

NOTICE OF EXEMPTION

TO: ☒ ENVIRONMENTAL FILING
P.O. Box 1208
NORWALK, CA 90650-1208

FROM: CITY OF SAN FERNANDO
117 MACNEIL STREET
SAN FERNANDO, CA 91340

☐ OFFICE OF PLANNING AND RESEARCH
1400 TENTH STREET
SACRAMENTO, CA 95814

PROJECT TITLE:

CVS Pharmacy with Drive-Thru Project

PROJECT LOCATION:

1204 San Fernando Road, San Fernando, CA 91340
(Los Angeles County Assessor's Parcel Nos: 2521-019-032)

PROJECT DESCRIPTION:

The proposed Project is a request for review and approval of a Conditional Use Permit (CUP) 2016-008 to allow for the sale of alcoholic beverages, including beer, wine, and distilled spirits, for consumption off the premises ("off-sale general alcohol license"), in conjunction with a pharmacy drive-up window for the planned occupancy and operation of CVS Pharmacy, a retail drug store at 1204 San Fernando Road. The Project will include the following physical improvements: construction of a 13,275 sq. ft. building, on-site parking lot redesign, new landscaping and on-site shade trees with sidewalk improvements adjacent to the Project Site along San Fernando Road and San Fernando Mission Boulevard

PUBLIC AGENCY APPROVING PROJECT:

City of San Fernando

PERSON OR AGENCY CARRYING OUT PROJECT:

Garfield Beach CVS, LLC c/o Boos Development West, LLC. 701 N Parkcenter Drive, Santa Ana, CA 92705

Exemption Status:

- ☐ Ministerial (14 Cal. Code of Regs. §15268):
- ☐ Declared Emergency (14 Cal. Code of Regs. §15269(a)):
- ☐ Emergency Project (14 Cal. Code of Regs. §15269(b), (c), (d), & (e)):
- ☒ Categorical Exemption (14 Cal. Code of Regs. §§ 21083 et seq.):
- ☐ Statutory Exemptions (14 Cal. Code of Regs. §§15260 et seq.):
- ☐ No possibility of physical impact (14 Cal Code of Regs. §15061 (b)(3)):

Reasons why project is exempt:

The Project qualifies for a Class 32 Categorical Exemption pursuant to California Code of Regulations, Title 14, Division 6 Chapter 3, Section 15332-Infill Development). The City has determined that the scope of development outlined as part of the CVS Pharmacy with Drive-Thru Project and associated CUP 2016-008 qualifies for an infill development, categorical exemption as follows: it is located on less than five acres; is located within an urbanized area that has no value as a habitat for endangered, rare or threatened species; the physical development of the Project Site and adjacent public right of ways will upgrade will eliminate physical blight; and, the Project will not have the potential to create adverse environmental impacts related to city code permitted noise levels, the existing air quality levels, and/or the quality of the City's water system. (See Attachment 1: CEQA Exemption.)

Lead Agency Contact Person:

Federico "Fred" Ramirez, Community Development Director; (818) 898-7316



12/30/2016

Date

Federico Ramirez, Community Development Director

CEQA EXEMPTION

**CVS PHARMACY WITH DRIVE-THRU
CONDITIONAL USE PERMIT (CUP 2016-008)
1204 SAN FERNANDO ROAD
SAN FERNANDO, CALIFORNIA 91340**



LEAD AGENCY:

**CITY OF SAN FERNANDO
COMMUNITY DEVELOPMENT DEPARTMENT
117 MACNEIL STREET
SAN FERNANDO, CALIFORNIA 91340**

PREPARED BY:

**BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING
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HACIENDA HEIGHTS, CALIFORNIA 91745**

DECEMBER 30, 2016

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CEQA EXEMPTION FOR THE CVS PHARMACY WITH DRIVE-THRU

1. INTRODUCTION

Pursuant to the California Environmental Quality Act (CEQA) Guidelines, a Notice of Exemption (NOE) may be filed if the City of San Fernando, in its capacity as the lead agency, determines that a proposed action or project is exempt from the environmental review requirements of CEQA. According to the CEQA Guidelines, a NOE must contain the following:

- A brief description of the proposed action or project;
- A finding that the proposed action or project is exempt, including a citation to the State CEQA Guidelines section or statute under which the project is found to be exempt; and,
- A brief statement in support of the finding.

This NOE provides a description of the proposed CVS Pharmacy with Drive-Thru (the “Project”), indicates the applicable sections of CEQA that support the findings for a CEQA exemption, and discusses the lead agency’s findings that are applicable to the proposed Project.

2. PROJECT DESCRIPTION

The proposed Project involves the construction and subsequent occupation of a 13,275 square-foot CVS Pharmacy drug store (“CVS”) on a 4.36-acre site located along the south side of San Fernando Road. The proposed CVS Pharmacy building will have a maximum height of 40 feet. The proposed Project will require the approval of a Conditional Use Permit (CUP 2016-008) to allow for the sale of alcoholic beverages including: beer, wine, and distilled spirits, for consumption off the premises (“off-sale general alcohol license”), and to facilitate the inclusion of a drive-up window in conjunction with the proposed CVS. The requested CUP would allow for CVS to apply for a Type 21 alcohol license with the California Department of Alcoholic Beverage Control. The “Project Site” is located within the Truman/San Fernando District – Mixed Use Transition Sub-District of the San Fernando Corridors Specific Plan (SP-4) Zone. The Project requires a total of 63 parking spaces per City Code. The Project will meet the City parking requirement by provided 48 parking spaces in the form of on-site and on-street adjacent spaces and paying a fee in lieu of parking for an additional 15 spaces.



3. APPLICABLE CEQA EXEMPTION (CLASS 32 INFILL EXEMPTION)

The City of San Fernando has reviewed the proposed Project and has determined that it is categorically exempt and qualifies for a Class 32 Infill Development Project (CEQA Guidelines §15332). The Class 32 exemption consists of projects characterized as infill developments that meet the following conditions:

- The Project is consistent with the applicable General Plan designation and all applicable General Plan policies as well as with applicable zoning designation and regulations;
- The proposed development will occur within the City limits on a Project Site of not more than five acres that is substantially surrounded by urban uses;
- The Project Site has no value as habitat for endangered, rare, or threatened species;
- The approval of the Project would not result in any significant effects relating to traffic, noise, air quality, or water quality; and,
- The Project Site can be adequately served by all required utilities and public services.¹

4. FINDINGS SUPPORTING THE APPLICABLE CEQA EXEMPTION(S)

The City of San Fernando determined, following a preliminary evaluation of the CVS Pharmacy with Drive-Thru, that the proposed Project would not result in any significant effects on the environment. This determination is based on the following:

- The proposed CVS Pharmacy with Drive-Thru will not result in any inconsistency with either the City of San Fernando General Plan land use designation that is applicable to the site and the City of San Fernando Zoning Ordinance and Map. No General Plan Amendment or Zone Change will be required to accommodate the proposed Project.
- The proposed CVS Pharmacy with Drive-Thru occurs within the corporate boundaries of the City of San Fernando. In addition, the Project will be constructed on a 4.36-acre site that is surrounded on all sides by urban uses.
- The site for the CVS Pharmacy with Drive-Thru is surrounded by development on all sides. The affected area's relatively small size and its isolation from other natural open space areas limit its utility as a habitat or an animal migration corridor. No native or natural habitats are found within the Project site or on the adjacent parcels (refer to discussion provided in Section 7).
- The approval of the CVS Pharmacy with Drive-Thru would not result in any significant effects relating to traffic, noise, air quality, or water quality (refer to discussion provided in Section 7).

¹ CEQA Guidelines California Code of Regulations, Title 14, Division 6, Chapter 3, Article 19. Categorical Exemptions. (Section 153332).



- The proposed CVS Pharmacy with Drive-Thru can be adequately served by all required utilities and public services. No significant adverse cumulative impacts will result from the proposed CVS Pharmacy with Drive-Thru's implementation.

Furthermore, the City of San Fernando makes the following additional findings in support of a CEQA exemption for the Project.

- No dislocation of on-site or off-site uses will be required to accommodate the proposed improvements.
- The Project Site does not contain any sensitive native or natural environmental resources. The surrounding areas have been disturbed as part of previous development (refer to discussion provided in Section 7).
- The Project Site is located within an urbanized area of the City of San Fernando. No scenic resources or scenic corridor will be affected by the proposed Project (refer to discussion provided in Section 7).
- The Project Site is not located within an area, nor does it include a site, the Department of Toxic Substances Control (DTSC) and the Secretary for Environmental Protection has identified as being affected by hazardous wastes (refer to discussion provided in Section 7).
- The proposed CVS Pharmacy with Drive-Thru will not result in any adverse impacts on historic resources (refer to the discussion provided in Section 7).
- The proposed CVS Pharmacy with Drive-Thru will not require any approvals by a State trustee or responsible agency as they relate to the environmental review of the Project.

The City of San Fernando may make the following findings with regard to the Project's exemption from the environmental review requirements outlined in CEQA:

- The proposed CVS Pharmacy with Drive-Thru and all related physical improvements will be confined to the designated Project site and no dislocation of off-site uses will occur.
- The proposed CVS Pharmacy with Drive-Thru does not have a possibility of creating any significant environmental effects. The basis for this determination is provided in Section 7.
- The proposed CVS Pharmacy with Drive-Thru will not result in any impacts to sensitive resources.
- The proposed CVS Pharmacy with Drive-Thru will not result in any impacts on sensitive resources; result in any cumulative impacts; have the potential for damaging scenic resources; involve the placement of a Project over a site the Department of Toxic Substances Control (DTSC) and the



Secretary for Environmental Protection has identified as being affected by hazardous waste; or result in any impacts on historic resources.

