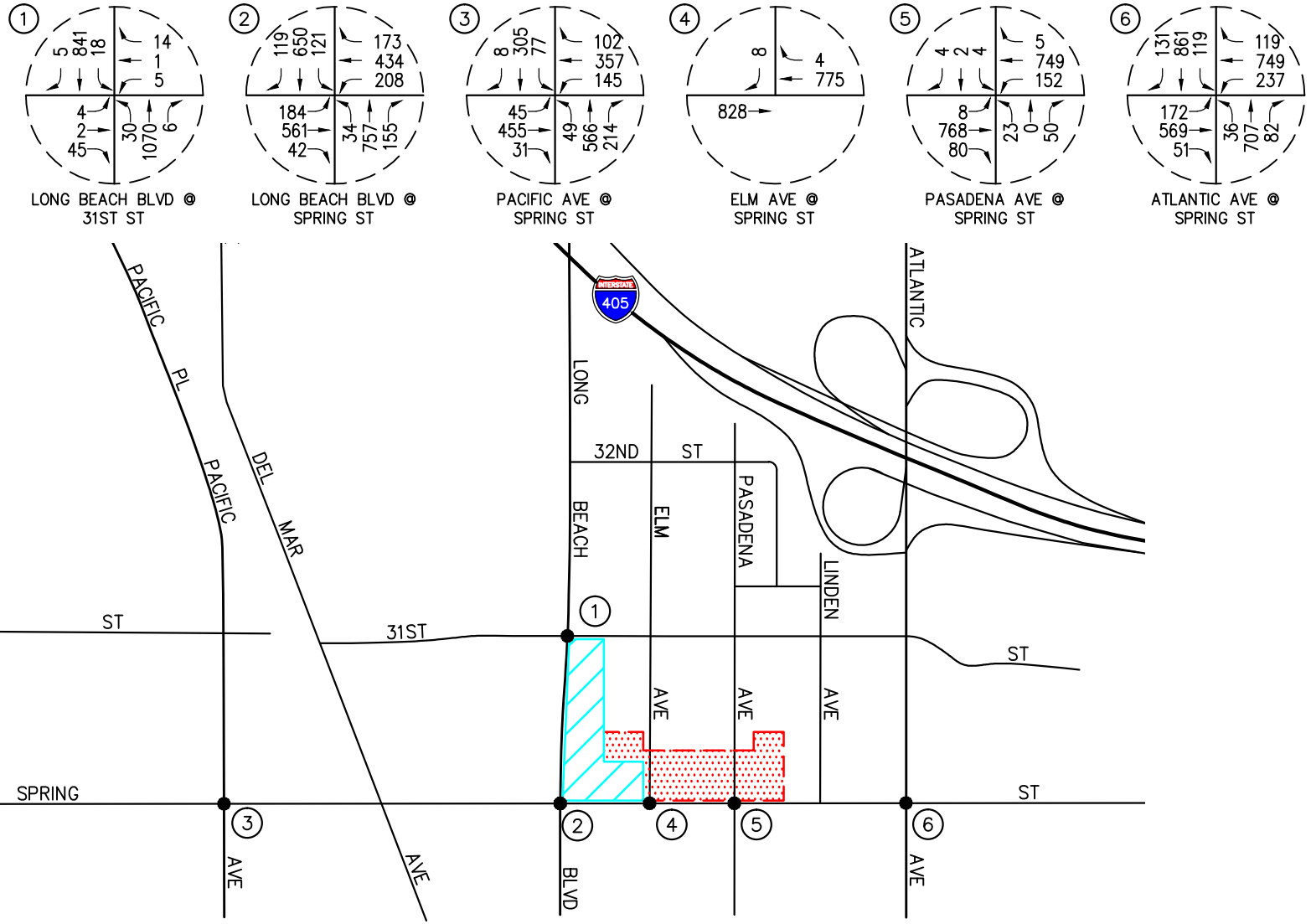
(#) = STUDY INTERSECTION
= APPROACH LANE ASSIGNMENT
= TRAFFIC SIGNAL, = STOP SIGN
= PROJECT SITE
= EXISTING SITE

P = PARKING, NP = NO PARKING
U = UNDIVIDED, D = DIVIDED
2 = NUMBER OF TRAVEL LANES
(XX)= POSTED SPEED LIMIT (MPH)