- The City of San Fernando, in its capacity as Lead Agency for the Project, has determined that “there is no possibility” that the CVS Pharmacy with Drive-Thru will result in significant effects.

5. LOCATION OF THE PROJECT SITE

The City of San Fernando is located in the northeast portion of the San Fernando Valley in Los Angeles County. The City has a total land area of 2.4 square miles and is surrounded by the City of Los Angeles on all sides. Major physiographic features located in the vicinity of the City include the San Gabriel Mountains (located approximately two miles to the north), the Pacoima Wash (located 0.71 miles to the east), Hansen Lake (located three miles to the southeast of the City), and the Los Angeles Reservoir (located approximately four miles to the northwest). The City of San Fernando is located 22 miles from downtown Los Angeles. Other communities located near San Fernando include Sylmar, Sun Valley, Mission Hills, and Pacoima. The later communities are all located within the corporate boundaries of the City of Los Angeles. A regional location map is provided in Exhibit 1.

The Project Site is located at the southeast corner of the San Fernando Road and San Fernando Mission Boulevard. The Project Site’s legal address is 1204 San Fernando Road, San Fernando, CA 91340. The corresponding Assessor Parcel Number (APN) is 2521-019-032. The Project Site is located near the City’s downtown area. A location map is provided in Exhibit 2.

6. ENVIRONMENTAL SETTING OF THE PROJECT SITE

The Project site is located in the eastern corner of an existing shopping center. The Project Site is presently occupied by an obsolete drive-thru restaurant and is covered over in cracked asphalt and overgrown vegetation. The vacant restaurant is dilapidated and is currently boarded up. This area is fenced off by a chain link fence. An aerial view of the Project Site is provided in Exhibit 3. Photographs of the Site are provided in Exhibit 4 and Exhibit 5.

7. ENVIRONMENTAL ASSESSMENT IN SUPPORT OF FINDINGS

7.1 AESTHETIC IMPACTS

The proposed renovation and improvements will be confined to the designated Project Site. The dominant scenic vistas from the CVS Pharmacy with Drive-Thru site and the surrounding area include the views of the Santa Susana Mountains located to the west and the San Gabriel Mountains located to the north. The City is located in the northeastern portion of the San Fernando Valley near the south-facing base of the San Gabriel Mountains. There are no designated scenic vistas or resources present within the vicinity of the CVS Pharmacy with Drive-Thru Project Site. No protected views are present in the immediate area that could be affected by the Project. As a result, no view shed impacts are anticipated to occur.



EXHIBIT 1

REGIONAL LOCATION OF THE CITY OF SAN FERNANDO



EXHIBIT 2 LOCATION OF THE PROJECT SITE

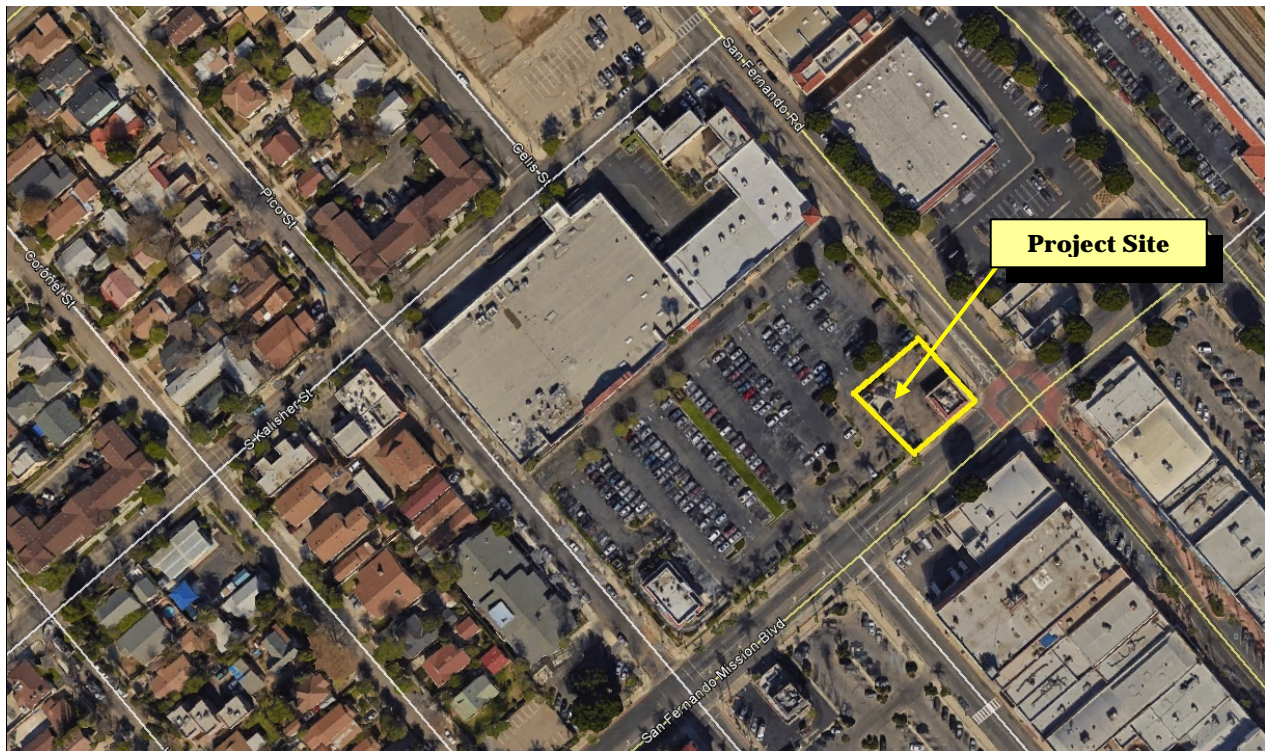


EXHIBIT 3

AERIAL VIEW OF THE PROJECT SITE



EXHIBIT 4
PHOTOGRAPHS OF THE PROJECT SITE



EXHIBIT 5
PHOTOGRAPHS OF THE PROJECT SITE



7.2 AGRICULTURAL & FORESTRY RESOURCES IMPACTS

No agricultural activities are located within the Project Site, nor does the City of San Fernando General Plan or Zoning Ordinance provide for any agricultural land use designation. The proposed improvements will occur within the eastern portion of the larger shopping center. As a result, the proposed Project's implementation will not impact any protected farmland soils. In addition, the Project site is not subject to a Williamson Act contract. As a result, no impacts on existing or future Williamson Act contracts will result from the proposed Project's implementation. Lastly, the City of San Fernando is located in the midst of a larger urban area and no forest lands are located within the City or in the surrounding area.

7.3 AIR QUALITY IMPACTS

As shown in Appendix A, the Project's construction and operational emissions will be below the thresholds of significance as defined by the South Coast Air Quality Management District (SCAQMD). The SCAQMD has established thresholds for six criteria pollutants. These thresholds include:

- 75 pounds per day of reactive organic compounds (ROG);
- 100 pounds per day of nitrogen dioxide;
- 550 pounds per day of carbon monoxide;
- 150 pounds per day of PM₁₀;
- 55 pounds per day of PM_{2.5}; or,
- 150 pounds per day of sulfur oxides.

The Project would have a significant long-term impact on air quality if any of the operational emission significance thresholds for criteria pollutants are exceeded:

- 55 pounds per day of reactive organic compounds;
- 55 pounds per day of nitrogen dioxide;
- 550 pounds per day of carbon monoxide;
- 150 pounds per day of PM₁₀;
- 55 pounds per day of PM_{2.5}; or,
- 150 pounds per day of sulfur oxides.

The Project's emissions were calculated using CalEEMod V.2013.2.2. These CalEEMod worksheets are provided in Appendix A. Construction activities are projected to produce approximately 7.9 pounds per day of ROG; 13.21 pounds per day of NO_x; 9.48 pounds per day of Carbon Monoxide; 0.01 pounds per day of Sulfur Dioxide; 1.59 pounds per day of PM₁₀; and 1.13 pounds per day of PM_{2.5}. Once operational, the Project is expected to produce approximately 3.72 pounds per day of ROG; 5.05 pounds per day of NO_x; 22.15 pounds per day of Carbon Monoxide; 0.05 pounds per day of Sulfur Dioxide; 3.37 pounds per day of PM₁₀; and 0.94 pounds per day of PM_{2.5}. As indicated previously, the Project's daily construction and operational emissions will be below the SCAQMD's thresholds of significance. As a result, the potential impacts associated with the Project are considered to be less than significant.



7.4 BIOLOGICAL RESOURCES IMPACTS

The proposed Project Site is surrounded by development on all sides. The improvement area's small size and its isolation from other open space areas limit its utility as a habitat or an animal migration corridor. A review of the California Department of Fish and Wildlife California Natural Biodiversity Database (CNDDB) Bios Viewer indicated that there are 12 threatened or endangered species located within the San Fernando Quadrangle. The Project Site and surrounding areas are not conducive for the survival of any special status species due to the lack of suitable riparian habitat. According to the California Department of Fish and Wildlife, the Project Site falls under the category of "urban development." The Project Site is bounded on two sides by streets (i.e., San Fernando Mission Boulevard and San Fernando Road). Therefore, constant disturbance (noise and vibration) from vehicular traffic limits the site's utility as a migration corridor. Since the Project Site is located along two roadways and lacks suitable habitat, the Project Site's utility as a migration corridor is restricted. As a result, no impacts will result from the implementation of the proposed Project.

7.5 CULTURAL RESOURCES IMPACTS

The CVS Pharmacy with Drive-Thru will be constructed on a site that has been previously disturbed. In addition, the Project's implementation will require limited grading and earthmoving. In the unlikely event that remains are uncovered by construction crews, all excavation/grading activities shall be halted and the San Fernando Police Department will be contacted (the Department will then contact the County Coroner). Title 14; Chapter 3; Article 5; Section 15064.5 of CEQA will apply in terms of the identification of significant archaeological resources and their salvage. As a result, the potential impacts are considered to be less than significant.

7.6 HAZARDS & HAZARDOUS MATERIALS IMPACTS

The improvements that will be made to the Project Site will not require the use of hazardous materials. The Project site is not included on a hazardous sites list compiled pursuant to California Government Code Section 65962. Therefore, no hazardous materials and/or contaminated soil will be removed from the site during the fine grading process. Additionally, no impacts will occur with respect to locating the areas subject to improvement being located on a site included on a hazardous list pursuant to the government code. Once operational, staff employed in the pharmacy portion of the CVS will be trained in the proper use and disposal of medical products. As a result, no impacts will occur.

7.7 NOISE IMPACTS

The ambient noise environment is dominated by traffic noise and noise emanating from the adjacent uses. In addition, the Project Site is not located within the line-of-sight of any noise sensitive land uses. All construction activities must comply with the City's Noise Ordinance. Once occupied, the Project will not expose sensitive land uses to excess noise levels. The number of trips that will be generated by the Project will not be substantial enough to warrant an increase in roadway noise. In addition, the drive-thru window



will be located along the building's northwestern side. Noise emanating from the drive-thru will not impact any sensitive receptors because the adjacent uses consist of retail. As a result, the potential impacts are expected to be less than significant.

7.8 POPULATION & HOUSING IMPACTS

Growth-inducing impacts are generally associated with the provision of urban services to an undeveloped or rural area, such as utilities, improved roadways, and expanded public services. The CVS Pharmacy with Drive-Thru would not result in any significant additional population growth. The utility connections and other infrastructure will continue to serve the Project Site only. As a result, no growth inducing impacts are anticipated.

7.9 PUBLIC SERVICE IMPACTS

Due to the nature of the proposed Project (CVS drug store), no impacts to schools, libraries, park facilities, or other governmental services will occur. The San Fernando Police Department will review all Project site plans and surveillance plans. In addition, the proposed Project will be subject to review and approval by the Los Angeles Fire Department to ensure that safety and fire prevention measures are incorporated into the Project. As part of the project review process, the LAFD will review the Project and make recommendations for fire protection services and fire flow rates. Depending on the outcome of the review, any required improvements to the water system (e.g. additional hydrants) would be provided at the expense of the Applicant. In addition, the proposed Project would comply with all applicable State and local codes and ordinances related to fire and law enforcement protection. The proposed Project will not negatively impact fire protection services because the Project will be constructed in accordance with the most recent fire and building codes. As a result, the potential impacts are considered to be less than significant.

7.10 TRANSPORTATION IMPACTS

The type of development proposed at the CVS Pharmacy Project Site has already been contemplated by the San Fernando Corridors Specific Plan, environmental assessment, and associated traffic study completed in 2005. Since then, development in the San Fernando Corridors Specific Plan's Truman/San Fernando District, which includes the Mixed-Use Transition Sub-District and the Project Site itself has not come close to the build out anticipated in the specific plan. The projected net increase for the CVS building of over 9,000 square feet (minus the soon to be demolished restaurant that currently occupies the Project Site) will not cause a significant increase in vehicle trips to and from the subject site including during peak AM and PM hours.

Based on 2016 traffic counts undertaken at the adjacent intersection at San Fernando Mission Boulevard and San Fernando Road, the adjacent intersection currently operates at Level of Service A in both the AM and PM peak hours in 2016. This same intersection is also forecast to operate at Level of Service A in both peak hours in 2035 with the assumed development and redevelopment of the surrounding planning area.



The Level of Service A indicates traffic will flow freely and congestion will be nominal without any improvements.

The Institute of Transportation Engineers publication entitled Trip Generation 9th Edition indicates that a 14,561-square foot pharmacy with drive thru window will generate about 1,400 weekday daily trips including 50 in the AM peak hour and 144 in the PM peak hour. The CVS Pharmacy with drive-thru will be 13,275 square feet. Even using the projected traffic volumes from the larger building analyzed, these volumes are considered very light, with an average of just less than 1 trip per minute in the AM peak hour and about 2.5 trips per minute in the PM peak hour. Therefore, the City has determined that no significant traffic impacts are anticipated based on these low trip generation values for this Project when added to existing as well as to future background traffic under projected future growth of the larger planning area of the San Fernando Corridors Specific Plan.

A Drive-Thru queuing analysis was prepared for the Project by Crown City Engineers. According to the Study, the CVS Pharmacy's Drive-Thru will need to accommodate up to four vehicles. Under the current proposal, the Drive-Thru that will be provided by CVS has the capacity to accommodate four vehicles (refer to Appendix B). As a result, the potential impacts will be less than significant.

7.11 UTILITIES IMPACTS

The increases in sewage, water consumption, and solid waste will be adequately handled by the existing facilities and infrastructure. Once operational, the Project will result in the generation of 1,073 gallons of effluent a day. The City contracts with the City of Los Angeles for sewage treatment and disposal. The City's sewer division consists of approximately 40 miles of sewer mains and over 800 manholes. Sewage generated within the City is conveyed to the Hyperion Water Reclamation Plant, which processes an average of 275 million gallons of wastewater on a dry weather day. Since the amount of wastewater entering Hyperion Water Reclamation Plant can double on rainy days, the plant was designed to accommodate both dry and wet weather days with a maximum daily flow of 450 million gallons of water per day (MGD) and peak wet weather flow of 800 MGD. The sewage generate on-site will be adequately handled by the City's sewer lines. In addition, there is sufficient capacity remaining at the Hyperion Water Reclamation Plant to accommodate the Project flows.

Water service is provided by the City of San Fernando, which serves an area of approximately 2.42 square miles with an approximate population of 23,645 residents. Annually, the City serves one billion gallons of water to San Fernando residents. Water is obtained from three sources of water: local ground water wells that draw water from the Sylmar basin; imported water from the Metropolitan Water District (MWD), which delivers surface water from the Joseph Jensen Plant; and a connection from the City of Los Angeles distribution system, which is used only in extreme emergencies. In 2015, the City of San Fernando received 100 percent of its water supply from local ground water. According to the City's 2015 Urban Water Management Plan, the City will continue to have the capacity to accommodate future demand. As a result, the potential impacts in regards to sewage generation and water consumption are considered to be less than significant.



The Project's implementation will not lead to an increase in stormwater runoff, since the amount of pervious surfaces will increase over the existing conditions. Waste collection and disposal is provided by Republic Services, which transports municipal solid waste collected in San Fernando to area landfills, Materials Recovery Facilities (MRFs), and recycling centers. The Project will generate approximately 557 pounds of solid waste per day. The amount of solid waste produced by the Project will be sufficiently accommodated and the potential impacts are considered to be less than significant.



APPENDIX A

CALEEMod WORKSHEETS



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CVS Drive-Thru
South Coast AQMD Air District, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Pharmacy/Drugstore with Drive Thru	13.28	1000sqft	0.30	13,275.00	0
Parking Lot	63.00	Space	0.57	25,200.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	31
Climate Zone	12			Operational Year	2019
Utility Company	Southern California Edison				
CO2 Intensity (lb/MW/hr)	630.89	CH4 Intensity (lb/MW/hr)	0.029	N2O Intensity (lb/MW/hr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - construction times estimated

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2.0 Emissions Summary



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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					
2017	7.9059	13.2161	9.4834	0.0148	0.8645	0.8643	1.5920	0.4434	0.7952	1.1372	0.0000	1,459,819.5	1,459,819.5	0.3646	0.0000	1,467,476.7
Total	7.9059	13.2161	9.4834	0.0148	0.8645	0.8643	1.5920	0.4434	0.7952	1.1372	0.0000	1,459,819.5	1,459,819.5	0.3646	0.0000	1,467,476.7

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					
2017	7.9059	13.2161	9.4834	0.0148	0.8645	0.8643	1.5920	0.4434	0.7952	1.1372	0.0000	1,459,819.5	1,459,819.5	0.3646	0.0000	1,467,476.7
Total	7.9059	13.2161	9.4834	0.0148	0.8645	0.8643	1.5920	0.4434	0.7952	1.1372	0.0000	1,459,819.5	1,459,819.5	0.3646	0.0000	1,467,476.7

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

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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	0.8516	7.0000e-005	7.8600e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0167	0.0167	5.0000e-005		0.0176
Energy	6.7000e-004	6.0600e-003	5.0900e-003	4.0000e-005		4.6000e-004	4.6000e-004		4.6000e-004	4.6000e-004		7.2740	7.2740	1.4000e-004	1.3000e-004	7.3182
Mobile	2.8715	5.0528	22.1408	0.0513	3.2984	0.0724	3.3708	0.8814	0.0668	0.9481		4,104,835.8	4,104,835.8	0.1546		4,108,082.6
Total	3.7238	5.0589	22.1538	0.0513	3.2984	0.0729	3.3713	0.8814	0.0672	0.9486		4,112,126.5	4,112,126.5	0.1548	1.3000e-004	4,115,418.5

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	0.8516	7.0000e-005	7.8600e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0167	0.0167	5.0000e-005		0.0176
Energy	6.7000e-004	6.0600e-003	5.0900e-003	4.0000e-005		4.6000e-004	4.6000e-004		4.6000e-004	4.6000e-004		7.2740	7.2740	1.4000e-004	1.3000e-004	7.3182
Mobile	2.8715	5.0528	22.1408	0.0513	3.2984	0.0724	3.3708	0.8814	0.0668	0.9481		4,104,835.8	4,104,835.8	0.1546		4,108,082.6
Total	3.7238	5.0589	22.1538	0.0513	3.2984	0.0729	3.3713	0.8814	0.0672	0.9486		4,112,126.5	4,112,126.5	0.1548	1.3000e-004	4,115,418.5