FIGURE 3-1

EXISTING ROADWAY CONDITIONS AND INTERSECTION CONTROLS

SALVATION ARMY LONG BEACH CITADEL EXPANSION PROJECT, LONG BEACH



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N NO SCALE

KEY

(#) = STUDY INTERSECTION

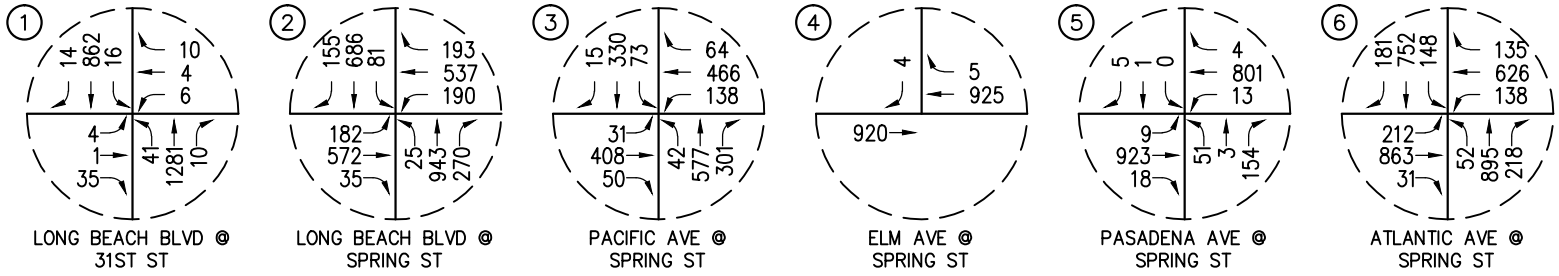
= PROJECT SITE

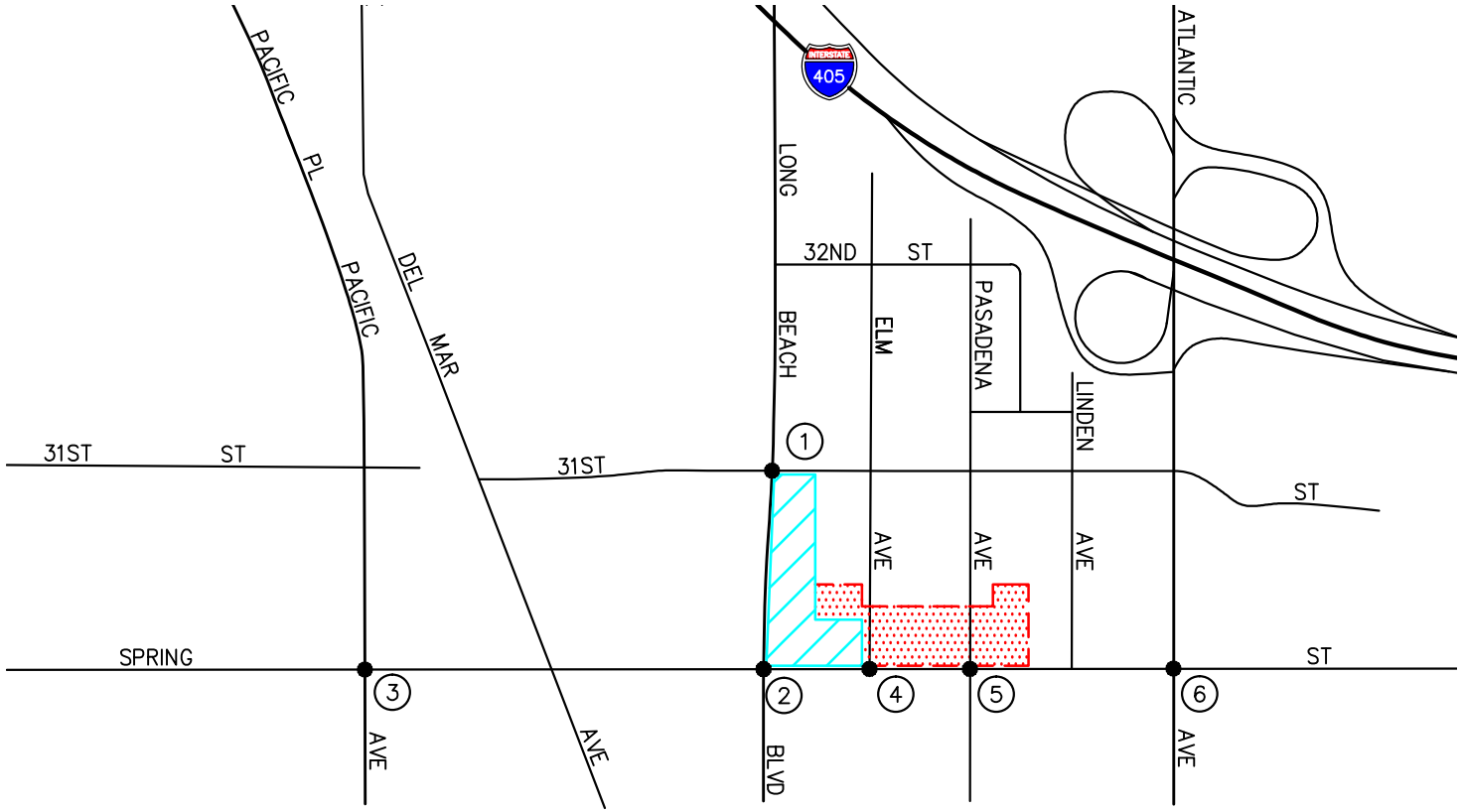
= EXISTING SITE

FIGURE 3-2

EXISTING AM PEAK HOUR TRAFFIC VOLUMES

SALVATION ARMY LONG BEACH CITADEL EXPANSION PROJECT, LONG BEACH





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N NO SCALE

KEY
(#) = STUDY INTERSECTION
= PROJECT SITE
= EXISTING SITE

FIGURE 3-3

EXISTING PM PEAK HOUR TRAFFIC VOLUMES

SALVATION ARMY LONG BEACH CITADEL EXPANSION PROJECT, LONG BEACH

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N NO SCALE

SOURCE: CITY OF LONG BEACH

KEY

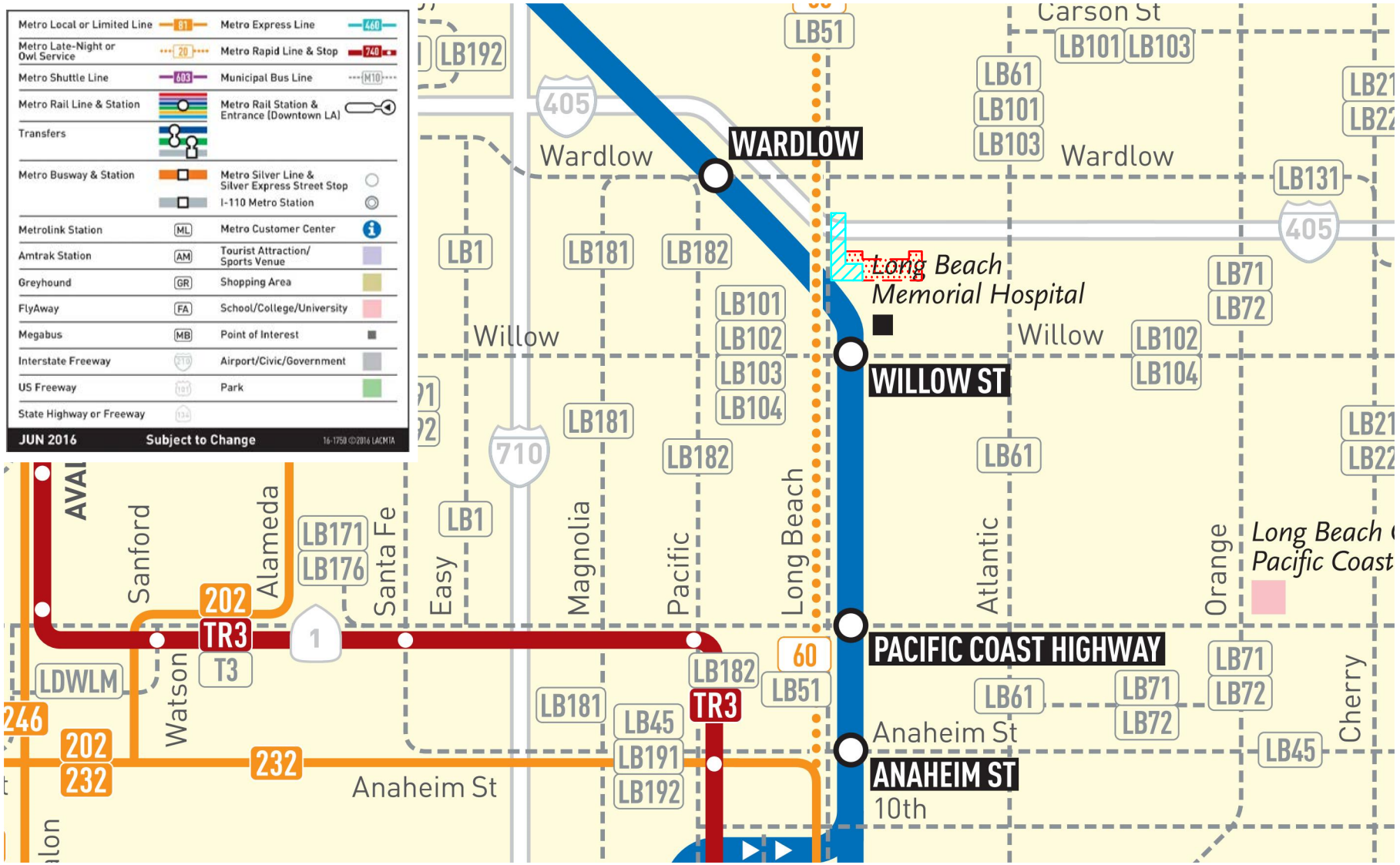
= PROJECT SITE

= EXISTING SITE

FIGURE 3-4

LONG BEACH TRANSIT MAP

SALVATION ARMY LONG BEACH CITADEL EXPANSION PROJECT, LONG BEACH



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N NO SCALE

SOURCE: LA METRO

KEY

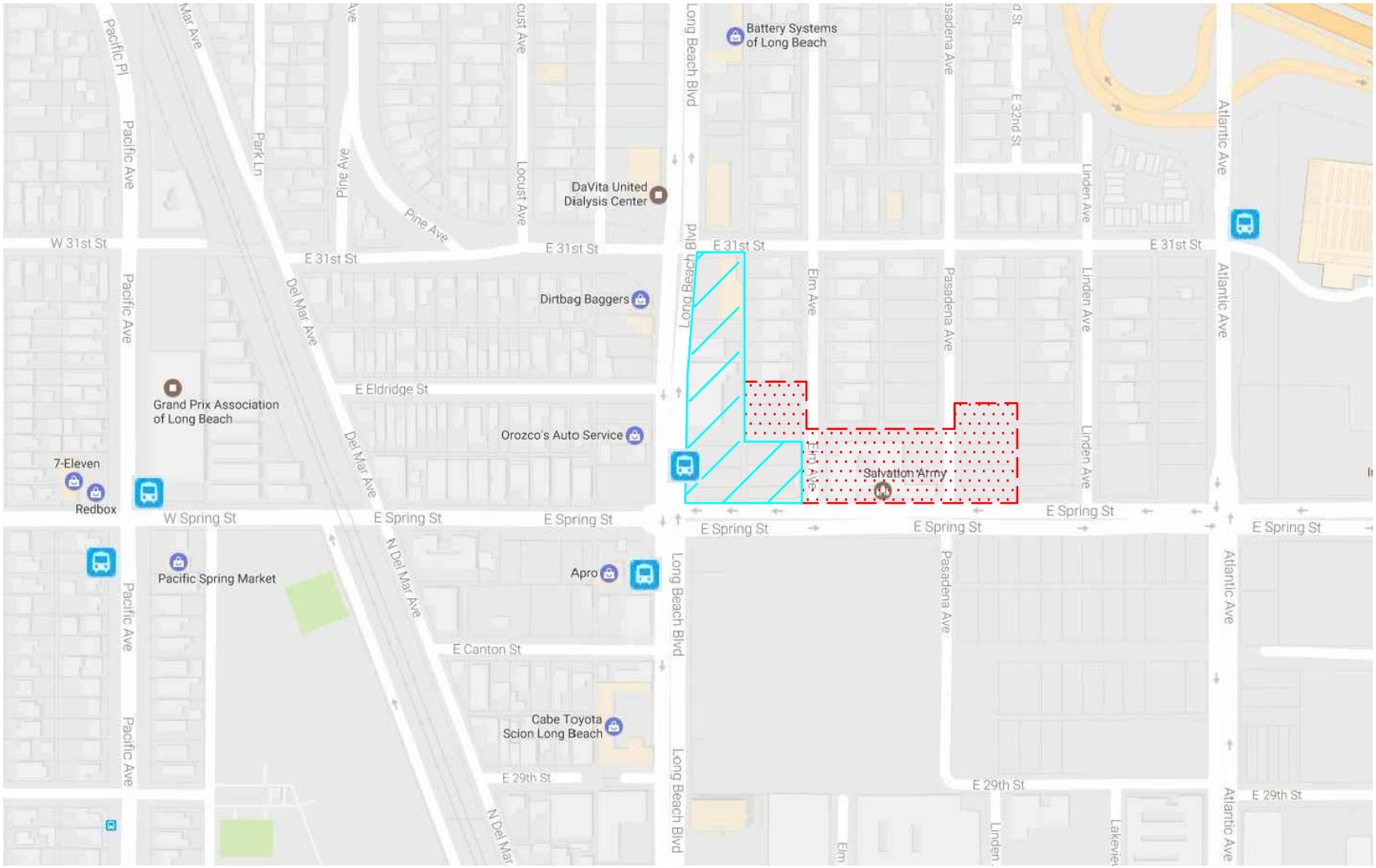
= PROJECT SITE

= EXISTING SITE

FIGURE 3-5

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY MAP

SALVATION ARMY LONG BEACH CITADEL EXPANSION PROJECT, LONG BEACH



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N NO SCALE

SOURCE: GOOGLE

KEY

(#) = STUDY INTERSECTION

= TRANSIT STOP

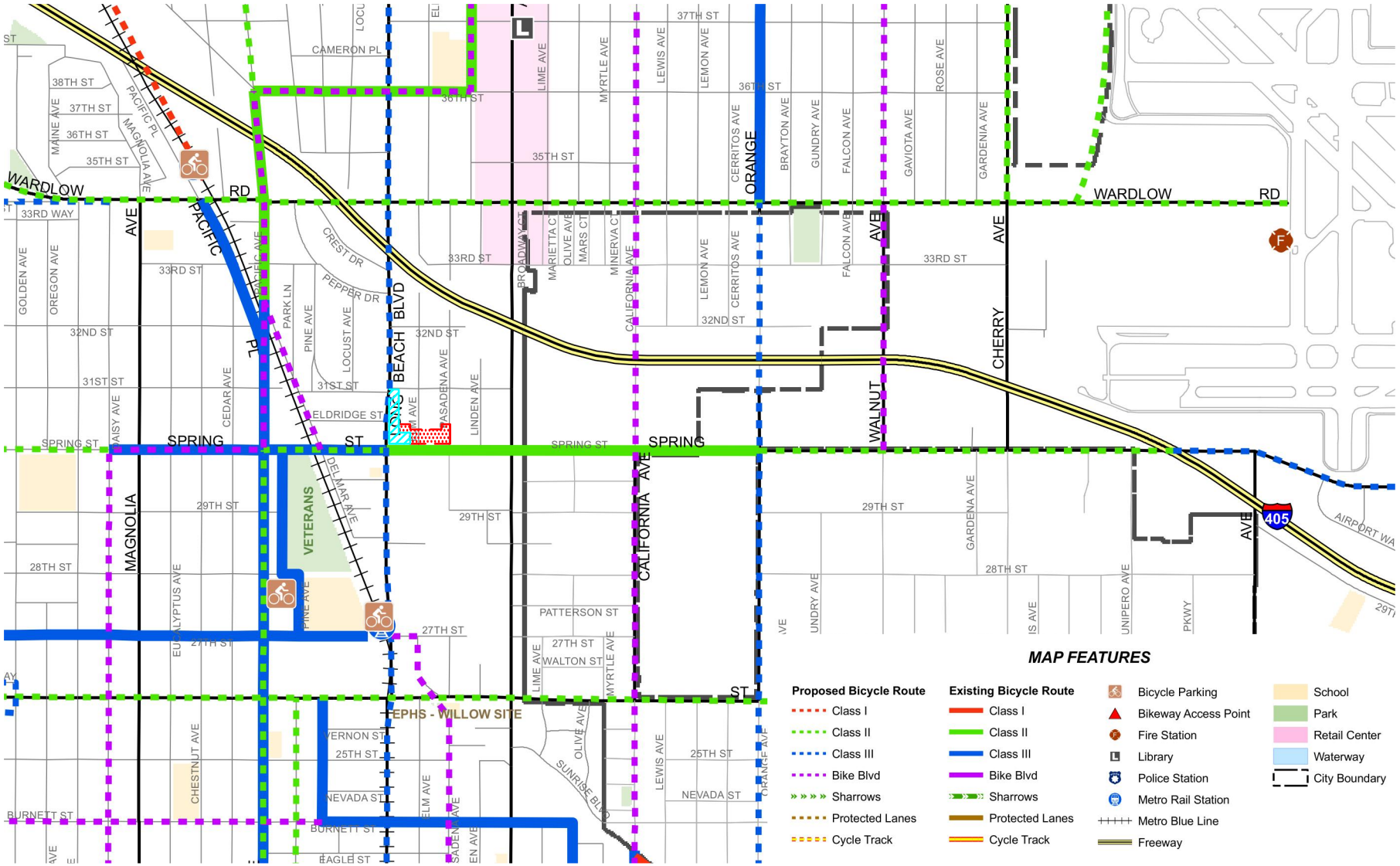
= PROJECT SITE

= EXISTING SITE

FIGURE 3-6

TRANSIT STOP LOCATIONS

SALVATION ARMY LONG BEACH CITADEL EXPANSION PROJECT, LONG BEACH



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N NO SCALE

SOURCE: CITY OF LONG BEACH

KEY

= PROJECT SITE

= EXISTING SITE

FIGURE 3-7

LONG BEACH BIKEWAY FACILITIES

SALVATION ARMY LONG BEACH CITADEL EXPANSION PROJECT, LONG BEACH

TABLE 3-1

LEVEL OF SERVICE CRITERIA FOR SIGNALIZED INTERSECTIONS

Level of Service (LOS)	Intersection Capacity Utilization Value (V/C)	Level of Service Description
A	≤ 0.600	EXCELLENT. No vehicle waits longer than one red light, and no approach phase is fully used.
B	0.601 – 0.700	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.
C	0.701 – 0.800	GOOD. Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.
D	0.801 – 0.900	FAIR. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.
E	0.901 – 1.000	POOR. Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.
F	> 1.000	FAILURE. Backups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Potentially very long delays with continuously increasing queue lengths.

TABLE 3-2

LEVEL OF SERVICE CRITERIA FOR UNSIGNALIZED INTERSECTIONS[1]

Level of Service (LOS)	Highway Capacity Manual Delay Value (sec/veh)	Level of Service Description
A	≤ 10.0	Little or no delay
B	> 10.0 and ≤ 15.0	Short traffic delays
C	> 15.0 and ≤ 25.0	Average traffic delays
D	> 25.0 and ≤ 35.0	Long traffic delays
E	> 35.0 and ≤ 50.0	Very long traffic delays
F	> 50.0	Severe congestion

[1] Source: *Highway Capacity Manual 2010*, Chapter 19 (Unsignalized Intersections).

TABLE 3-3

EXISTING (YEAR 2016) PEAK HOUR INTERSECTION CAPACITY ANALYSIS

	Key Intersections	Time Period	Control Type	ICU/HCM	LOS
1.	Long Beach Boulevard at 31st Street	AM	Two-Way Stop	31.5 s/v	D
		PM		**74.3 s/v**	**F**
2.	Long Beach Boulevard at Spring Street	AM	3∅ Traffic Signal	0.766	C
		PM		0.827	D
3.	Pacific Avenue at Spring Street	AM	2∅ Traffic Signal	0.786	C
		PM		0.793	C
4.	Elm Avenue at Spring Street	AM	One-Way Stop	11.0 s/v	B
		PM		11.7 s/v	B
5.	Pasadena Avenue at Spring Street	AM	Two-Way Stop	**45.3 s/v**	**E**
		PM		**62.0 s/v**	**F**
6.	Atlantic Avenue at Spring Street	AM	6∅ Traffic Signal	0.774	C
		PM		0.896	D

Notes:

- ICU = Intersection Capacity Utilization
- s/v = seconds per vehicle (delay)
- LOS = Level of Service, please refer to *Tables 3-1* and *3-2* for the LOS definitions
- ∅ = Phase

4.0 TRAFFIC FORECASTING METHODOLOGY

In order to estimate the traffic impact characteristics of the proposed Project, a multi-step process has been utilized. The first step is traffic generation, which estimates the total arriving and departing traffic on a peak hour and daily basis. The traffic generation potential is forecast by applying the appropriate vehicle trip generation equations or rates to the project development tabulation.

The second step of the forecasting process is traffic distribution, which identifies the origins and destinations of inbound and outbound project traffic. These origins and destinations are typically based on demographics and existing/expected future travel patterns in the study area.

The third step is traffic assignment, which involves the allocation of project traffic to study area streets and intersections. Traffic assignment is typically based on minimization of travel time, which may or may not involve the shortest route, depending on prevailing operating conditions and travel speeds. Traffic distribution patterns are indicated by general percentage orientation, while traffic assignment allocates specific volume forecasts to individual roadway links and intersection turning movements throughout the study area.

With the forecasting process complete and project traffic assignments developed, the impact of the project is isolated by comparing operational (LOS) conditions at selected key intersections using expected future traffic volumes with and without forecast project traffic. The need for site-specific and/or cumulative local area traffic improvements can then be evaluated.

5.0 PROJECT TRAFFIC CHARACTERISTICS

5.1 Project Traffic Generation

Traffic generation is expressed in vehicle trip ends, defined as one-way vehicular movements, either entering or exiting the generating land use. Generation equations and/or rates used in the traffic forecasting procedure are found in the 9th Edition of *Trip Generation*, published by the Institute of Transportation Engineers (ITE) [Washington D.C., 2012].

Table 5-1 summarizes the trip generation rates used in forecasting the vehicular trips generated by the proposed Project and also presents the project's forecast peak hour and daily traffic volumes. As shown, the trip generation potential of the proposed Project was estimated using ITE Land Use 448: Soccer Complex trip rates and ITE Land Use 495: Recreational Community Center trip rates. Review of *Table 5-1* indicates that the proposed Project is forecast to generate approximately 903 daily trips, with 52 trips (34 inbound, 18 outbound) produced in the AM peak hour and 85 trips (45 inbound, 40 outbound) produced in the PM peak hour on a typical weekday.

5.2 Project Traffic Distribution and Assignment

Figure 5-1 illustrates the general, directional traffic distribution pattern for the proposed Project. Project traffic volumes both entering and exiting the project site have been distributed and assigned to the adjacent street system based on the following considerations:

- location of site access points in relation to the surrounding street system,
- the site's proximity to major traffic carriers and regional access routes,
- physical characteristics of the circulation system such as lane channelization and presence of traffic signals that affect travel patterns, and
- ingress/egress availability at the project site.

It should be noted that 5.0% of the traffic associated with the proposed Project was assumed to be non-auto based trips (i.e. transit, bike, walk, etc.).

The anticipated AM and PM peak hour traffic volumes associated with the proposed Project are presented in ***Figures 5-2*** and ***5-3***, respectively. The traffic volume assignments presented in *Figures 5-2* and *5-3* reflect the traffic distribution characteristics shown in *Figure 5-1* and the traffic generation forecast presented in *Table 5-1*.

5.3 Existing Plus Project Traffic Conditions

The existing plus project traffic conditions have been generated based upon existing conditions and the estimated project traffic. These forecast traffic conditions have been prepared pursuant to the California Environmental Quality Act (CEQA) guidelines, which require that the potential impacts of a Project be evaluated upon the circulation system as it currently exists. This traffic volume scenario and the related intersection capacity analyses will identify the roadway improvements necessary to mitigate the direct traffic impacts of the Project, if any.

Figures 5-4 and ***5-5*** present projected AM and PM peak hour traffic volumes at the six (6) key study intersections with the addition of the trips generated by the proposed Project to existing traffic volumes, respectively. It should be noted that the traffic volumes shown in *Figures 5-4* and *5-5* include the re-routed traffic associated with the vacation of Elm Avenue, north of Spring Street and the construction of a cul-de-sac on Elm Avenue, north of the project site.

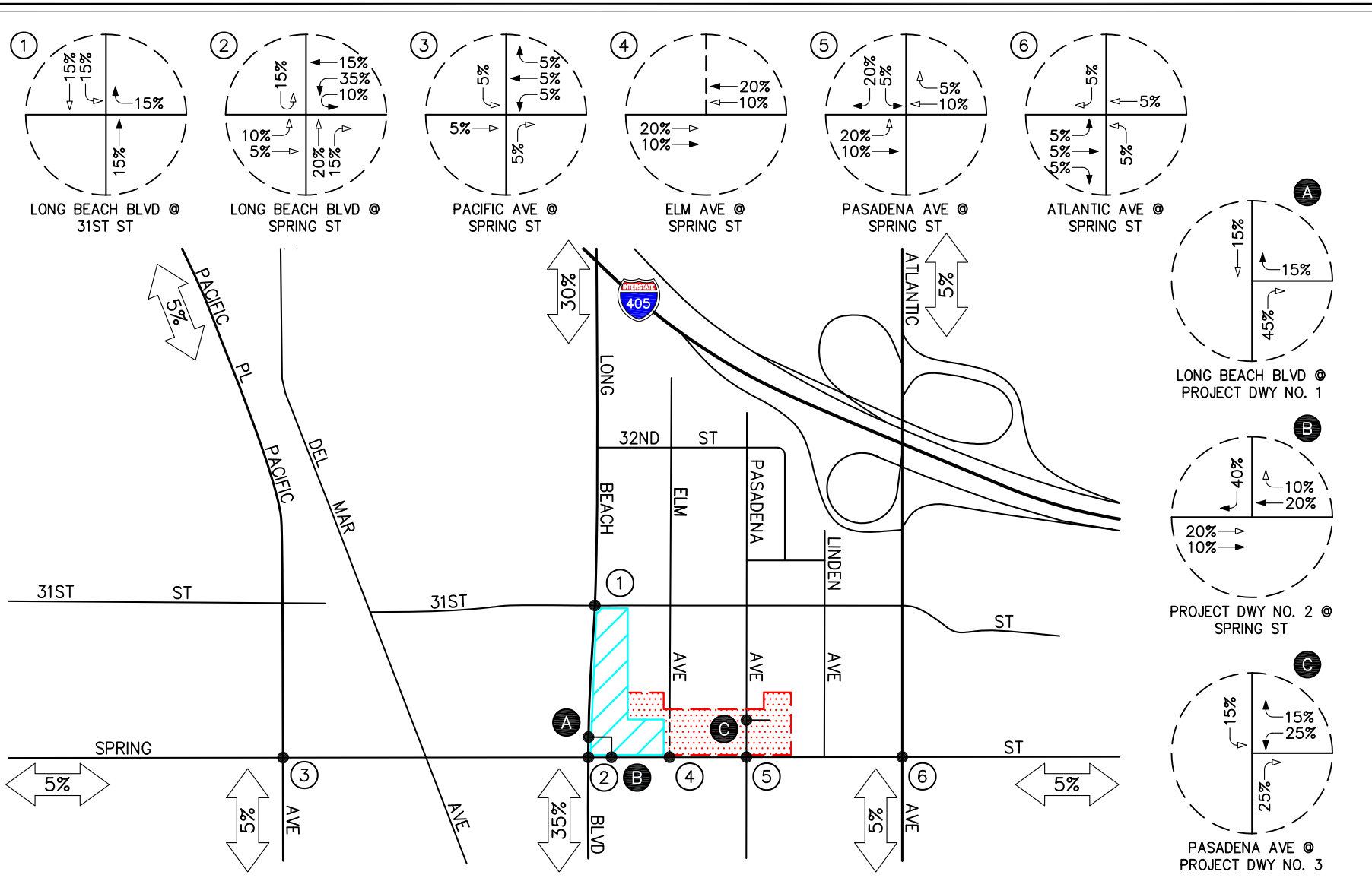
TABLE 5-1

PROJECT TRIP GENERATION FORECAST[2]

ITE Land Use Code / Project Description	Daily 2-Way	AM Peak Hour			PM Peak Hour		
		Enter	Exit	Total	Enter	Exit	Total
Generation Rates:							
▪ ITE 448: Soccer Complex (TE/Field)	71.33	57%	43%	1.12	67%	33%	17.70
▪ ITE 495: Recreational Community Center (TE/1000 SF)	33.82	66%	34%	2.05	49%	51%	2.74
Generation Forecast:							
▪ Proposed Project – Soccer Field (1 Field)	71	1	1	2	12	6	18
▪ Proposed Project – Recreation Community Center (24,608 SF)	832	33	17	50	33	34	67
Total Project Trip Generation	***903***	***34***	***18***	***52***	***45***	***40***	***85***

Notes:
TE/Field = Trip end per field
TE/1000 SF = Trip end per 1000 SF of development

[2] Source*: Trip Generation, 9th Edition*, Institute of Transportation Engineers, (ITE) [Washington, D.C. (2012)].