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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	2/1/2017	2/28/2017	5	20	
2	Site Preparation	Site Preparation	3/1/2017	3/31/2017	5	23	
3	Grading	Grading	4/1/2017	4/30/2017	5	20	
4	Building Construction	Building Construction	5/1/2017	9/30/2017	5	110	
5	Paving	Paving	10/1/2017	10/31/2017	5	22	
6	Architectural Coating	Architectural Coating	11/1/2017	12/31/2017	5	43	

Acres of Grading (Site Preparation Phase): 0.5

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 21,047; Non-Residential Outdoor: 7,016 (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	4	6.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Cranes	1	4.00	226	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Site Preparation	Graders	1	8.00	174	0.41
Paving	Pavers	1	7.00	125	0.42
Paving	Rollers	1	7.00	80	0.38
Demolition	Rubber Tired Dozers	1	1.00	255	0.40
Grading	Rubber Tired Dozers	1	1.00	255	0.40
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Grading	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	4	10.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	2	5.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	3.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT



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3.1 Mitigation Measures Construction

3.2 Demolition - 2017

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	1.2049	10.4761	8.5825	0.0120		0.7266	0.7266		0.6930	0.6930		1,183.8131	1,183.8131	0.2333		1,188.7118
Total	1.2049	10.4761	8.5825	0.0120		0.7266	0.7266		0.6930	0.6930		1,183.8131	1,183.8131	0.2333		1,188.7118

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	0.0375	0.0472	0.5880	1.4200e-003	0.1118	9.0000e-004	0.1127	0.0296	8.3000e-004	0.0305		114.3934	114.3934	5.6300e-003		114.5116
Total	0.0375	0.0472	0.5880	1.4200e-003	0.1118	9.0000e-004	0.1127	0.0296	8.3000e-004	0.0305		114.3934	114.3934	5.6300e-003		114.5116

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3.2 Demolition - 2017

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	1.2049	10.4761	8.5825	0.0120		0.7266	0.7266		0.6930	0.6930	0.0000	1,183.8131	1,183.8131	0.2333		1,188.7118
Total	1.2049	10.4761	8.5825	0.0120		0.7266	0.7266		0.6930	0.6930	0.0000	1,183.8131	1,183.8131	0.2333		1,188.7118

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	0.0375	0.0472	0.5880	1.4200e-003	0.1118	9.0000e-004	0.1127	0.0296	8.3000e-004	0.0305		114.3934	114.3934	5.6300e-003		114.5116
Total	0.0375	0.0472	0.5880	1.4200e-003	0.1118	9.0000e-004	0.1127	0.0296	8.3000e-004	0.0305		114.3934	114.3934	5.6300e-003		114.5116



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3.3 Site Preparation - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0231	0.0000	0.0231	2.4900e-003	0.0000	2.4900e-003			0.0000			0.0000
Off-Road	1.2694	12.6852	7.2319	9.3300e-003		0.7705	0.7705		0.7089	0.7089		955.8663	955.8663	0.2929		962.0167
Total	1.2694	12.6852	7.2319	9.3300e-003	0.0231	0.7705	0.7935	2.4900e-003	0.7089	0.7113		955.8663	955.8663	0.2929		962.0167

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	0.0188	0.0236	0.2940	7.1000e-004	0.0559	4.5000e-004	0.0563	0.0148	4.1000e-004	0.0152		57.1967	57.1967	2.8200e-003		57.2558
Total	0.0188	0.0236	0.2940	7.1000e-004	0.0559	4.5000e-004	0.0563	0.0148	4.1000e-004	0.0152		57.1967	57.1967	2.8200e-003		57.2558

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3.3 Site Preparation - 2017

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					0.0231	0.0000	0.0231	2.4900e-003	0.0000	2.4900e-003			0.0000			0.0000
Off-Road	1.2694	12.6852	7.2319	9.3300e-003		0.7705	0.7705		0.7089	0.7089	0.0000	955.8663	955.8663	0.2929		962.0167
Total	1.2694	12.6852	7.2319	9.3300e-003	0.0231	0.7705	0.7935	2.4900e-003	0.7089	0.7113	0.0000	955.8663	955.8663	0.2929		962.0167

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	0.0188	0.0236	0.2940	7.1000e-004	0.0559	4.5000e-004	0.0563	0.0148	4.1000e-004	0.0152		57.1967	57.1967	2.8200e-003		57.2558
Total	0.0188	0.0236	0.2940	7.1000e-004	0.0559	4.5000e-004	0.0563	0.0148	4.1000e-004	0.0152		57.1967	57.1967	2.8200e-003		57.2558



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3.4 Grading - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.7528	0.0000	0.7528	0.4138	0.0000	0.4138			0.0000			0.0000
Off-Road	1.2049	10.4761	8.5825	0.0120		0.7266	0.7266		0.6930	0.6930		1,183.813 1	1,183.813 1	0.2333		1,188.711 8
Total	1.2049	10.4761	8.5825	0.0120	0.7528	0.7266	1.4794	0.4138	0.6930	1.1068		1,183.813 1	1,183.813 1	0.2333		1,188.711 8

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	0.0375	0.0472	0.5880	1.4200e-003	0.1118	9.0000e-004	0.1127	0.0296	8.3000e-004	0.0305		114.3934	114.3934	5.6300e-003		114.5116
Total	0.0375	0.0472	0.5880	1.4200e-003	0.1118	9.0000e-004	0.1127	0.0296	8.3000e-004	0.0305		114.3934	114.3934	5.6300e-003		114.5116

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3.4 Grading - 2017

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.7528	0.0000	0.7528	0.4138	0.0000	0.4138			0.0000			0.0000
Off-Road	1.2049	10.4761	8.5825	0.0120		0.7266	0.7266		0.6930	0.6930		1,183.813 1	1,183.813 1	0.2333		1,188.711 8
Total	1.2049	10.4761	8.5825	0.0120	0.7528	0.7266	1.4794	0.4138	0.6930	1.1068		1,183.813 1	1,183.813 1	0.2333		1,188.711 8

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	0.0375	0.0472	0.5880	1.4200e-003	0.1118	9.0000e-004	0.1127	0.0296	8.3000e-004	0.0305		114.3934	114.3934	5.6300e-003		114.5116
Total	0.0375	0.0472	0.5880	1.4200e-003	0.1118	9.0000e-004	0.1127	0.0296	8.3000e-004	0.0305		114.3934	114.3934	5.6300e-003		114.5116



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3.5 Building Construction - 2017

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	1.2740	12.6738	8.0395	0.0113		0.8553	0.8553		0.7869	0.7869		1,159,531.0	1,159,531.0	0.3553		1,166,991.9
Total	1.2740	12.6738	8.0395	0.0113		0.8553	0.8553		0.7869	0.7869		1,159,531.0	1,159,531.0	0.3553		1,166,991.9

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	0.0458	0.4715	0.5619	1.3000e-003	0.0375	7.6100e-003	0.0451	0.0107	7.0000e-003	0.0177		128.6985	128.6985	9.0000e-004		128.7174
Worker	0.0563	0.0707	0.8819	2.1200e-003	0.1677	1.3500e-003	0.1690	0.0445	1.2400e-003	0.0457		171.5900	171.5900	8.4500e-003		171.7674
Total	0.1021	0.5423	1.4439	3.4200e-003	0.2052	8.9600e-003	0.2141	0.0552	8.2400e-003	0.0634		300.2885	300.2885	9.3500e-003		300.4848

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3.5 Building Construction - 2017

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	1.2740	12.6738	8.0395	0.0113		0.8553	0.8553		0.7869	0.7869	0.0000	1,159,531.0	1,159,531.0	0.3553		1,166,991.9
Total	1.2740	12.6738	8.0395	0.0113		0.8553	0.8553		0.7869	0.7869	0.0000	1,159,531.0	1,159,531.0	0.3553		1,166,991.9

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	0.0458	0.4715	0.5619	1.3000e-003	0.0375	7.6100e-003	0.0451	0.0107	7.0000e-003	0.0177		128.6985	128.6985	9.0000e-004		128.7174
Worker	0.0563	0.0707	0.8819	2.1200e-003	0.1677	1.3500e-003	0.1690	0.0445	1.2400e-003	0.0457		171.5900	171.5900	8.4500e-003		171.7674
Total	0.1021	0.5423	1.4439	3.4200e-003	0.2052	8.9600e-003	0.2141	0.0552	8.2400e-003	0.0634		300.2885	300.2885	9.3500e-003		300.4848



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3.6 Paving - 2017

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	1.0406	9.8344	7.2432	0.0111		0.6018	0.6018		0.5572	0.5572		1,068.9366	1,068.9366	0.2968		1,075,169.8
Paving	0.0679					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.1085	9.8344	7.2432	0.0111		0.6018	0.6018		0.5572	0.5572		1,068.9366	1,068.9366	0.2968		1,075,169.8

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	0.0676	0.0849	1.0583	2.5500e-003	0.2012	1.6200e-003	0.2028	0.0534	1.4900e-003	0.0549		205.9080	205.9080	0.0101		206.1209
Total	0.0676	0.0849	1.0583	2.5500e-003	0.2012	1.6200e-003	0.2028	0.0534	1.4900e-003	0.0549		205.9080	205.9080	0.0101		206.1209

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3.6 Paving - 2017

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	1.0406	9.8344	7.2432	0.0111		0.6018	0.6018		0.5572	0.5572	0.0000	1,068.9366	1,068.9366	0.2968		1,075,169.8
Paving	0.0679					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.1085	9.8344	7.2432	0.0111		0.6018	0.6018		0.5572	0.5572	0.0000	1,068.9366	1,068.9366	0.2968		1,075,169.8

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	0.0676	0.0849	1.0583	2.5500e-003	0.2012	1.6200e-003	0.2028	0.0534	1.4900e-003	0.0549		205.9080	205.9080	0.0101		206.1209
Total	0.0676	0.0849	1.0583	2.5500e-003	0.2012	1.6200e-003	0.2028	0.0534	1.4900e-003	0.0549		205.9080	205.9080	0.0101		206.1209



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3.7 Architectural Coating - 2017

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	7.5623					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.3323	2.1850	1.8681	2.9700e-003		0.1733	0.1733		0.1733	0.1733		281.4481	281.4481	0.0297		282.0721
Total	7.8946	2.1850	1.8681	2.9700e-003		0.1733	0.1733		0.1733	0.1733		281.4481	281.4481	0.0297		282.0721

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	0.0113	0.0142	0.1764	4.2000e-004	0.0335	2.7000e-004	0.0338	8.8900e-003	2.5000e-004	9.1400e-003		34.3180	34.3180	1.6900e-003		34.3535
Total	0.0113	0.0142	0.1764	4.2000e-004	0.0335	2.7000e-004	0.0338	8.8900e-003	2.5000e-004	9.1400e-003		34.3180	34.3180	1.6900e-003		34.3535

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3.7 Architectural Coating - 2017

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	7.5623					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.3323	2.1850	1.8681	2.9700e-003		0.1733	0.1733		0.1733	0.1733	0.0000	281.4481	281.4481	0.0297		282.0721
Total	7.8946	2.1850	1.8681	2.9700e-003		0.1733	0.1733		0.1733	0.1733	0.0000	281.4481	281.4481	0.0297		282.0721

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	0.0113	0.0142	0.1764	4.2000e-004	0.0335	2.7000e-004	0.0338	8.8900e-003	2.5000e-004	9.1400e-003		34.3180	34.3180	1.6900e-003		34.3535
Total	0.0113	0.0142	0.1764	4.2000e-004	0.0335	2.7000e-004	0.0338	8.8900e-003	2.5000e-004	9.1400e-003		34.3180	34.3180	1.6900e-003		34.3535

4.0 Operational Detail - Mobile



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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	2.6715	5.0528	22.1408	0.0513	3.2984	0.0724	3.3708	0.8814	0.0668	0.9481		4,104.8358	4,104.8358	0.1546		4,108.0826
Unmitigated	2.6715	5.0528	22.1408	0.0513	3.2984	0.0724	3.3708	0.8814	0.0668	0.9481		4,104.8358	4,104.8358	0.1546		4,108.0826

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Parking Lot	0.00	0.00	0.00		
Pharmacy/Drugstore with Drive Thru	1,170.32	1,170.32	1,170.32	1,554,946	1,554,946
Total	1,170.32	1,170.32	1,170.32	1,554,946	1,554,946

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Pharmacy/Drugstore with Drive	16.60	8.40	6.90	7.50	73.50	19.00	38	13	49

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.510142	0.059804	0.180842	0.139058	0.042603	0.006701	0.016107	0.033206	0.001939	0.002487	0.004384	0.000580	0.002146

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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					
Natural Gas Mitigated	6.7000e-004	6.0600e-003	5.0900e-003	4.0000e-005	4.6000e-004	4.6000e-004	4.6000e-004	4.6000e-004	4.6000e-004	4.6000e-004		7.2740	7.2740	1.4000e-004	1.3000e-004	7.3182
Natural Gas Unmitigated	6.7000e-004	6.0600e-003	5.0900e-003	4.0000e-005	4.6000e-004	4.6000e-004	4.6000e-004	4.6000e-004	4.6000e-004	4.6000e-004		7.2740	7.2740	1.4000e-004	1.3000e-004	7.3182

5.2 Energy by Land Use - Natural Gas

Unmitigated

	Natural Gas 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					
Pharmacy/Drugstore with Drive Thru	61.6288	6.7000e-004	6.0600e-003	5.0900e-003	4.0000e-005	4.6000e-004	4.6000e-004	4.6000e-004	4.6000e-004	4.6000e-004	4.6000e-004		7.2740	7.2740	1.4000e-004	1.3000e-004	7.3182
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	0.0000
Total		6.7000e-004	6.0600e-003	5.0900e-003	4.0000e-005	4.6000e-004	4.6000e-004	4.6000e-004	4.6000e-004	4.6000e-004	4.6000e-004		7.2740	7.2740	1.4000e-004	1.3000e-004	7.3182



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5.2 Energy by Land Use - Natural Gas

Mitigated

	Natural Gas 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					
Pharmacy/ Drugstore with Drive-Thru Parking Lot	0.0618288	6.7000e-004	6.0600e-003	5.0900e-003	4.0000e-005		4.6000e-004	4.6000e-004		4.6000e-004	4.6000e-004		7.2740	7.2740	1.4000e-004	1.3000e-004	7.3182
	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		6.7000e-004	6.0600e-003	5.0900e-003	4.0000e-005		4.6000e-004	4.6000e-004		4.6000e-004	4.6000e-004		7.2740	7.2740	1.4000e-004	1.3000e-004	7.3182

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	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	0.8516	7.0000e-005	7.8600e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0167	0.0167	5.0000e-005		0.0176
Unmitigated	0.8516	7.0000e-005	7.8600e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0167	0.0167	5.0000e-005		0.0176

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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	0.0891					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.7618					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	7.5000e-004	7.0000e-005	7.8600e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0167	0.0167	5.0000e-005		0.0176
Total	0.8517	7.0000e-005	7.8600e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0167	0.0167	5.0000e-005		0.0176

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	0.0891					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.7618					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	7.5000e-004	7.0000e-005	7.8600e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0167	0.0167	5.0000e-005		0.0176
Total	0.8517	7.0000e-005	7.8600e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0167	0.0167	5.0000e-005		0.0176

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
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10.0 Vegetation



APPENDIX B

QUEUING ANALYSIS



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DRIVE-THROUGH QUEUING ANALYSIS
CVS PHARMACY RETAIL PROJECT
1204 SAN FERNANDO ROAD
SAN FERNANDO, CALIFORNIA



Prepared for
City of San Fernando
117 Macneil Street
San Fernando, CA 91340
Tel: 818-898-1200
Attn.: Mr. Fred Ramirez
Community Development Director



Prepared by
Crown City Engineers, Inc.
1475 Glen Oaks Boulevard
Pasadena, CA 91105
Tel: 818-730-1970
Under the Supervision of:
Patrick B. Lang, P.E.
Registered Traffic Engineer

October 14, 2016

CCE2016-20/YR



DRIVE-THROUGH QUEUING ANALYSIS
CVS PHARMACY RETAIL PROJECT
1204 SAN FERNANDO ROAD
SAN FERNANDO, CALIFORNIA

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TECHNICAL APPENDIX



PREPARER'S CERTIFICATION

**DRIVE-THROUGH QUEUING ANALYSIS
CVS PHARMACY RETAIL PROJECT
1204 SAN FERNANDO ROAD
SAN FERNANDO, CALIFORNIA**

This is to certify that the above titled traffic study has been prepared under the supervision of Patrick B. Lang, P.E., a Professional Traffic Engineer, registered in the State of California.

Patrick B. Lang, P.E.
Registration #: TR-875

10-20-2016
Date

Professional Engineer's Stamp

CVS Pharmacy Retail Project in San Fernando: Drive-thru Queuing Analysis Report Page iii
October 20, 2016



DRIVE-THROUGH QUEUING ANALYSIS

CVS PHARMACY RETAIL PROJECT

1204 SAN FERNANDO ROAD

SAN FERNANDO, CALIFORNIA

EXECUTIVE SUMMARY

The purpose of this drive-through queuing analysis is to determine storage requirement in the drive-through lane for the proposed development of a 14,561 sq. ft. CVS Pharmacy retail project located at 1204 San Fernando Road in the City of San Fernando, California.

The applicant has proposed to construct a new 12,900 sq. ft. commercial retail building (to operate as a CVS Pharmacy) with a 1,661 sq. ft. mezzanine for a total of 14,561 sq. ft. As part of the proposed development, the applicant is also seeking a drive-thru component. The project site is currently improved with an approximately 1,122 sq. ft. of an abandoned freestanding commercial building (former drive-thru restaurant – to be demolished), a freestanding restaurant building (2,870 sq. ft.) and a multi-tenant commercial development (68,735 sq. ft.). The subject property consists of approximately 4.36 acres located at the south side of the 1200 block of San Fernando Road between Kalisher Street and San Fernando Mission Blvd., within the SP-4 (Truman/ San Fernando District – Mixed Use Transition Sub-District) Zone.

The report provides an analysis of storage requirement in the drive-thru lane for the proposed pharmacy based on queue data collected from an existing CVS Pharmacy, and determination of the adequacy of the storage (waiting) length provided for the proposed pharmacy.

In order to determine whether the proposed CVS Pharmacy's drive-through lane would have adequate storage length available to accommodate the drive through service demands, queue counts were conducted at an existing CVS pharmacy with drive-through window. Queue observations were taken at the existing CVS Pharmacy located in the City of Pasadena, California on a typical weekday during morning peak hours from 8 AM to 10 AM and afternoon peak hours from 2 PM to 6 PM, and on a typical Saturday peak hours from 9 AM to 3 PM. The number of vehicles waiting in line or being served at the drive-through window were recorded for each 10-minute interval during these observation hours. It was observed that a maximum of 3 vehicles were waiting in line while another vehicle was at the window being served at a given time on the Tuesday afternoon. Therefore, the drive-through lane was required to accommodate a maximum of 4 vehicles on a typical weekday.



The queue analysis indicates that a maximum of 4 vehicles would be required to be accommodated in the drive-through lane at the CVS Pharmacy to be located at 1204 San Fernando Road. The site plan for the project provides room for 4 vehicles in the drive-through lane. Therefore, the drive-through lane, as designed, should be considered adequate to meet service demands at the drive-through window of the proposed pharmacy.