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N NO SCALE

KEY

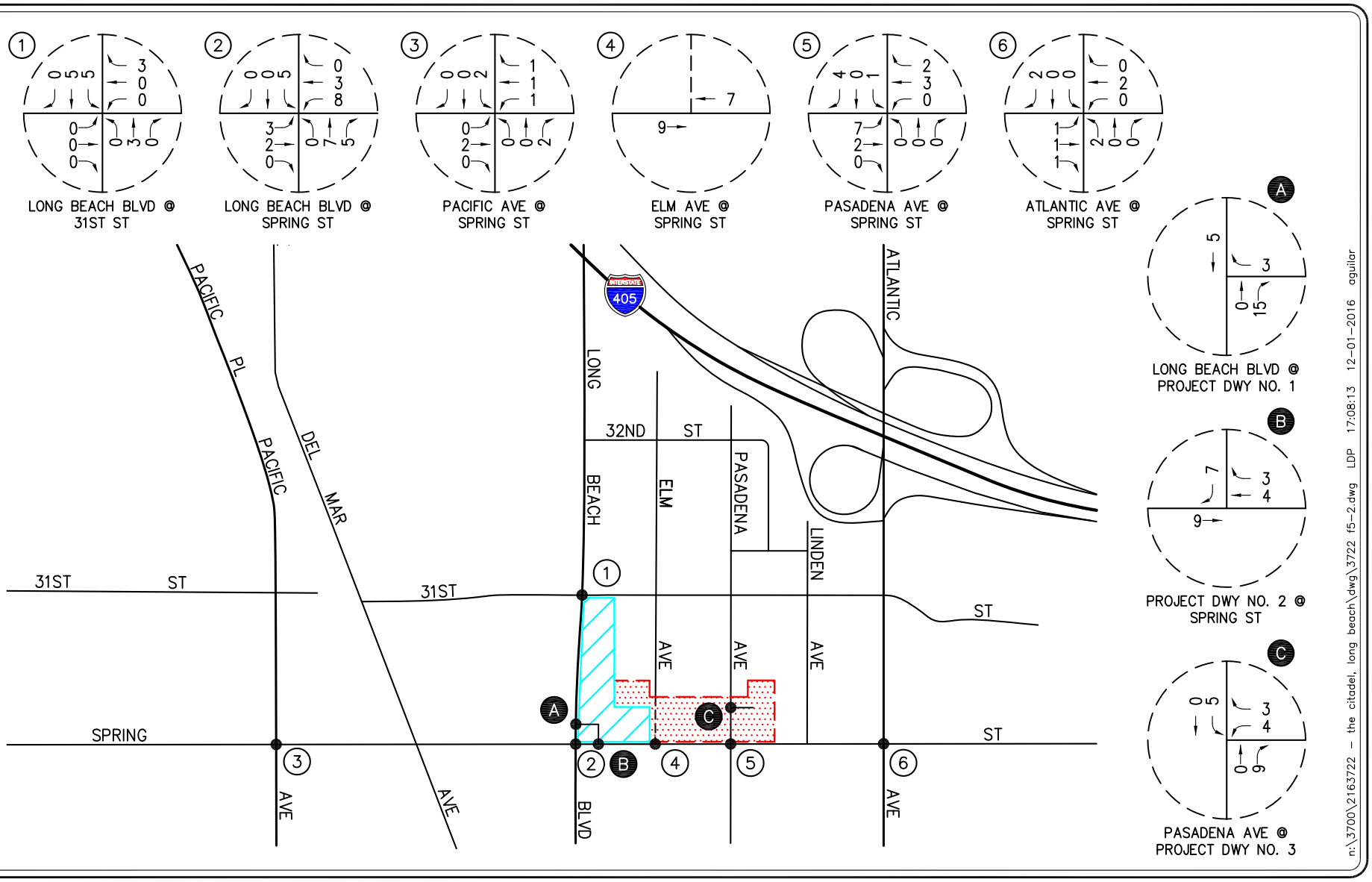
(#) = STUDY INTERSECTION
⟵ = INBOUND PERCENTAGE
⟵ = OUTBOUND PERCENTAGE
NOTE: = 5% NON-AUTO/MODE SPLIT

– – – = TO BE REMOVED AS PART OF THE PROPOSED PROJECT
= PROJECT SITE
= EXISTING SITE

FIGURE 5-1

PROJECT TRIP DISTRIBUTION PATTERN

SALVATION ARMY LONG BEACH CITADEL EXPANSION PROJECT, LONG BEACH



LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

KEY

(#) = STUDY INTERSECTION

= TO BE REMOVED AS PART OF THE PROPOSED PROJECT

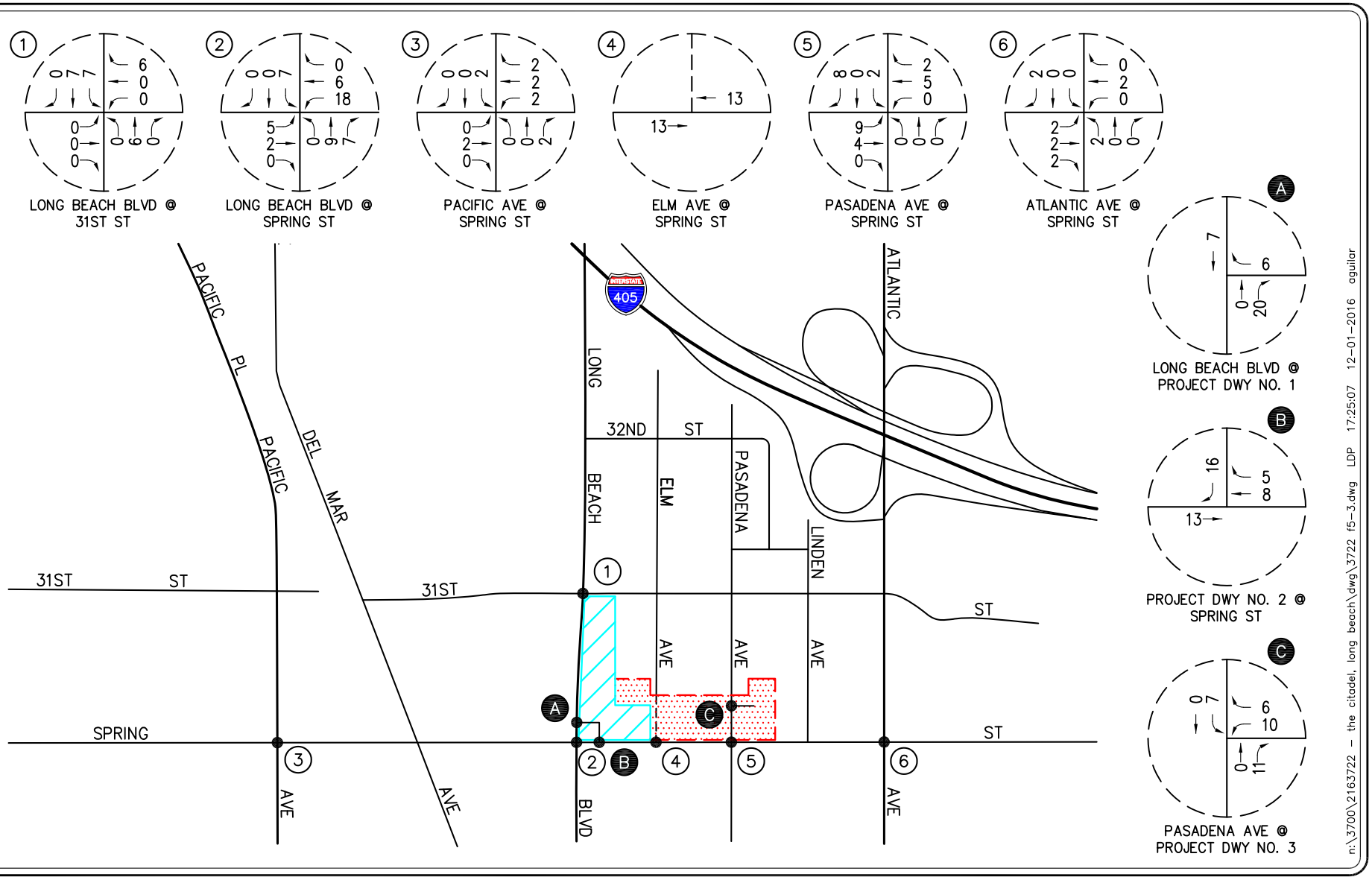
= PROJECT SITE

= EXISTING SITE

FIGURE 5-2

AM PEAK HOUR PROJECT TRAFFIC VOLUMES

SALVATION ARMY LONG BEACH CITADEL EXPANSION PROJECT, LONG BEACH



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N NO SCALE

KEY

(#) = STUDY INTERSECTION

– – – = TO BE REMOVED AS PART OF THE PROPOSED PROJECT

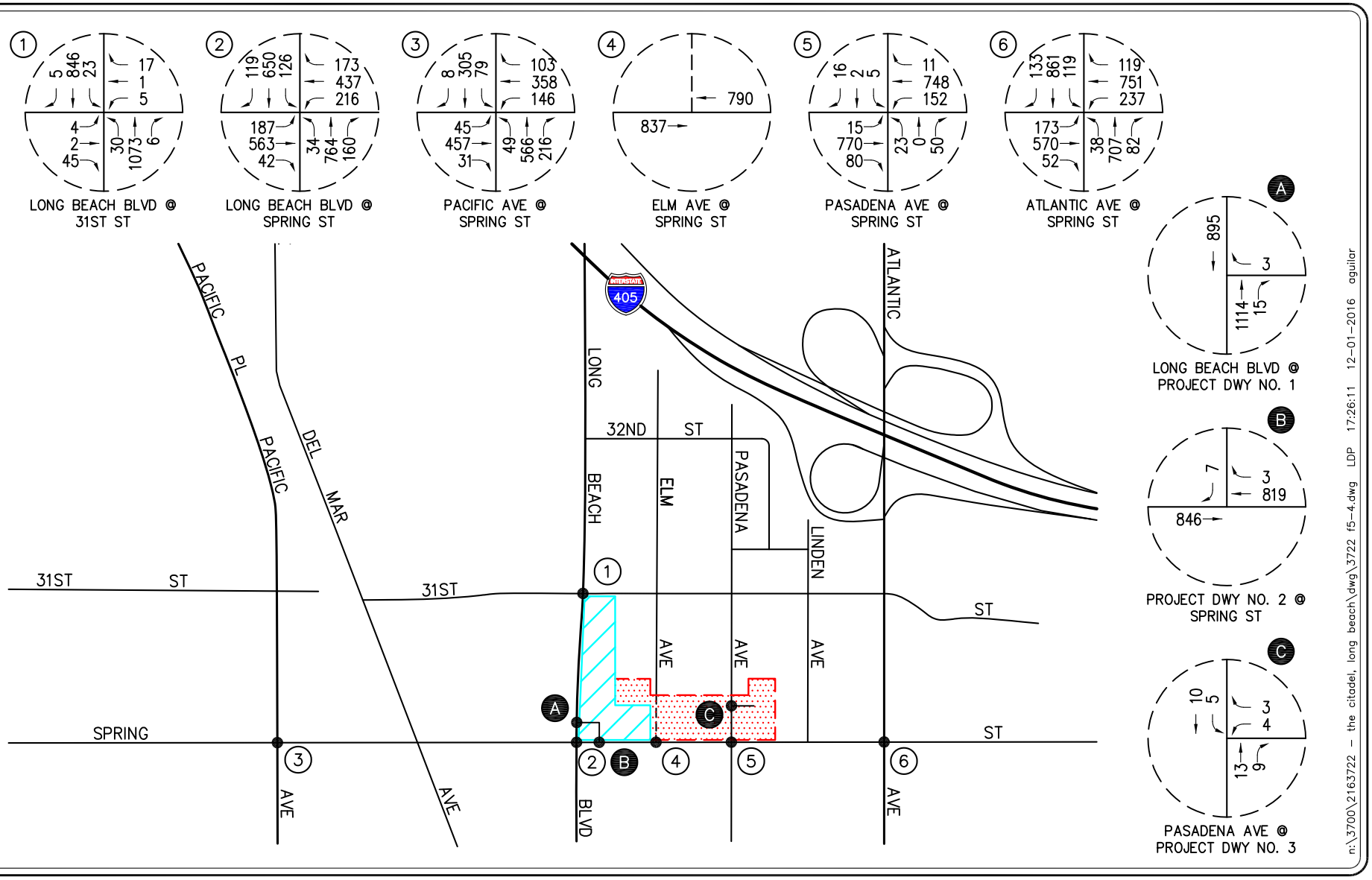
= PROJECT SITE

= EXISTING SITE

FIGURE 5-3

PM PEAK HOUR PROJECT TRAFFIC VOLUMES

SALVATION ARMY LONG BEACH CITADEL EXPANSION PROJECT, LONG BEACH



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LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