DRIVE-THROUGH QUEUING ANALYSIS

CVS PHARMACY RETAIL PROJECT

1204 SAN FERNANDO ROAD

SAN FERNANDO, CALIFORNIA

INTRODUCTION

The purpose of this drive-through queuing analysis is to determine storage requirement in the drive-through lane for the proposed development of a 14,561 sq. ft. CVS Pharmacy retail project located at 1204 San Fernando Road in the City of San Fernando, California.

The applicant has proposed to construct a new 12,900 sq. ft. commercial retail building (to operate as a CVS Pharmacy) with a 1,661 sq. ft. mezzanine for a total of 14,561 sq. ft. As part of the proposed development, the applicant is also seeking a drive-thru component. The project site is currently improved with an approximately 1,122 sq. ft. of an abandoned freestanding commercial building (former drive-thru restaurant – to be demolished), a freestanding restaurant building (2,870 sq. ft.) and a multi-tenant commercial development (68,735 sq. ft.). The subject property consists of approximately 4.36 acres located at the south side of the 1200 block of San Fernando Road between Kalisher Street and San Fernando Mission Blvd., within the SP-4 (Truman/ San Fernando District – Mixed Use Transition Sub-District) Zone.

Figure 1 shows an aerial view of the site and the vicinity.

Figure 2 shows a site plan of the proposed site of CVS Pharmacy including the proposed drive-thru lane. As shown in the site plan, the drive-through lane provides room for accommodating a maximum of 4 vehicles (1 at the window and 3 waiting in line).

The following sections provide an analysis of storage requirement in the drive-thru lane for the proposed pharmacy based on queue data collected from an existing CVS Pharmacy, and determination of the adequacy of the storage (waiting) length provided for the proposed pharmacy.



FIGURE 1. PROPOSED SITE OF CVS PHARMACY AND THE VICINITY

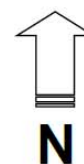
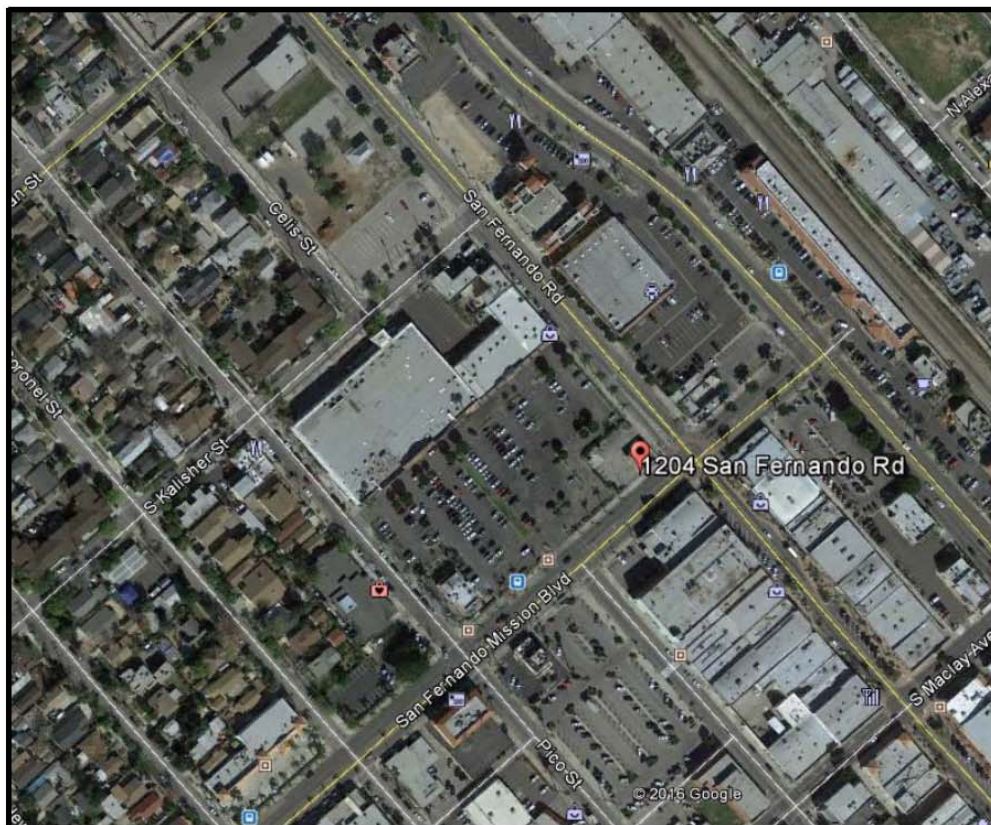
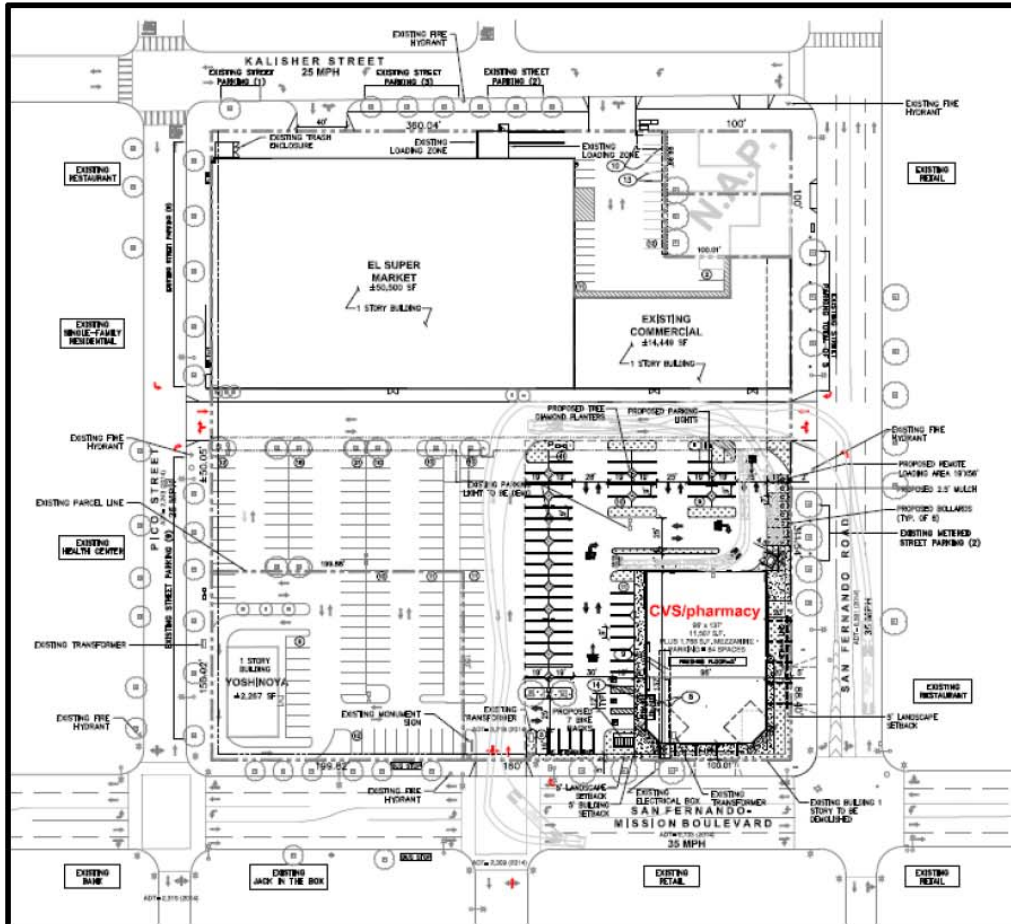




FIGURE 2. PROPOSED SITE PLAN OF CVS PHARMACY





QUEUE OBSERVATION AT AN EXISTING PHARMACY

In order to determine whether the proposed CVS Pharmacy's drive-through lane would have adequate storage length available to accommodate the drive through service demands, it was deemed necessary to conduct queue counts at an existing CVS pharmacy with drive-through window. Queue observations were taken on a typical weekday during morning peak hours from 8 AM to 10 AM and afternoon peak hours from 2 PM to 6 PM, and on a typical Saturday peak hours from 9 AM to 3 PM. The number of vehicles waiting in line or being served at the drive-through window were recorded for each 10-minute interval during these observation hours.

Accordingly, queue counts were conducted on Saturday, October 1, 2016, and on Tuesday, October 4, 2016 at an existing CVS Pharmacy located at 20 East Orange Grove Boulevard in the City of Pasadena, California. The results of the queue counts are summarized in **Table 1** (for Saturday counts) and **Table 2** (for Tuesday counts).

As shown in Table 1, a maximum of 2 vehicles were waiting in line while another vehicle was at the window being served. It happened twice on Saturday, once at 11:50 AM and the other time at 2:20 PM. Therefore, the drive through lane was required to accommodate a maximum of 3 vehicles on a typical Saturday.

Similarly, Table 2 shows that a maximum of 3 vehicles were waiting in line while another vehicle was at the window being served. It happened on Tuesday, at 5:20 PM. Therefore, the drive through lane was required to accommodate a maximum of 4 vehicles on a typical Tuesday.



TABLE 1
QUEUE SURVEY IN DRIVE-THRU LANE AT CVS PHARMACY
AT 20 EAST ORANGE GROVE BLVD, PASADENA, CA
ON SATURDAY, OCTOBER 1, 2016

TIME BEGIN	VEHICLE WAITING	VEHICLE AT WINDOW	VEHICLE SERVED	DELAYED 1 CYCLE	DELAYED 1+ CYCLE
AM					
9:00	0	1	0	0	0
9:10	0	0	1	0	0
9:20	0	0	2	0	0
9:30	0	0	0	0	0
9:40	0	0	0	0	0
9:50	0	0	0	0	0
10:00	0	0	1	0	0
10:10	0	1	2	0	0
10:20	0	0	1	0	0
10:30	1	1	1	0	0
10:40	0	0	2	0	0
10:50	0	0	0	0	0
11:00	0	0	0	0	0
11:10	1	1	0	0	0
11:20	0	1	2	0	0
11:30	0	1	1	0	0
11:40	0	0	3	0	0
11:50	2	1	1	0	0
PM					
12:00	1	1	3	0	0
12:10	1	1	2	0	0
12:20	1	1	0	1	0
12:30	1	1	1	1	0
12:40	1	1	4	0	0
12:50	0	1	2	0	0
1:00	0	1	1	0	0
1:10	0	0	1	0	0
1:20	0	1	0	0	0
1:30	0	0	1	0	0
1:40	0	0	0	0	0
1:50	0	0	1	0	0
2:00	0	1	2	0	0
2:10	1	1	2	0	0
2:20	2	1	2	0	0
2:30	0	1	2	0	0
2:40	0	0	1	0	0
2:50	0	0	1	0	0
3:00	0	0	0	0	0



TABLE 2
QUEUE SURVEY IN DRIVE THRU LANE AT CVS PHARMACY
AT 20 EAST ORANGE GROVE BLVD, PASADENA, CA
ON TUESDAY, OCTOBER 4, 2016

TIME BEGIN	VEHICLE WAITING	VEHICLE AT WINDOW	VEHICLE SERVED	DELAYED 1 CYCLE	DELAYED 1+ CYCLE
AM					
8:00	0	0	0	0	0
8:10	0	0	0	0	0
8:20	0	0	0	0	0
8:30	0	0	1	0	0
8:40	0	0	1	0	0
8:50	0	0	0	0	0
9:00	0	0	0	0	0
9:10	0	0	0	0	0
9:20	0	0	1	0	0
9:30	0	0	1	0	0
9:40	0	0	0	0	0
9:50	2	1	1	0	0
10:00	1	1	3	0	0
PM					
2:00	0	0	0	0	0
2:10	0	0	1	0	0
2:20	0	0	0	0	0
2:30	0	0	1	0	0
2:40	0	0	1	0	0
2:50	0	0	0	0	0
3:00	0	0	0	0	0
3:10	0	0	2	0	0
3:20	0	1	0	0	0
3:30	0	0	1	0	0
3:40	0	0	0	0	0
3:50	0	0	1	0	0
4:00	1	1	1	0	0
4:10	0	0	2	0	0
4:20	0	0	1	0	0
4:30	0	0	1	0	0
4:40	0	0	1	0	0
4:50	2	1	1	0	0
5:00	0	1	2	0	0
5:10	1	1	2	0	0
5:20	3	1	2	0	0
5:30	1	1	2	1	0
5:40	1	1	3	0	0
5:50	0	0	2	0	0
6:00	0	0	1	0	0



QUEUE ANALYSIS

The results of an analysis of the observed queue data are shown in **Table 3** (for Saturday data) and **Table 4** (for Tuesday data). The tables show the number of vehicles in the queue at any given time, the service time (i.e., time spent in the drive-through window) taken by each vehicle in minutes, the maximum and minimum service time taken by any vehicle, and the average service time taken during AM hours and PM hours for each day.

The maximum service time taken by a vehicle ranges from 7 minutes (during Saturday AM hours) to 12 minutes (during Tuesday PM hours) and minimum service time taken is approximately 2 minutes. The average service time ranges from 3.53 minutes (during Saturday AM hours) to 6.55 minutes (during Tuesday PM hours). These values are considered important for designing storage length for a drive-through lane depending on arrival patterns of vehicles at the drive-through window. As has been determined in this analysis, these values correspond to a design storage length sufficient to accommodate a maximum of 4 vehicles in the drive-through lane.



TABLE 3
QUEUE ANALYSIS IN DRIVE THRU LANE AT CVS PHARMACY
AT 20 EAST ORANGE GROVE BLVD, PASADENA, CA
ON SATURDAY, OCTOBER 1, 2016

	NO. IN QUEUE	START TIME	CLEAR TIME	SERVICE TIME	MAX SERVICE	MIN SERVICE	AVG SERVICE
AM	1	9:00	9:07	0:07			
	1	9:11	9:13	0:02			
	1	9:16	9:17	0:01			
	1	9:53	9:58	0:05			
	1	10:03	10:03	0:00			
	1	10:05	10:07	0:02			
	1	10:09	10:15	0:06			
	1	10:21	10:22	0:01	7	1	3.53
	2	10:29	10:37	0:04			
	2	11:07	11:16	0:04			
	1	11:19	11:22	0:03			
	1	11:24	11:31	0:07			
	2	11:33	11:39	0:03			
	1	11:42	11:43	0:01			
	3	11:45	11:55	0:03			
	2	11:59	12:07	0:04			
PM	2	12:09	12:31	0:11			
	1	12:19	12:34	0:15			
	2	12:27	12:36	0:04			
	2	12:39	12:45	0:03			
	1	12:47	12:54	0:07			
	1	12:58	13:06	0:08			
	1	1:17	1:22	0:05	11	2	5.57
	1	1:41	1:43	0:02			
	2	1:52	1:57	0:02			
	1	1:59	2:01	0:02			
	1	2:03	2:05	0:02			
	2	2:07	2:15	0:04			
	3	2:17	2:33	0:05			
	1	2:42	2:46	0:04			



TABLE 4
QUEUE ANALYSIS IN DRIVE THRU LANE AT CVS PHARMACY
AT 20 EAST ORANGE GROVE BLVD, PASADENA, CA
ON TUESDAY, OCTOBER 4, 2016

	NO. IN QUEUE	START TIME	CLEAR TIME	SERVICE TIME	MAX SERVICE	MIN SERVICE	AVG SERVICE
AM	1	8:23	8:29	0:06			
	1	8:32	8:37	0:05			
	1	9:13	9:16	0:03			
	1	9:25	9:27	0:02	7	2	4.00
	1	9:41	9:49	0:08			
	3	9:49	9:56	0:02			
	1 *	9:56	10:02	0:06			
	1 *	9:59	10:06	0:07			
PM	1	2:06	2:08	0:02			
	1	2:21	2:28	0:07			
	1	2:31	2:36	0:05			
	1	3:01	3:03	0:02			
	1	3:02	3:07	0:05			
	1	3:19	3:28	0:09			
	1	3:46	3:49	0:03			
	2	3:52	4:02	0:05			
	1	3:58	4:09	0:11			
	1	4:12	4:16	0:04	12	2	6.55
	1	4:23	4:29	0:06			
	1	4:32	4:37	0:05			
	1	4:41	4:46	0:05			
	3	4:48	5:04	0:05			
	2	5:01	5:12	0:05			
	1	5:05	5:17	0:12			
	2	5:11	5:29	0:09			
	2	5:19	5:36	0:08			
	1	5:27	5:39	0:12			
	1	5:32	5:42	0:10			
	1	5:41	5:48	0:07			
	1	5:52	5:59	0:07			



CONCLUSIONS

The queue analysis conducted for the proposed drive-through lane at the CVS Pharmacy to be located at 1204 San Fernando Road indicates that a maximum of 4 vehicles would be required to be accommodated in the drive-through lane. The site plan for the project provides room for 4 vehicles in the drive-through lane. Therefore, the drive-through lane, as designed, should be considered adequate to meet service demands at the drive-through window of the proposed pharmacy.



APPENDIX C

UTILITIES WORKSHEETS



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INTRODUCTION TO UTILITY SCREENING TABLES

The following worksheets are used to evaluate the potential impacts of a project.

Table 1 Definition of Project

This Table is used to establish the proposed development parameters that are used in the calculation of utilities usage. The independent variable to be entered is identified by shading. For residential development, the number of housing units should be entered in the shaded area. For non-residential development, the total floor area of development should be entered in the shaded area.

Tables 2 Summary of Project Impacts

Consumption/Generation Rates. This table indicates the development's projected electrical consumption, natural gas consumption, water consumption, effluent generation, and solid waste generation. No modifications should be made to this table.

Tables 3 through 7 Calculation of Project Impacts

Tables 3 through 7 indicate the results of the analysis.

Table 3 Electrical Consumption - This Table calculates the projected electrical consumption for new development. Default generation rates provided in the shaded areas may be changed.

Table 4 Natural Gas Consumption - This Table calculates the projected natural gas usage for new development. Default generation rates provided in the shaded areas may be changed.

Table 5 Water Consumption - This Table calculates the projected water consumption rates for new development. Default generation rates provided in the shaded areas may be changed.

Table 6 Sewage Generation - This Table calculates the projected effluent generation rates for new development. Default generation rates provided in the shaded areas may be changed.

Table 7 Solid Waste Generation - This Table calculates the projected waste generation for new development. Default generation rates provided in the shaded areas may be changed.

Table 1 Project Name: CVS Drive-Thru

Definition of Project Parameters - Enter independent variable (no. of units or floor area) in the shaded area. The independent variable to be entered is the number of units (for residential development) or the gross floor area (for non-residential development).