KEY

(#) = STUDY INTERSECTION

– – – = TO BE REMOVED AS PART OF THE PROPOSED PROJECT

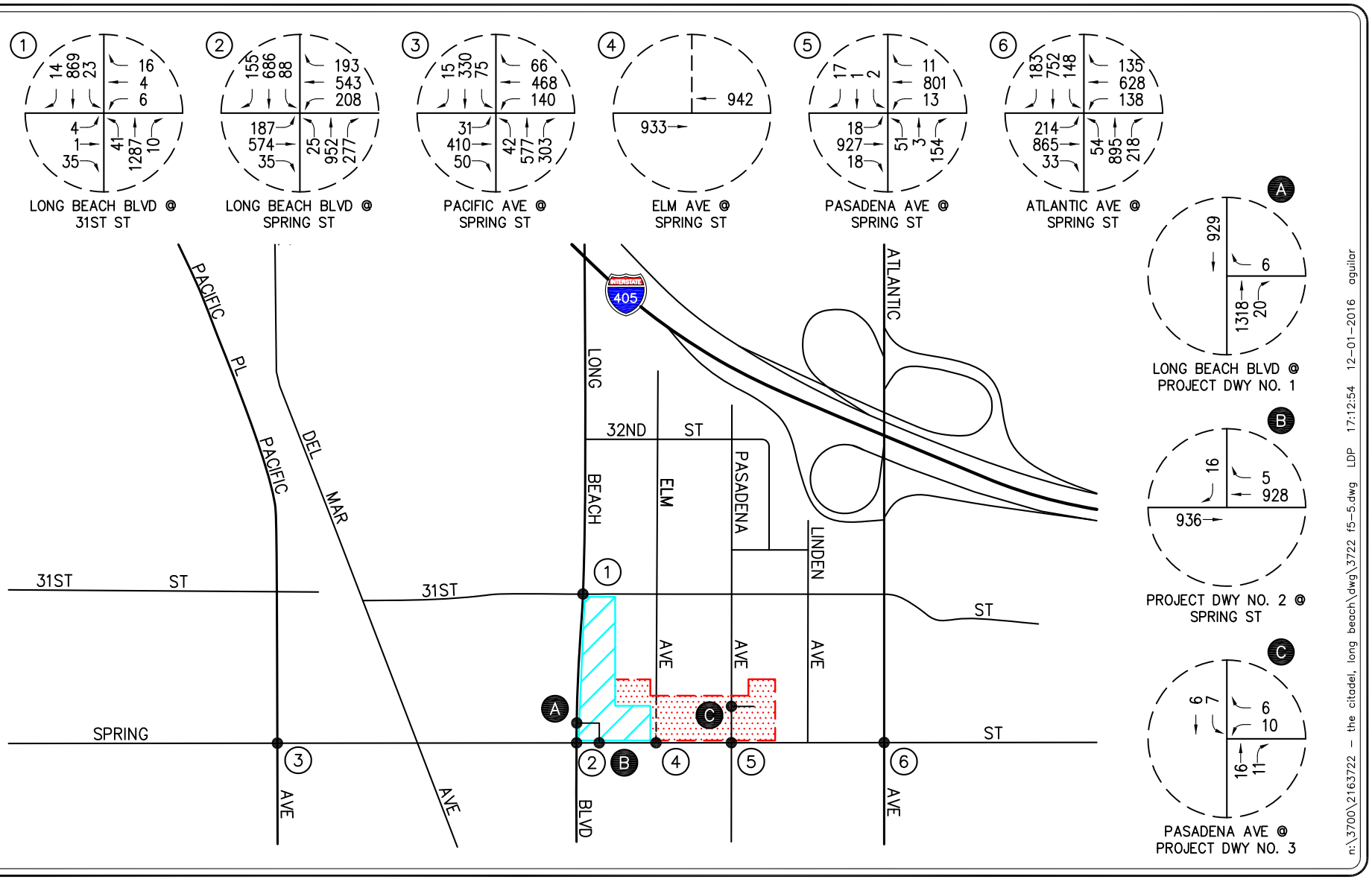
= PROJECT SITE

= EXISTING SITE

FIGURE 5–4

EXISTING PLUS PROJECT AM PEAK HOUR TRAFFIC VOLUMES

SALVATION ARMY LONG BEACH CITADEL EXPANSION PROJECT, LONG BEACH



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N NO SCALE

KEY

(#) = STUDY INTERSECTION

– – – = TO BE REMOVED AS PART OF THE PROPOSED PROJECT

= PROJECT SITE

= EXISTING SITE

FIGURE 5–5

EXISTING PLUS PROJECT PM PEAK HOUR TRAFFIC VOLUMES

SALVATION ARMY LONG BEACH CITADEL EXPANSION PROJECT, LONG BEACH

6.0 FUTURE TRAFFIC CONDITIONS

6.1 Ambient Traffic Growth

Cumulative traffic growth estimates have been calculated using an ambient growth factor. The ambient traffic growth factor is intended to include unknown and future cumulative projects in the study area, as well as account for regular growth in traffic volumes due to the development of projects outside the study area. The future growth in traffic volumes has been calculated at one percent (1.0%) per year. Applied to existing Year 2016 traffic volumes results in a two percent (2.0%) increase of growth in existing volumes to horizon year 2018.

Please note that the recommended ambient growth factor is generally consistent with the background traffic growth estimates contained in the most current *Congestion Management Program for Los Angeles County*. It should be further noted that the 1.0% per year ambient growth factor was approved by City of Long Beach staff.

6.2 Cumulative Projects Traffic Characteristics

The City of Long Beach identified five (5) cumulative projects and the City of Signal Hill identified four (4) cumulative projects within the Project study area. Cumulative projects, as defined by Section 15355 of the CEQA Guidelines, are "closely related past, present and reasonably foreseeable probable future projects". The Traffic Impact Analysis assumes that all of these cumulative projects will be developed and operational when the proposed Project is operational. This is the most conservative, worst-case approach, since the exact timing of each cumulative project is uncertain. In addition, impacts for these cumulative projects would likely be, or have been, subject to mitigation measures, which could reduce potential impacts. Under this analysis, however, those mitigation measures are not considered. With this information, the potential impact of the proposed Project can be evaluated within the context of the cumulative impact of all ongoing development. These nine (9) cumulative projects have been included as part of the cumulative background setting.

Table 6-1 provides the location and a brief description for each of the nine (9) cumulative projects. ***Figure 6-1*** graphically illustrates the location of the cumulative projects. These cumulative projects are expected to generate vehicular traffic, which may affect the operating conditions of the key study intersections.

Table 6-2 presents the development totals and resultant trip generation for the nine (9) cumulative projects. As shown in *Table 6-2*, the nine (9) cumulative projects are expected to generate a combined total of 2,922 daily trips, 199 AM peak hour trips (63 inbound and 136 outbound) and 231 PM peak hour trips (138 inbound and 93 outbound) on a typical weekday.

The AM and PM peak hour traffic volumes associated with the nine (9) cumulative projects are presented in ***Figures 6-2*** and ***6-3*** respectively.

TABLE 6-1

LOCATION AND DESCRIPTION OF CUMULATIVE PROJECTS[3]

No.	Cumulative Project	Location	Description
City of Long Beach			
1.	2250 E. Carson Street	2250 E. Carson Street	1,850 SF fast-food with drive-thru
2.	540-558 E. Willow Street Apartments	540-558 E. Willow Street	23 DU apartments
3.	2441 Long Beach Boulevard Retail	2441 Long Beach Boulevard	6,974 square-feet of retail
4.	1836 Locust Avenue Apartments	1836 Locust Avenue	37 DU affordable housing
5.	1795 Long Beach Boulevard	1795 Long Beach Boulevard	101 DU apartments and 2,667 SF retail
City of Signal Hill			
6.	Far West Industries	N/E corner of Walnut Avenue at Crescent Heights Street	25 DU single-family homes
7.	Meta Housing	1500 E. Hill Street	72 DU apartments
8.	3355 Olive Avenue	3355 Olive Avenue	3,991 SF warehouse and 2,299 SF office building
9.	2355 Walnut Avenue	2355 Walnut Avenue	9,976 SF warehouse and office building

[3] Source: City of Long Beach and Signal Hill Planning Departments.

TABLE 6-2

CUMULATIVE PROJECTS TRAFFIC GENERATION FORECAST[4]

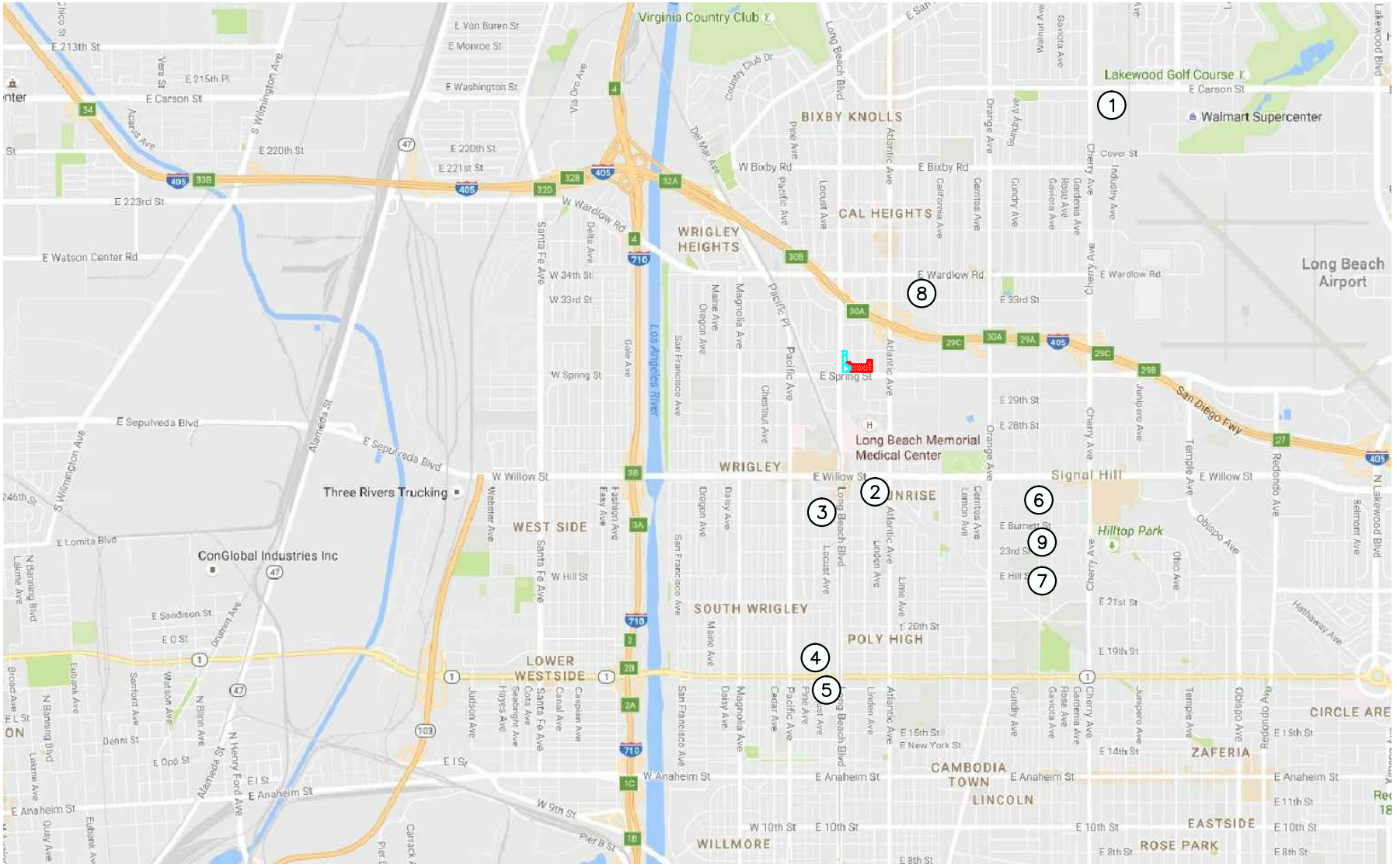
Cumulative Project Description	Daily 2-way	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
1. 2250 E. Carson Street	688	22	21	43	15	15	30
2. 540-558 E. Willow Street Apartments	153	2	10	12	9	5	14
3. 2441 Long Beach Boulevard Retail	268	4	2	6	8	9	17
4. 1836 Locust Avenue Apartments	246	4	15	19	15	8	23
5. 1795 Long Beach Boulevard	775	12	43	55	44	26	70
6. Far West Industries	238	5	14	19	16	9	25
7. Meta Housing	479	7	30	37	29	16	45
8. 3355 Olive Avenue	39	5	0	5	1	3	4
9. 2355 Walnut Avenue	36	2	1	3	1	2	3
Total Cumulative Projects Trip Generation Potential	**2,922**	**63**	**136**	**199**	**138**	**93**	**231**

[4] Source: *Trip Generation*, 9th Edition, Institute of Transportation Engineers (ITE) [Washington, D.C. (2012)].

6.3 Year 2018 Traffic Volumes

Figures 6-4 and ***6-5*** present future AM and PM peak hour cumulative traffic volumes at the six (6) key study intersections for the Year 2018, respectively. Please note that the cumulative traffic volumes represent the accumulation of existing traffic, ambient growth traffic and cumulative projects traffic.

Figures 6-6 and ***6-7*** illustrate Year 2018 forecast AM and PM peak hour traffic volumes with the inclusion of the trips generated by the proposed Project, respectively. It should be noted that the traffic volumes shown in *Figures 6-6* and *6-7* include the re-routed traffic associated with the vacation of Elm Avenue, north of Spring Street and the construction of a cul-de-sac on Elm Avenue, north of the project site.



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LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

KEY

(#) = CUMULATIVE PROJECT LOCATION

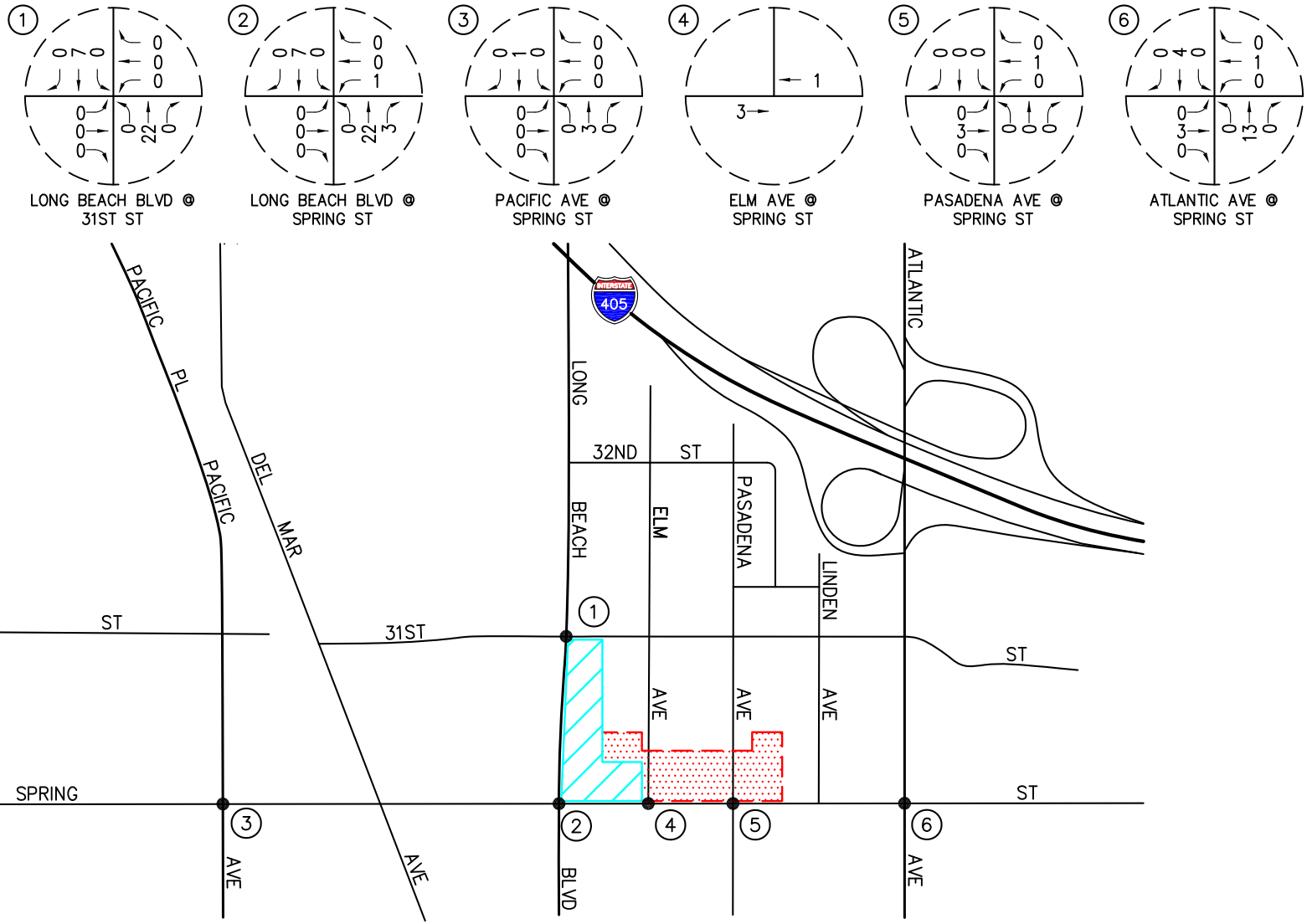
= PROJECT SITE

= EXISTING SITE

FIGURE 6-1

LOCATION OF CUMULATIVE PROJECTS

SALVATION ARMY LONG BEACH CITADEL EXPANSION PROJECT, LONG BEACH



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LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

KEY

(#) = STUDY INTERSECTION

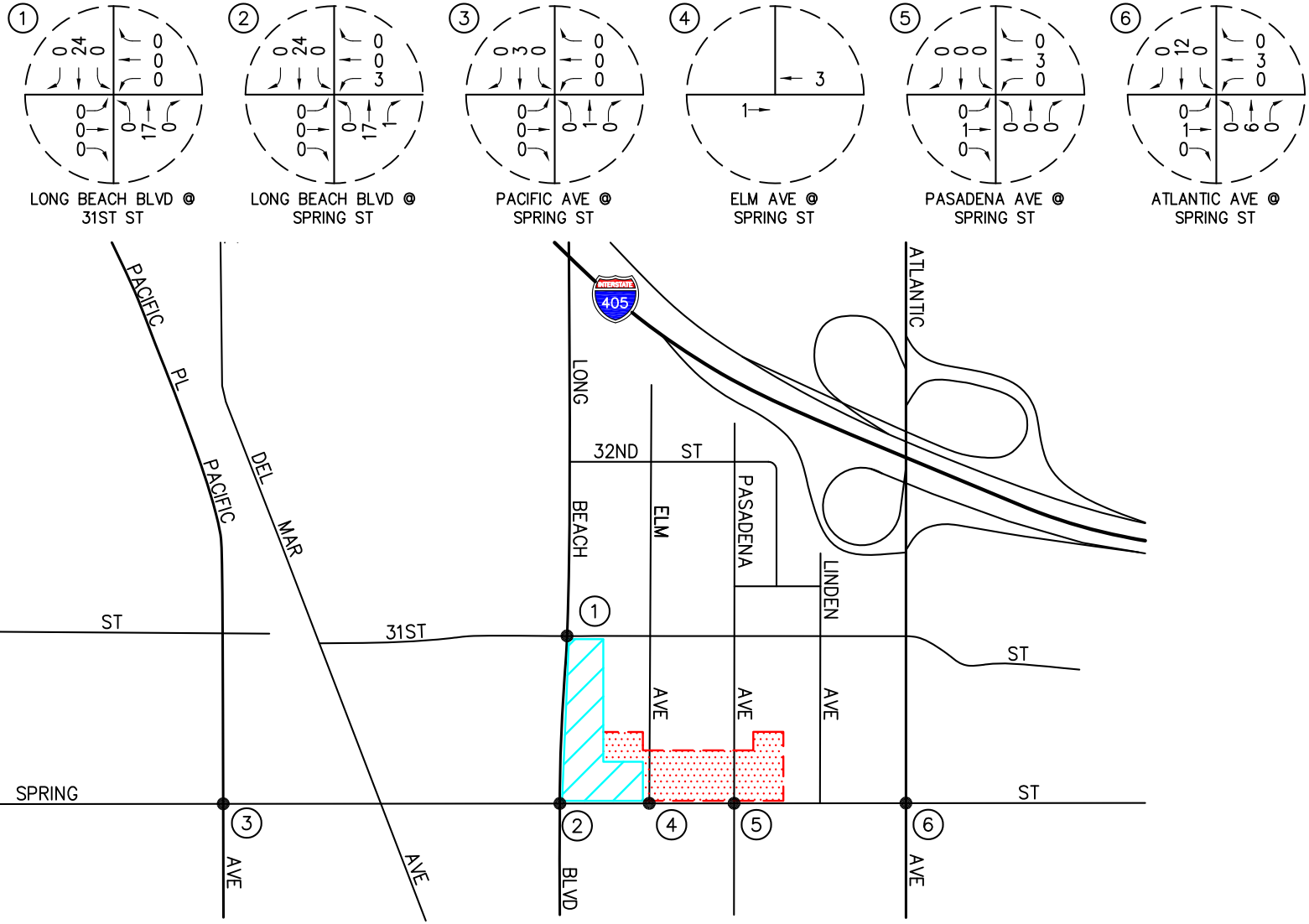
= PROJECT SITE

= EXISTING SITE

FIGURE 6-2

AM PEAK HOUR CUMULATIVE PROJECT TRAFFIC VOLUMES

SALVATION ARMY LONG BEACH CITADEL EXPANSION PROJECT, LONG BEACH



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LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

KEY

(#) = STUDY INTERSECTION

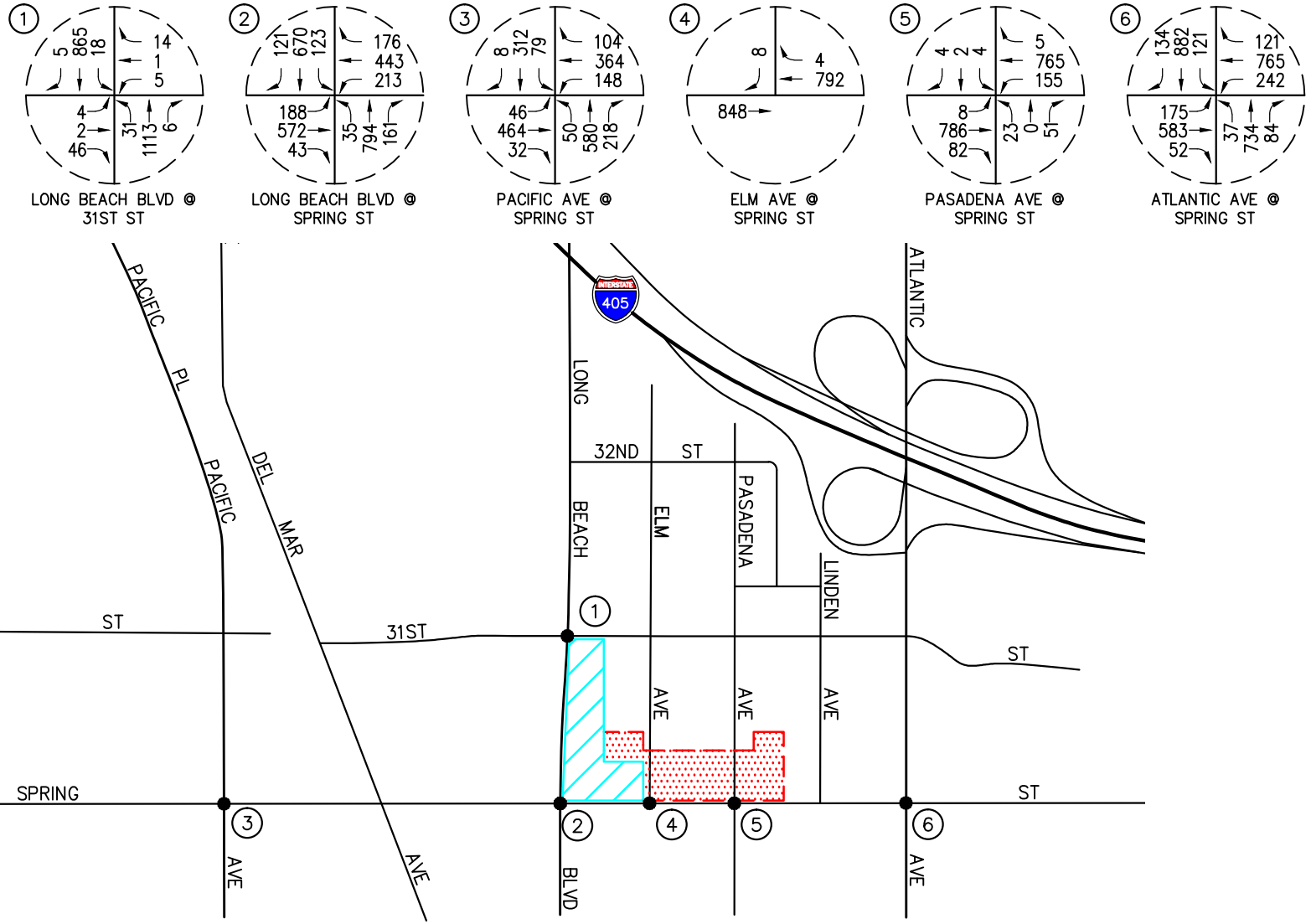
= PROJECT SITE

= EXISTING SITE

FIGURE 6-3

PM PEAK HOUR CUMULATIVE PROJECT TRAFFIC VOLUMES

SALVATION ARMY LONG BEACH CITADEL EXPANSION PROJECT, LONG BEACH



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LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

KEY

(#) = STUDY INTERSECTION

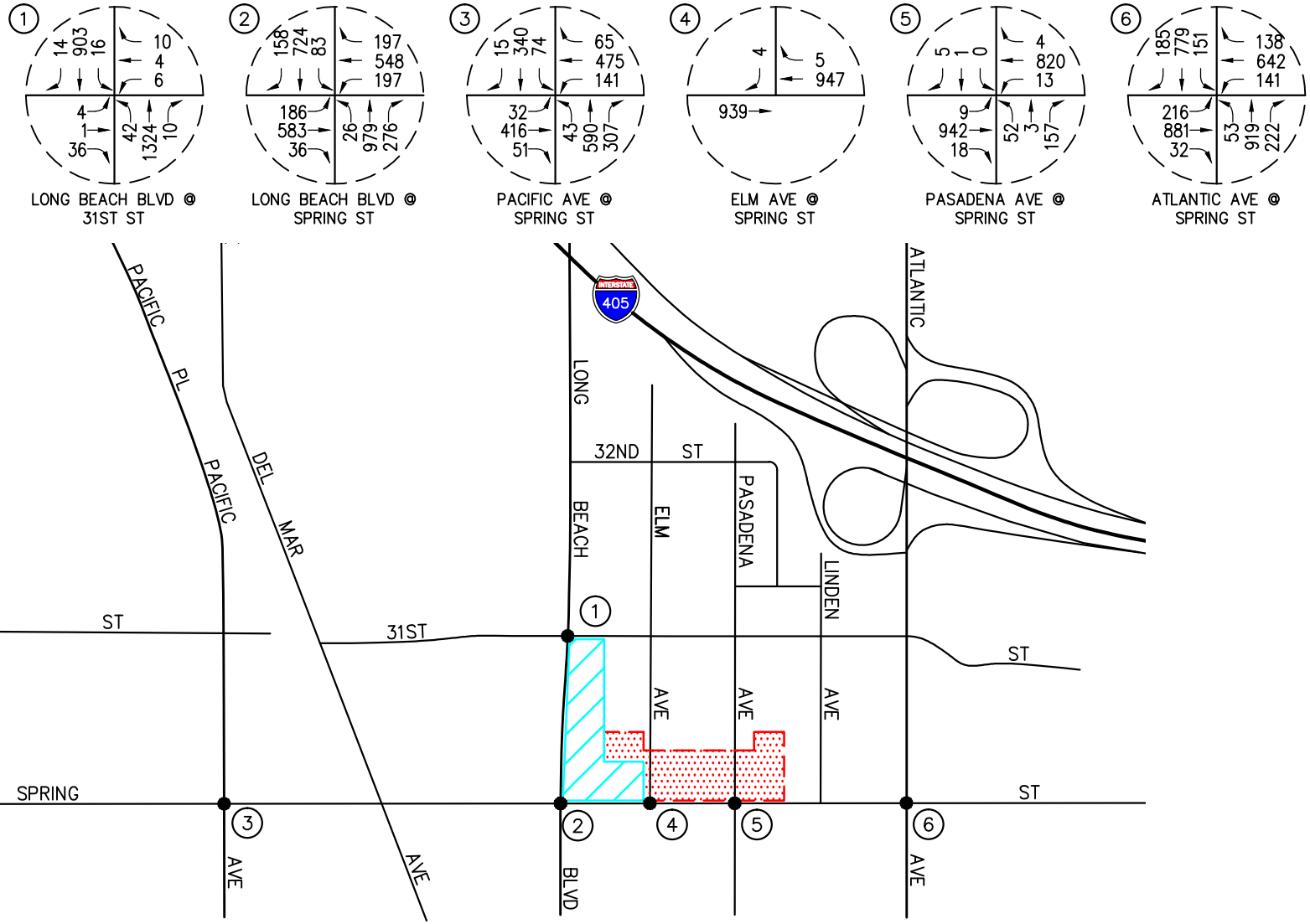
= PROJECT SITE

= EXISTING SITE

FIGURE 6-4

YEAR 2018 CUMULATIVE AM PEAK HOUR TRAFFIC VOLUMES

SALVATION ARMY LONG BEACH CITADEL EXPANSION PROJECT, LONG BEACH



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LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

KEY

(#) = STUDY INTERSECTION

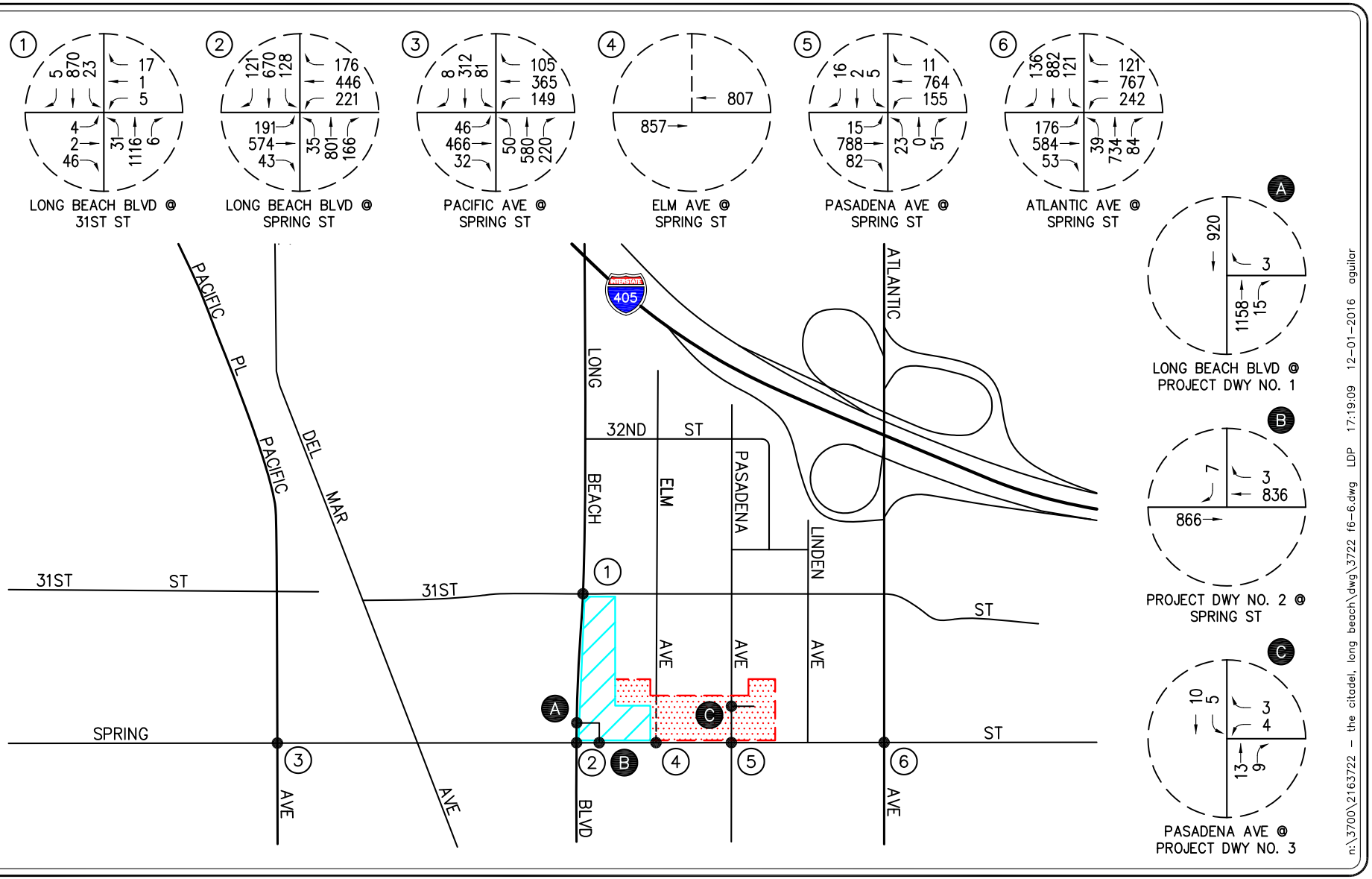
= PROJECT SITE

= EXISTING SITE

FIGURE 6-5

YEAR 2018 CUMULATIVE PM PEAK HOUR TRAFFIC VOLUMES

SALVATION ARMY LONG BEACH CITADEL EXPANSION PROJECT, LONG BEACH



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N NO SCALE

KEY

(#) = STUDY INTERSECTION

– – – = TO BE REMOVED AS PART OF THE PROPOSED PROJECT

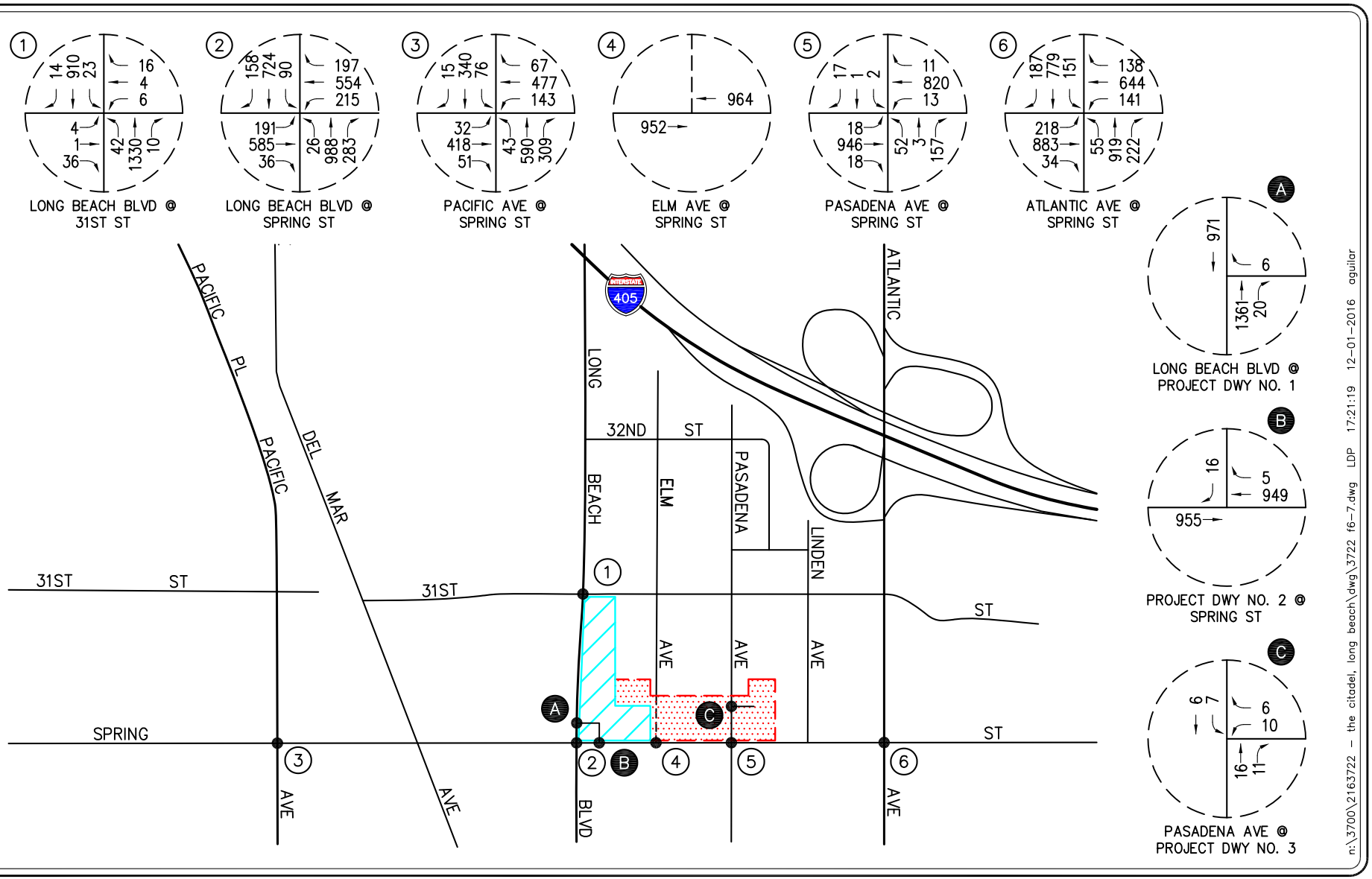
= PROJECT SITE

= EXISTING SITE

FIGURE 6–6

YEAR 2018 CUMULATIVE PLUS PROJECT AM PEAK HOUR TRAFFIC VOLUMES

SALVATION ARMY LONG BEACH CITADEL EXPANSION PROJECT, LONG BEACH



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LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

KEY

(#) = STUDY INTERSECTION

– – – = TO BE REMOVED AS PART OF THE PROPOSED PROJECT

= PROJECT SITE

= EXISTING SITE

FIGURE 6–7

YEAR 2018 CUMULATIVE PLUS PROJECT PM PEAK HOUR TRAFFIC VOLUMES

SALVATION ARMY LONG BEACH CITADEL EXPANSION PROJECT, LONG BEACH

7.0 TRAFFIC IMPACT ANALYSIS METHODOLOGY

7.1 Impact Criteria and Thresholds

The potential impact of the added project traffic volumes generated by the proposed Project during the weekday peak hours was evaluated based on analysis of future operating conditions at the six (6) key study intersections, without, then with, the proposed Project. The previously discussed capacity analysis procedures were utilized to investigate the future volume-to-capacity relationships and service level characteristics at each study intersection. The significance of the potential impacts of the project at each key intersection was then evaluated using the following traffic impact criteria.

7.1.1 *City of Long Beach*

Impacts to local and regional transportation systems are considered significant if:

- An unacceptable peak hour Level of Service (LOS) (i.e. LOS E or F) at any of the key intersections is projected. The City of Long Beach considers LOS D (ICU = 0.801 - 0.900) to be the minimum acceptable LOS for all intersections. For the City of Long Beach, the current LOS, if worse than LOS D (i.e. LOS E or F), should also be maintained; and

- The project increases traffic demand at the study intersection by 2% of capacity (ICU increase ≥ 0.020), causing or worsening LOS E or F (ICU > 0.901).

- At unsignalized intersections, an impact is considered to be significant if the project causes an intersection operating at LOS D or better to degrade to LOS E or F, and the traffic signal warrant analysis determines that a traffic signal is justified.

7.2 Traffic Impact Analysis Scenarios

The following scenarios are those for which volume/capacity calculations have been performed using the ICU/HCM methodologies:

A. Existing Traffic Conditions;
B. Existing Plus Project Traffic Conditions;
C. Scenario (B) with Improvements, if necessary;
D. Year 2018 Cumulative Traffic Conditions;
E. Year 2018 Cumulative Plus Project Traffic Conditions; and
F. Scenario (E) with Improvements, if necessary.

8.0 PEAK HOUR INTERSECTION CAPACITY ANALYSIS

8.1 Existing Plus Project Traffic Conditions

Table 8-1 summarizes the peak hour Level of Service results at the six (6) key study intersections for existing plus project traffic conditions. The first column (1) of ICU/LOS and HCM/LOS values in *Table 8-1* presents a summary of existing AM and PM peak hour traffic conditions (which were also presented in *Table 3-3*). The second column (2) lists existing plus project traffic conditions with current intersection geometry/lane configurations. The third column (3) shows the increase in ICU/HCM value due to the added peak hour project trips, inclusive of existing re-routed traffic associated with the vacation of Elm Avenue, north of Spring Street, and indicates whether the traffic associated with the Project will have a significant impact based on the significant impact criteria defined in this report. The fourth column (4) indicates the anticipated level of service with recommended improvements, if any.

8.1.1 *Existing Traffic Conditions*

As previously presented in *Table 3-3*, two (2) of the six (6) key study intersections currently operate at an unacceptable service level during the AM and/or PM peak hours. The remaining four (4) key study intersections currently operate at an acceptable service level during the AM and PM peak hours. The locations projected to operate at an adverse LOS are as follows:

	AM Peak Hour		PM Peak Hour	
Key Intersection	ICU/HCM	LOS	ICU/HCM	LOS
1. Long Beach Boulevard at 31st Street	--	--	74.3 s/v	F
5. Pasadena Avenue at Spring Street	45.3 s/v	E	62.0 s/v	F

8.1.2 *Existing Plus Project Traffic Conditions*

Review of Columns 2 and 3 of *Table 8-1* indicates that traffic associated with the proposed Project will significantly impact one (1) of the six (6) key study intersections, when compared to the LOS standards and significant impact criteria specified in this report. Although the intersection of Long Beach Boulevard/31st Street is forecast to operate at unacceptable LOS F during the PM peak hour, the delay value with project traffic is less than the delay value for existing traffic conditions. The remaining key study intersections currently operate and are forecast to continue to operate at an acceptable service level during the AM and PM peak hours with the addition of Project generated traffic to existing traffic. The intersection impacted under existing plus project traffic conditions is as follows:

	AM Peak Hour		PM Peak Hour	
Key Intersection	ICU/HCM	LOS	ICU/HCM	LOS
5. Pasadena Avenue at Spring Street	39.0 s/v	E	70.5 s/v	F

As shown in column 4, the implementation of improvements at the impacted key study intersection completely offsets the impact of project traffic and the impacted key study intersection is forecast to operate at an acceptable LOS during the AM and PM peak hours.

Appendix C also presents the existing plus project weekday ICU/LOS and HCM/LOS calculations for the six (6) key study intersections.

8.2 Year 2018 Traffic Conditions

Table 8-2 summarizes the peak hour Level of Service results at the six (6) key study intersections for the Year 2018 horizon year. The first column (1) of ICU/LOS and HCM/LOS values in *Table 8-2* presents a summary of existing AM and PM peak hour traffic conditions (which were also presented in *Table 3-3*). The second column (2) lists future Year 2018 cumulative traffic conditions (i.e. existing plus ambient growth traffic plus cumulative projects traffic), without any traffic generated by the proposed Project. The third column (3) presents future forecast traffic conditions with the addition of traffic generated by the proposed Project, inclusive of existing re-routed traffic associated with the vacation of Elm Avenue, north of Spring Street. The fourth column (4) shows the increase in ICU/HCM value due to the added peak hour project trips, inclusive of existing re-routed traffic associated with the vacation of Elm Avenue, north of Spring Street, and indicates whether the traffic associated with the Project will have a significant impact based on the LOS standards and significant impact criteria defined in this report. The fifth column (5) indicates the anticipated level of service with recommended improvements, if any.

8.2.1 *Year 2018 Cumulative Traffic Conditions*

An analysis of future (Year 2018) cumulative traffic conditions indicates that the addition of ambient traffic growth and cumulative projects traffic will adversely impact three (3) of the six (6) key study intersections. The remaining three (3) key study intersections are forecast to continue to operate at acceptable levels of service during the AM and PM peak hours with the addition of ambient traffic growth and cumulative projects traffic. The locations projected to operate at an adverse LOS are as follows:

	AM Peak Hour		PM Peak Hour	
Key Intersection	ICU/HCM	LOS	ICU/HCM	LOS
1. Long Beach Boulevard at 31st Street	--	--	86.6 s/v	F
5. Pasadena Avenue at Spring Street	48.2 s/v	E	71.9 s/v	F
6. Atlantic Avenue at Spring Street	--	--	0.914	E

8.2.2 *Year 2018 Cumulative Plus Project Conditions*

Review of Columns 3 and 4 of *Table 8-2* indicates that traffic associated with the proposed Project will significantly impact one (1) of the six (6) key study intersections, when compared to the LOS standards and significant impact criteria specified in this report. Although the intersection of Long Beach Boulevard/31st Street is forecast to operate at unacceptable LOS F during the PM peak hour, the delay value with project traffic is less than the delay value for cumulative traffic conditions. Further, although the intersection of Atlantic Avenue/Spring Street is forecast to operate at unacceptable LOS E during the PM peak hour with the addition of project traffic, the proposed Project is expected to add less than the allowable threshold to the ICU value. The remaining key study intersections are forecast to continue to operate at an acceptable LOS with the addition of

project generated traffic in the Year 2018. The intersection impacted under Year 2018 plus project traffic conditions is as follows:

	AM Peak Hour		PM Peak Hour	
Key Intersection	ICU/HCM	LOS	ICU/HCM	LOS
5. Pasadena Avenue at Spring Street	41.9 s/v	E	82.4 s/v	F

As shown in column 5, the implementation of improvements at the impacted key study intersection completely offsets the impact of project traffic and the impacted key study intersection is forecast to operate at an acceptable LOS during the AM and PM peak hours.

Appendix C also presents the Year 2018 ICU/LOS and HCM/LOS calculations for the six (6) key study intersections.

TABLE 8-1

EXISTING PLUS PROJECT PEAK HOUR INTERSECTION CAPACITY ANALYSIS SUMMARY

Key Intersection	Time Period	(1) Existing Traffic Conditions		(2) Existing Plus Project Traffic Conditions		(3) Significant Impact		(4) Existing Plus Project Traffic Conditions with Improvements	
		ICU/HCM	LOS	ICU/HCM	LOS	Increase	Yes/No	ICU/HCM	LOS
1. Long Beach Boulevard at 31st Street	AM	31.5 s/v	D	30.1 s/v	D	0.0 s/v	No	--	--
	PM	**74.3 s/v**	**F**	**66.1 s/v**	**F**	0.0 s/v	No	--	--
2. Long Beach Boulevard at Spring Street	AM	0.766	C	0.778	C	0.012	No	--	--
	PM	0.827	D	0.848	D	0.021	No	--	--
3. Pacific Avenue at Spring Street	AM	0.786	C	0.790	C	0.004	No	--	--
	PM	0.793	C	0.797	C	0.004	No	--	--
4. Elm Avenue at Spring Street	AM	11.0 s/v	B	--[5]	--	--	--	--	--
	PM	11.7 s/v	B	--[5]	--	--	--	--	--
5. Pasadena Avenue at Spring Street	AM	**45.3 s/v**	**E**	**39.0 s/v**	**E**	0.0 s/v	No	0.484	A
	PM	**62.0 s/v**	**F**	**70.5 s/v**	**F**	**8.5 s/v**	**Yes**	0.529	A
6. Atlantic Avenue at Spring Street	AM	0.774	C	0.777	C	0.003	No	--	--
	PM	0.896	D	0.897	D	0.001	No	--	--

Notes:

- LOS = Level of Service, please refer to *Tables 3-1* and *3-2* for the LOS definitions
- s/v = seconds per vehicle (delay)
- **Bold ICU/LOS and HCM/LOS values** indicate adverse service levels based on the LOS standards mentioned in this report

[5] The proposed Project includes the vacation of Elm Avenue, adjacent to the soccer field site just north of Spring Street, to form a cul-de-sac. As such, the intersection of Elm Avenue at Spring Street will no longer exist.

TABLE 8-2

YEAR 2018 CUMULATIVE PLUS PROJECT PEAK HOUR INTERSECTION CAPACITY ANALYSIS SUMMARY

Key Intersection	Time Period	(1) Existing Traffic Conditions		(2) Year 2018 Cumulative Traffic Conditions		(3) Year 2018 Cumulative Plus Project Traffic Conditions		(4) Significant Impact		(5) Year 2018 Cumulative Plus Project Traffic Conditions with Improvements	
		ICU/HCM	LOS	ICU/HCM	LOS	ICU/HCM	LOS	Increase	Yes/No	ICU/HCM	LOS
1. Long Beach Boulevard at 31st Street	AM	31.5 s/v	D	34.5 s/v	D	32.8 s/v	D	0.0 s/v	No	--	--
	PM	**74.3 s/v**	**F**	**86.6 s/v**	**F**	**77.1 s/v**	**F**	0.0 s/v	No	--	--
2. Long Beach Boulevard at Spring Street	AM	0.766	C	0.787	C	0.800	C	0.013	No	--	--
	PM	0.827	D	0.849	D	0.871	D	0.022	No	--	--
3. Pacific Avenue at Spring Street	AM	0.786	C	0.801	D	0.805	D	0.004	No	--	--
	PM	0.793	C	0.807	D	0.811	D	0.004	No	--	--
4. Elm Avenue at Spring Street	AM	11.0 s/v	B	11.1 s/v	B	--[6]	--	--	--	--	--
	PM	11.7 s/v	B	11.8 s/v	B	--[6]	--	--	--	--	--
5. Pasadena Avenue at Spring Street	AM	**45.3 s/v**	**E**	**48.2 s/v**	**E**	**41.9 s/v**	**E**	0.0 s/v	No	0.493	A
	PM	**62.0 s/v**	**F**	**71.9 s/v**	**F**	**82.4 s/v**	**F**	**10.5 s/v**	**Yes**	0.538	A
6. Atlantic Avenue at Spring Street	AM	0.774	C	0.789	C	0.792	C	0.003	No	--	--
	PM	0.896	D	**0.914**	**E**	**0.915**	**E**	0.001	No	--	--

Notes:

- LOS = Level of Service, please refer to *Tables 3-1* and *3-2* for the LOS definitions
- s/v = seconds per vehicle (delay)
- **Bold ICU/LOS and HCM/LOS values** indicate adverse service levels based on the LOS standards mentioned in this report

[6] The proposed Project includes the vacation of Elm Avenue, adjacent to the soccer field site just north of Spring Street, to form a cul-de-sac. As such, the intersection of Elm Avenue at Spring Street will no longer exist.

9.0 SITE ACCESS AND INTERNAL CIRCULATION EVALUATION

9.1 Site Access

As shown previously in *Figure 2-2,* vehicular access to the campus will be provided via existing site driveways on both Long Beach Boulevard and Spring Street and a proposed driveway located on Pasadena Avenue. The existing driveways on Long Beach Boulevard and Spring Street are referred to as Project Driveway No. 1 and Project Driveway No. 2, respectively. The proposed driveway on Pasadena Avenue is referred to as Project Driveway No. 3.

Table 9-1 summarizes the intersection operations at the two existing project driveways (i.e. Project Driveways No. 1 and No. 2) and the proposed project driveway (i.e. Project Driveway No. 3) for existing plus project traffic conditions and Year 2018 plus project traffic conditions. The operations analysis for the project driveways is based on the *Highway Capacity Manual 2010* (HCM 2010) unsignalized methodology. Review of *Table 9-1* shows that the project driveways are forecast to operate at acceptable LOS B or better during the AM and PM peak hours for existing plus project traffic conditions and Year 2018 plus project traffic conditions. As such, project access will be adequate. Motorists entering and exiting the Project site will be able to do so comfortably, safely, and without undue congestion.

Appendix D presents the level of service calculation worksheets for the project driveways.

9.2 Internal Circulation

The on-site circulation layout of the proposed Project as illustrated in *Figure 2-2* on an overall basis is adequate. Curb return radii have been confirmed and are generally adequate for small service/delivery (FedEx, UPS) trucks and trash trucks.

TABLE 9-1

PEAK HOUR LEVELS OF SERVICE SUMMARY AT THE PROJECT DRIVEWAYS

Key Intersections		Time Period	Control Type	(1) Existing Plus Project Traffic Conditions		(2) Year 2018 Cumulative Plus Project Traffic Conditions	
				HCM	LOS	HCM	LOS
A.	Long Beach Boulevard at	AM	One-Way Stop	12.7 s/v	B	13.0 s/v	B
	Project Driveway No. 1	PM		14.1 s/v	B	14.4 s/v	B
B.	Project Driveway No. 2 at	AM	One-Way Stop	11.2 s/v	B	11.3 s/v	B
	Spring Street	PM		11.8 s/v	B	11.9 s/v	B
C.	Pasadena Avenue at	AM	One-Way Stop	8.6 s/v	A	8.6 s/v	A
	Project Driveway No. 3	PM		8.7 s/v	A	8.7 s/v	A

Notes:

- s/v = seconds per vehicle (delay)
- LOS = Level of Service, please refer to *Table 3-2* for the LOS definitions

10.0 RECOMMENDED IMPROVEMENTS

For those intersections where projected traffic volumes are expected to result in poor operating conditions, this report identifies roadway improvements that are expected to:

- Mitigate the impact of existing traffic, Project traffic and future non-project (ambient growth and cumulative project) traffic and
- Improve Levels of Service to an acceptable range and/or to pre-project conditions.

10.1 Project Specific Improvements

The following improvements will be constructed by the proposed Project:

- The proposed Project also includes the vacation of an existing alley between 31st Street and Spring Street, bordering the Community Center / Chapel and the proposed Gym property to allow for the development of a pedestrian promenade to link the two buildings.

- The proposed Project also includes the proposed vacation of Elm Avenue, adjacent to the soccer field site just north of Spring Street, to form a cul-de-sac.

10.2 Existing Plus Project Traffic Conditions

The results of the intersection capacity analysis presented previously in *Table 8-1* shows that the proposed Project will significantly impact one (1) of the six (6) key study intersections under the "Existing Plus Project" traffic scenario. The following are improvements recommended to mitigate the existing plus project traffic impacts:

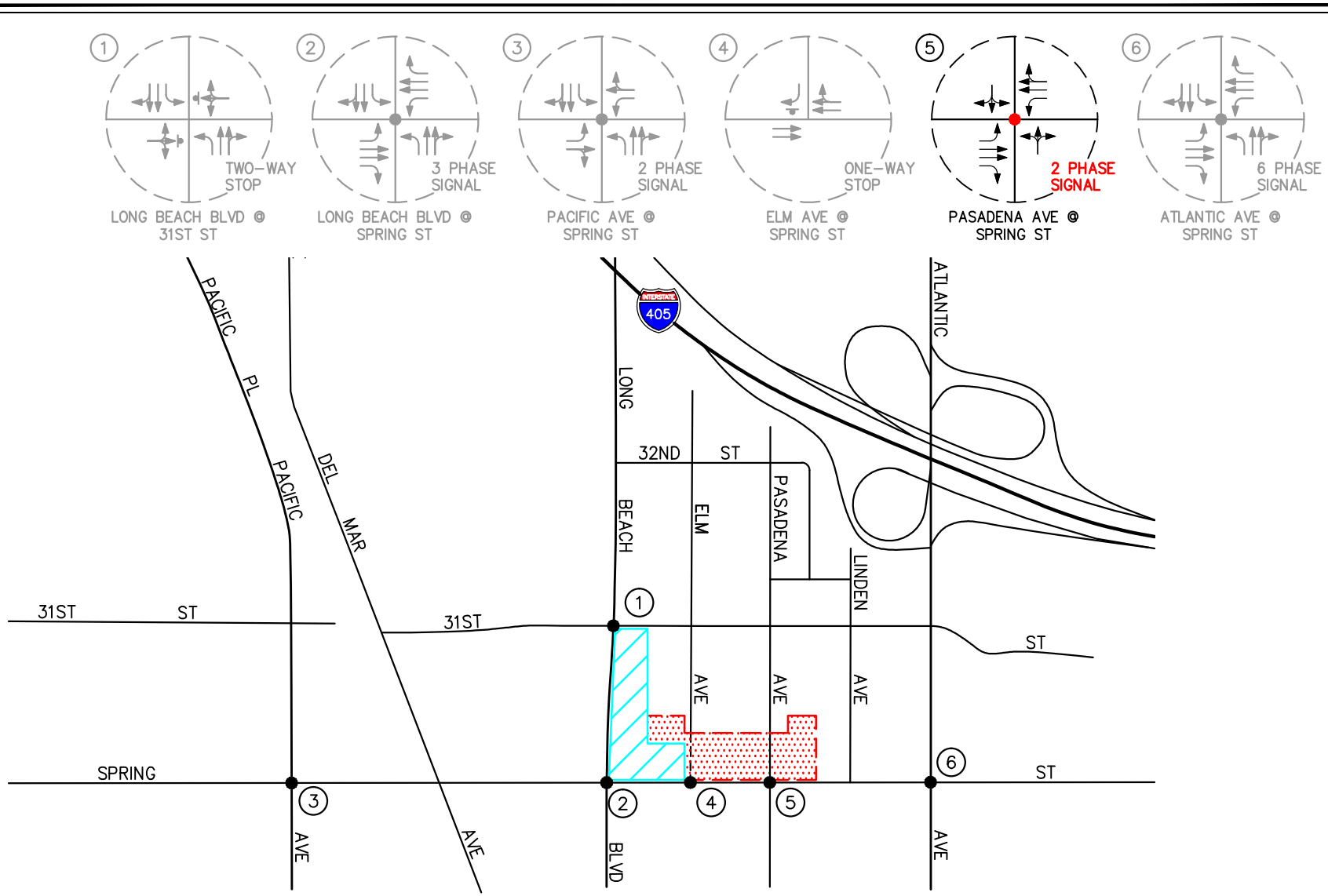
- **No. 5 – Pasadena Avenue at Spring Street:** Install a two-phase traffic signal. The installation of this improvement is subject to the approval of the City of Long Beach. It should be noted that this key study intersection satisfies the peak hour signal warrant under existing traffic conditions (i.e. Warrant #3 described in the current *California Manual on Uniform Traffic Control Devices (MUTCD). Appendix C* contains the traffic signal warrant worksheets.

10.3 Year 2018 Cumulative Plus Project Traffic Conditions

The results of the intersection capacity analysis presented previously in *Table 8-2* shows that the proposed Project will significantly impact one (1) of the six (6) key study intersections under the "Year 2018 Plus Project" traffic scenario. The following are improvements recommended to mitigate the Year 2018 plus project traffic impacts:

- **No. 5 – Pasadena Avenue at Spring Street:** Install a two-phase traffic signal. The installation of this improvement is subject to the approval of the City of Long Beach. It should be noted that this key study intersection satisfies the peak hour signal warrant under existing traffic conditions (i.e. Warrant #3 described in the current *California Manual on Uniform Traffic Control Devices (MUTCD). Appendix C* contains the traffic signal warrant worksheets.

Figure 10-1 illustrates the recommended improvements at the impacted key study intersection.



LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

KEY

(#) = STUDY INTERSECTION

= APPROACH LANE ASSIGNMENT

= RECOMMENDED TRAFFIC IMPROVEMENT

= PROJECT SITE

= EXISTING SITE

FIGURE 10-1

RECOMMENDED TRAFFIC IMPROVEMENTS

SALVATION ARMY LONG BEACH CITADEL EXPANSION PROJECT, LONG BEACH

11.0 CONGESTION MANAGEMENT PROGRAM COMPLIANCE ASSESSMENT

The Congestion Management Program (CMP) was created statewide as a result of Proposition 111 and has been implemented locally by the Los Angeles County Metropolitan Transportation Authority (LACMTA). The CMP for Los Angeles County requires that the traffic impact of individual development projects of potential regional significance be analyzed. A specific system of arterial roadways plus all freeways comprise the CMP system.

11.1 Traffic Impact Review

As required by the current *Congestion Management Program for Los Angeles County*, a review has been made of designated monitoring locations on the CMP highway system for potential impact analysis. Per CMP TIA criteria, the geographic area examined in the TIA must include the following, at a minimum:

- All CMP arterial monitoring intersections, including freeway on and off-ramp intersections, where the project will add 50 or more trips during either the AM or PM weekday peak hours.
- Mainline freeway-monitoring stations where the project will add 150 or more trips, in either direction, during the AM or PM weekday peak hours.

11.1.1 *Freeways*

CMP Station	Location
1066	I-405 Freeway at Santa Fe Avenue

The closest CMP freeway monitoring location in the Project vicinity is the I-405 Freeway at Santa Fe Avenue (CMP Station 1066 – Post Mile 8.02). Based on the Project's trip generation potential and distribution pattern, the proposed Project will not add more than 150 trips (in either direction) during either the weekday AM or PM peak hour at this CMP mainline freeway-monitoring location. Therefore a CMP freeway traffic impact analysis is not required.

11.1.2 *Intersections*

The following CMP intersection monitoring location in the Project vicinity has been identified:

CMP Intersection	Location
37	Orange Avenue at Pacific Coast Highway

As stated earlier, the CMP guidelines require that arterial monitoring intersection locations must be examined if the proposed Project will add 50 or more trips during either the AM or PM weekday peak hours (of adjacent street traffic) at CMP monitoring intersections. Based on the proposed project's trip generation potential, trip distribution, and trip assignment, the Project will not add more than 50 trips at the identified CMP intersections during the weekday AM peak hour or PM peak hour. Therefore, a CMP intersection traffic impact analysis is not required.

11.2 Transit Impact Review

As required by the Congestion Management Program for Los Angeles County, a review has been made of the CMP transit service. As previously discussed, a number of transit services exist in the Project area, necessitating the following transit impact review.

The Project trip generation, as shown in *Table 5-1*, was adjusted by values set forth in the CMP (i.e., person trips equal 1.4 times vehicle trips, and transit trips equal 3.5 percent of the total person trips) to estimate Project-related transit trip generation. Pursuant to the CMP guidelines, the proposed Project is forecasted to generate 3 transit trips (2 inbound and 1 outbound) during the AM peak hour and 4 transit trips (2 inbound and 2 outbound) during the PM peak hour. Over a 24-hour period the proposed Project is forecasted to generate 44 daily weekday transit trips.

It is anticipated that the existing transit service in the Project area would be able to accommodate the Project generated transit trips. The Project would generate on average less than one new boarding per bus in the AM and PM peak hours. Therefore, given the number of transit trips generated by the Project and the existing transit routes in the Project vicinity, it is concluded that the public transit system would not be significantly impacted by the proposed Project.

Appendix D

Tribal Consultation Letters

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

City of Long Beach
Development Services
333 W. Ocean Blvd
Long Beach, CA 90802

February 7, 2018

Re: AB52 Consultation request for the Long Beach Citadel Project

Dear Craig Chalfant,

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. This is the reason the NAHC will always refer the lead agency to the respective Native American Tribe of the area because 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 are able to 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. Therefore, 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 gabrielenoindians@yahoo.com 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

CITY OF LONG BEACH

LONG BEACH DEVELOPMENT SERVICES

333 W. Ocean Blvd. - Long Beach, CA 90802 - 562/570-6194 - FAX 562/570-6068

PLANNING BUREAU

January 29, 2018

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

RE: SB 18 and AB 52 Project Notification
Long Beach Citadel Project

Dear Mr. Salas:

This letter is to notify you of the proposed Long Beach Citadel Project (Proposed Project) in the City of Long Beach (City), Los Angeles County, California. The City, as Lead Agency under CEQA for the Proposed Project, will prepare a Mitigated Negative Declaration for this Proposed Project.

The Proposed Project, which includes a Zone Change to place the entire Project site in the Midtown Specific Plan area, is located on approximately 3.6 acres at 3012 Long Beach Boulevard and 455 East Spring Street. The Project site includes Assessor Parcel Numbers (APNs) 7207-019-015 to 020, 029 to 032, 051 to 053, 7207-020-022 to 026, 032 to 036, 060 and 061. This site lies along the north side of East Spring Street, east of the intersection with Long Beach Boulevard. The site includes portions of Elm and Pasadena Avenues just north of East Spring Street.

The Proposed Project involves construction of a 19,963 square-foot two-story gymnasium that includes a fitness center and activity room. This Project would also include a new 70-space parking lot and a youth soccer field. The Project would require the vacation of a portion of Elm Avenue that passes through the Project site and a north-south alley located between Elm and Pasadena Avenues. Elm Avenue would become a cul-de-sac at the northern Project site boundary.

The Project site is part of the existing Salvation Army Citadel Campus. This Campus is partially developed with a social services building, administrative offices, a chapel hall, a 2,650 square multi-purpose room, and a parking lot. With the addition of the 70-space Project parking lot, the Campus would have a total of 190 on-site parking spaces.

Since the Proposed Project requires a Zone Change, the City must comply with California Public Resources Code Sections 65352.3- 65352.4 per Senate Bill 18 (SB 18), which requires local governments to conduct meaningful consultation with California Native American tribes on the contact list maintained by the California Native American Heritage Commission prior to approval of the Proposed Project.

This letter also serves to initiate consultation in compliance with Assembly Bill 52 (AB 52, Chapter 532, Statutes of 2014), which is required to consider the Proposed Project potential impacts to tribal cultural resources as part of the CEQA environmental review. To ensure compliance with AB 52 and Public Resources Code Section 21080.3.1, we are requesting any information you may have of tribal cultural resources within the project area boundaries and offer this opportunity to request consultation with the City regarding this Proposed Project.

Your input is important to the City's planning process. We request that you advise the City if you wish to initiate consultations with the City on the Proposed Project. Under the provisions of SB 18, you have 90 days from the date of this notice to advise the City if you are interested in further consultation. Under the provisions of AB 52, you have 30 days from the receipt of this notice to advise the City if you are interested in consultation.

Craig Chalfant, Senior Planner
City of Long Beach
Development Services Department, Planning Bureau
333 W. Ocean Boulevard, 5th Floor
Long Beach, CA 90802
(562) 570-6368
craig.chalfant@longbeach.gov

Your comments are important to the City. Thank you for your involvement in this process.

Sincerely,

Craig Chalfant
Senior Planner

Attachments: Project Location Map
Site Plan

CITY OF LONG BEACH

LONG BEACH DEVELOPMENT SERVICES

333 W. Ocean Blvd. - Long Beach, CA 90802 - 562/570-6194 - FAX 562/570-6068

PLANNING BUREAU

January 29, 2018

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

RE: SB 18 and AB 52 Project Notification
Long Beach Citadel Project

Dear Mr. Morales:

This letter is to notify you of the proposed Long Beach Citadel Project (Proposed Project) in the City of Long Beach (City), Los Angeles County, California. The City, as Lead Agency under CEQA for the Proposed Project, will prepare a Mitigated Negative Declaration for this Proposed Project.

The Proposed Project, which includes a Zone Change to place the entire Project site in the Midtown Specific Plan area, is located on approximately 3.6 acres at 3012 Long Beach Boulevard and 455 East Spring Street. The Project site includes Assessor Parcel Numbers (APNs) 7207-019-015 to 020, 029 to 032, 051 to 053, 7207-020-022 to 026, 032 to 036, 060 and 061. This site lies along the north side of East Spring Street, east of the intersection with Long Beach Boulevard. The site includes portions of Elm and Pasadena Avenues just north of East Spring Street.

The Proposed Project involves construction of a 19,963 square-foot two-story gymnasium that includes a fitness center and activity room. This Project would also include a new 70-space parking lot and a youth soccer field. The Project would require the vacation of a portion of Elm Avenue that passes through the Project site and a north-south alley located between Elm and Pasadena Avenues. Elm Avenue would become a cul-de-sac at the northern Project site boundary.

The Project site is part of the existing Salvation Army Citadel Campus. This Campus is partially developed with a social services building, administrative offices, a chapel hall, a 2,650 square multi-purpose room, and a parking lot. With the addition of the 70-space Project parking lot, the Campus would have a total of 190 on-site parking spaces.

Since the Proposed Project requires a Zone Change, the City must comply with California Public Resources Code Sections 65352.3- 65352.4 per Senate Bill 18 (SB 18), which requires local governments to conduct meaningful consultation with California Native American tribes on the contact list maintained by the California Native American Heritage Commission prior to approval of the Proposed Project.

This letter also serves to initiate consultation in compliance with Assembly Bill 52 (AB 52, Chapter 532, Statutes of 2014), which is required to consider the Proposed Project potential impacts to tribal cultural resources as part of the CEQA environmental review. To ensure compliance with AB 52 and Public Resources Code Section 21080.3.1, we are requesting any information you may have of tribal cultural resources within the project area boundaries and offer this opportunity to request consultation with the City regarding this Proposed Project.

Your input is important to the City's planning process. We request that you advise the City if you wish to initiate consultations with the City on the Proposed Project. Under the provisions of SB 18, you have 90 days from the date of this notice to advise the City if you are interested in further consultation. Under the provisions of AB 52, you have 30 days from the receipt of this notice to advise the City if you are interested in consultation.

Craig Chalfant, Senior Planner
City of Long Beach
Development Services Department, Planning Bureau
333 W. Ocean Boulevard, 5th Floor
Long Beach, CA 90802
(562) 570-6368
craig.chalfant@longbeach.gov

Your comments are important to the City. Thank you for your involvement in this process.

Sincerely,

Craig Chalfant
Senior Planner

Attachments: Project Location Map
Site Plan

CITY OF LONG BEACH

LONG BEACH DEVELOPMENT SERVICES

333 W. Ocean Blvd. - Long Beach, CA 90802 - 562/570-6194 - FAX 562/570-6068

PLANNING BUREAU

January 29, 2018

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

RE: SB 18 and AB 52 Project Notification
Long Beach Citadel Project

Dear Mr. Dorame:

This letter is to notify you of the proposed Long Beach Citadel Project (Proposed Project) in the City of Long Beach (City), Los Angeles County, California. The City, as Lead Agency under CEQA for the Proposed Project, will prepare a Mitigated Negative Declaration for this Proposed Project.

The Proposed Project, which includes a Zone Change to place the entire Project site in the Midtown Specific Plan area, is located on approximately 3.6 acres at 3012 Long Beach Boulevard and 455 East Spring Street. The Project site includes Assessor Parcel Numbers (APNs) 7207-019-015 to 020, 029 to 032, 051 to 053, 7207-020-022 to 026, 032 to 036, 060 and 061. This site lies along the north side of East Spring Street, east of the intersection with Long Beach Boulevard. The site includes portions of Elm and Pasadena Avenues just north of East Spring Street.

The Proposed Project involves construction of a 19,963 square-foot two-story gymnasium that includes a fitness center and activity room. This Project would also include a new 70-space parking lot and a youth soccer field. The Project would require the vacation of a portion of Elm Avenue that passes through the Project site and a north-south alley located between Elm and Pasadena Avenues. Elm Avenue would become a cul-de-sac at the northern Project site boundary.

The Project site is part of the existing Salvation Army Citadel Campus. This Campus is partially developed with a social services building, administrative offices, a chapel hall, a 2,650 square multi-purpose room, and a parking lot. With the addition of the 70-space Project parking lot, the Campus would have a total of 190 on-site parking spaces.

Since the Proposed Project requires a Zone Change, the City must comply with California Public Resources Code Sections 65352.3- 65352.4 per Senate Bill 18 (SB 18), which requires local governments to conduct meaningful consultation with California Native American tribes on the contact list maintained by the California Native American Heritage Commission prior to approval of the Proposed Project.

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Your input is important to the City's planning process. We request that you advise the City if you wish to initiate consultations with the City on the Proposed Project. Under the provisions of SB 18, you have 90 days from the date of this notice to advise the City if you are interested in further consultation. Under the provisions of AB 52, you have 30 days from the receipt of this notice to advise the City if you are interested in consultation.

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City of Long Beach
Development Services Department, Planning Bureau
333 W. Ocean Boulevard, 5th Floor
Long Beach, CA 90802
(562) 570-6368
craig.chalfant@longbeach.gov

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Sincerely,

Craig Chalfant
Senior Planner

Attachments: Project Location Map
Site Plan

CITY OF LONG BEACH

LONG BEACH DEVELOPMENT SERVICES

333 W. Ocean Blvd. - Long Beach, CA 90802 - 562/570-6194 - FAX 562/570-6068

PLANNING BUREAU

January 29, 2018

Sandonne Goad
Gabrielino/Tongva Nation
106 ½ Judge John Aiso Street, #231
Los Angeles, CA 90012

RE: SB 18 and AB 52 Project Notification
Long Beach Citadel Project

Dear Mr. Goad:

This letter is to notify you of the proposed Long Beach Citadel Project (Proposed Project) in the City of Long Beach (City), Los Angeles County, California. The City, as Lead Agency under CEQA for the Proposed Project, will prepare a Mitigated Negative Declaration for this Proposed Project.

The Proposed Project, which includes a Zone Change to place the entire Project site in the Midtown Specific Plan area, is located on approximately 3.6 acres at 3012 Long Beach Boulevard and 455 East Spring Street. The Project site includes Assessor Parcel Numbers (APNs) 7207-019-015 to 020, 029 to 032, 051 to 053, 7207-020-022 to 026, 032 to 036, 060 and 061. This site lies along the north side of East Spring Street, east of the intersection with Long Beach Boulevard. The site includes portions of Elm and Pasadena Avenues just north of East Spring Street.

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Sincerely,

Craig Chalfant
Senior Planner

Attachments: Project Location Map
Site Plan

CITY OF LONG BEACH

LONG BEACH DEVELOPMENT SERVICES

333 W. Ocean Blvd. - Long Beach, CA 90802 - 562/570-6194 - FAX 562/570-6068

PLANNING BUREAU

January 29, 2018

Charles Alvarez
Gabrielino-Tongva Tribe
23454 Vanowen Street
West Hills, CA 91307

RE: SB 18 and AB 52 Project Notification
Long Beach Citadel Project

Dear Mr. Alvarez:

This letter is to notify you of the proposed Long Beach Citadel Project (Proposed Project) in the City of Long Beach (City), Los Angeles County, California. The City, as Lead Agency under CEQA for the Proposed Project, will prepare a Mitigated Negative Declaration for this Proposed Project.

The Proposed Project, which includes a Zone Change to place the entire Project site in the Midtown Specific Plan area, is located on approximately 3.6 acres at 3012 Long Beach Boulevard and 455 East Spring Street. The Project site includes Assessor Parcel Numbers (APNs) 7207-019-015 to 020, 029 to 032, 051 to 053, 7207-020-022 to 026, 032 to 036, 060 and 061. This site lies along the north side of East Spring Street, east of the intersection with Long Beach Boulevard. The site includes portions of Elm and Pasadena Avenues just north of East Spring Street.

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Craig Chalfant, Senior Planner
City of Long Beach
Development Services Department, Planning Bureau
333 W. Ocean Boulevard, 5th Floor
Long Beach, CA 90802
(562) 570-6368
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Your comments are important to the City. Thank you for your involvement in this process.

Sincerely,

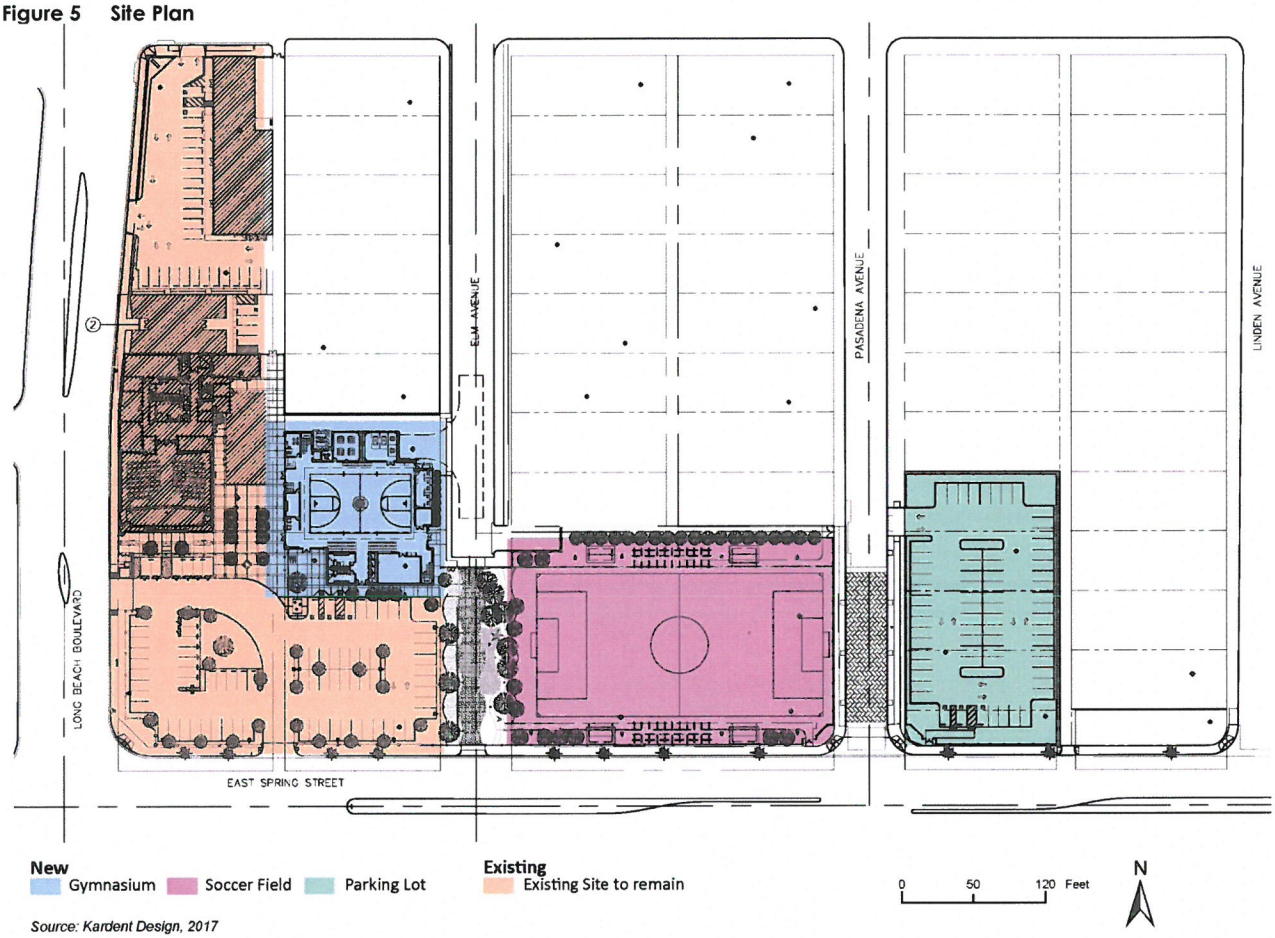
Craig Chalfant
Senior Planner

Attachments: Project Location Map
Site Plan

Figure 2 Project Location

Imagery provided by Esri and its licensors © 2018.

Figure 5 Site Plan



Source: Kardent Design, 2017