Land Use	Independent Variable	Factor
Residential Uses		
Single-Family Residential	No. of Units	Total Units
Medium Density Residential	No. of Units	Total Units
Multiple-Family Residential	No. of Units	Total Units
Mobile Home	No. of Units	Total Units
Office Uses		
Office	Sq. Ft.	Total Floor Area
Medical Office Building	Sq. Ft.	Total Floor Area
Office Park	Sq. Ft.	Total Floor Area
Bank/Financial Services	Sq. Ft.	Total Floor Area
Commercial Uses		
Specialty Retail Commercial	Sq. Ft.	Floor Area/Rooms
Convenience Store	Sq. Ft.	Floor Area/Rooms
Movie Theater	Sq. Ft.	Floor Area/Rooms
Shopping Center	Sq. Ft.	Floor Area/Rooms
Sit-Down Restaurant	Sq. Ft.	Floor Area/Rooms
Fast-Food Restaurant	Sq. Ft.	Floor Area/Rooms
Hotel	Rooms	Floor Area/Rooms
Manufacturing Uses		
Industrial Park	Sq. Ft.	Total Floor Area
Manufacturing	Sq. Ft.	Total Floor Area
General Light Industry	Sq. Ft.	Total Floor Area
Warehouse	Sq. Ft.	Total Floor Area
Public/Institutional		
Public/Institutional	Sq. Ft.	Total Floor Area
Open Space	Sq. Ft.	Total Floor Area

Table 2: Projected Utility Consumption and Generation

Summary of Project Impacts - Results of analysis identified below. No modifications should be made to this Table.

Utilities Consumption and Generation	Factor	Rates
Electrical Consumption	kWh/day	582
Natural Gas Consumption	cubic feet/day	105
Water Consumption	gallons/day	1,341
Sewage Generation	gallons/day	1,073
Solid Waste Generation	pounds/day	558



Table 3: Electrical Consumption

Project Component	Units of Measure	Consumption Factor		Projected Consumption
Residential Uses	No. of Units	kWh	Variable	kWh/Unit/Day
Single-Family Residential	0	5,625.00	kWh/Unit/Year	0.0
Medium Density Residential	0	5,625.00	kWh/Unit/Year	0.0
Multiple-Family Residential	0	5,625.00	kWh/Unit/Year	0.0
Mobile Home	0	4,644.00	kWh/Unit/Year	0.0
Office Uses	Sq. Ft.	kWh	Variable	kWh/Sq. Ft./Day
Office	0	20.80	kWh/Sq. Ft./Year	0.0
Medical Office Building	0	14.20	kWh/Sq. Ft./Year	0.0
Office Park	0	20.80	kWh/Sq. Ft./Year	0.0
Bank/Financial Services	0	20.80	kWh/Sq. Ft./Year	0.0
Commercial Uses	Sq. Ft./Rooms	kWh	Variable	kWh/Sq. Ft./Day
Specialty Retail Commercial	13,275	16.00	kWh/Sq. Ft./Year	581.9
Convenience Store	0	16.00	kWh/Sq. Ft./Year	0.0
Movie Theater	0	16.00	kWh/Sq. Ft./Year	0.0
Shopping Center	0	35.90	kWh/Sq. Ft./Year	0
Sit-Down Restaurant	0	49.10	kWh/Sq. Ft./Year	0.0
Fast-Food Restaurant	0	49.10	kWh/Sq. Ft./Year	0.0
Hotel	0	8,955.00	kWh/Sq. Ft./Year	0.0
Manufacturing Uses	Sq. Ft.	kWh	Variable	kWh/Sq. Ft./Day
Industrial Park	0	4.80	kWh/Sq. Ft./Year	0.0
Manufacturing	0	4.80	kWh/Sq. Ft./Year	0.0
General Light Industry	0	4.80	kWh/Sq. Ft./Year	0.0
Warehouse	0	4.80	kWh/Sq. Ft./Year	0.0
Public/Institutional	Sq. Ft.	kWh	Variable	kWh/Sq. Ft./Day
Public/Institutional	0	4.80	kWh/Sq. Ft./Year	0.0
Open Space	0	0.00	kWh/Sq. Ft./Year	0.0
Total Daily Electrical Consumption (kWh/day)				581.9

Sources:

Residential rates were derived from the SCAQMD's CEQA Air Quality Handbook (April 1993).

All other rates are from Common Forecasting Methodology VII Demand Forms, 1989

Table 4: Natural Gas Consumption

Project Component	Units of Measure	Consumption Factor		Projected Consumption
Residential Uses	No. of Units	Cu. Ft. of Nat. Gas	Variable	Cu. Ft./Day
Single-Family Residential	0	6,665.00	Cu. Ft./Mo./Unit	0.0
Medium Density Residential	0	4,011.50	Cu. Ft./Mo./Unit	0.0
Multiple-Family Residential	0	4,011.50	Cu. Ft./Mo./Unit	0.0
Mobile Home	0	4,011.50	Cu. Ft./Mo./Unit	0.0
Office Uses	Sq. Ft.	Cu. Ft. of Nat. Gas	Variable	Cu. Ft./Day
Office	0	2.00	Cu. Ft./Mo./Sq. Ft.	0.0
Medical Office Building	0	2.00	Cu. Ft./Mo./Sq. Ft.	0.0
Office Park	0	2.00	Cu. Ft./Mo./Sq. Ft.	0.0
Bank/Financial Services	0	2.00	Cu. Ft./Mo./Sq. Ft.	0.0
Commercial Uses	Sq. Ft./Rooms	Cu. Ft. of Nat. Gas	Variable	Cu. Ft./Day
Specialty Retail Commercial	13,275	2.90	Cu. Ft./Mo./Sq. Ft.	105.5
Convenience Store	0	2.90	Cu. Ft./Mo./Sq. Ft.	0.0
Movie Theater	0	2.90	Cu. Ft./Mo./Sq. Ft.	0.0
Shopping Center	0	2.90	Cu. Ft./Mo./Sq. Ft.	0.0
Sit-Down Restaurant	0	2.90	Cu. Ft./Mo./Sq. Ft.	0.0
Fast-Food Restaurant	0	2.90	Cu. Ft./Mo./Sq. Ft.	0.0
Hotel	0		Cu. Ft./Mo./Room	0.0
Manufacturing Uses	Sq. Ft.	Cu. Ft. of Nat. Gas	Variable	Cu. Ft./Day
Industrial Park	0	4.70	Cu. Ft./Mo./Sq. Ft.	0.0
Manufacturing	0	4.70	Cu. Ft./Mo./Sq. Ft.	0.0
General Light Industry	0	4.70	Cu. Ft./Mo./Sq. Ft.	0.0
Warehouse	0	4.70	Cu. Ft./Mo./Sq. Ft.	0.0
Public/Institutional Use	Sq. Ft.	Cu. Ft. of Nat. Gas	Variable	Cu. Ft./Day
Public/Institutional	0	2.90	Cu. Ft./Mo./Sq. Ft.	0.0
Open Space	0	2.90	Cu. Ft./Mo./Sq. Ft.	0.0
Total Daily Natural Gas Consumption (cubic feet/day)				105.5

Sources:

South Coast Air Quality Management District, CEQA Air Quality Handbook, April 1993



Table 5: Water Consumption

Project Component	Units of Measure	Consumption Factor		Projected Consumption
Residential Uses	No. of Units	Gals. of Water	Variable	Gals./Day
Single-Family Residential	0	250.00	Gals./Day/Unit	0.0
Medium Density Residential	0	200.00	Gals./Day/Unit	0.0
Multiple-Family Residential	0	200.00	Gals./Day/Unit	0.0
Mobile Home	0	200.00	Gals./Day/Unit	0.0
Office Uses	Sq. Ft.	Gals. of Water	Variable	Gals./Day
Office	0	0.14	Gals./Day/Sq. Ft.	0.0
Medical Office Building	0	0.14	Gals./Day/Sq. Ft.	0.0
Office Park	0	0.14	Gals./Day/Sq. Ft.	0.0
Bank/Financial Services	0	0.14	Gals./Day/Sq. Ft.	0.0
Commercial Uses	Sq. Ft./Room	Gals. of Water	Variable	Gals./Day
Specialty Retail Commercial	13,275	0.10	Gals./Day/Sq. Ft.	1,340.8
Convenience Store	0	0.10	Gals./Day/Sq. Ft.	0.0
Movie Theater	0	0.10	Gals./Day/Sq. Ft.	0.0
Shopping Center	0	0.10	Gals./Day/Sq. Ft.	0.0
Sit-Down Restaurant	0	0.40	Gals./Day/Sq. Ft.	0.0
Fast-Food Restaurant	0	0.11	Gals./Day/Sq. Ft.	0.0
Hotel	0	130.00	Gals./Day/Room.	0.0
Manufacturing Uses	Sq. Ft.	Gals. of Water	Variable	Gals./Day
Industrial Park	0	0.14	Gals./Day/Sq. Ft.	0.0
Manufacturing	0	0.14	Gals./Day/Sq. Ft.	0.0
General Light Industry	0	0.14	Gals./Day/Sq. Ft.	0.0
Warehouse	0	0.01	Gals./Day/Sq. Ft.	0.0
Public/Institutional Use	Sq. Ft.	Gals. of Water	Variable	Gals./Day
Public/Institutional	0	0.10	Gals./Day/Sq. Ft.	0.0
Open Space	0	0.10	Gals./Day/Sq. Ft.	0.0
Total Daily Water Consumption (gallons/day)				1,340.8

Sources:

Source: Derived from Orange County Sanitation District rates (150% of effluent generation).

Table 6: Sewage Generation

Project Component	Units of Measure	Generation Factor		Projected Consumption
Residential Uses	No. of Units	Gals. of Effluent	Variable	Gals./Day
Single-Family Residential	0	230.00	Gals./Day/Unit	0.0
Medium Density Residential	0	200.00	Gals./Day/Unit	0.0
Multiple-Family Residential	0	120.00	Gals./Day/Unit	0.0
Mobile Home	0	180.00	Gals./Day/Unit	0.0
Office Uses	Sq. Ft.	Gals. of Effluent	Variable	Gals./Day
Office	0	0.11	Gals./Day/Sq. Ft.	0.0
Medical Office Building	0	0.11	Gals./Day/Sq. Ft.	0.0
Office Park	0	0.11	Gals./Day/Sq. Ft.	0.0
Bank/Financial Services	0	0.11	Gals./Day/Sq. Ft.	0.0
Commercial Uses	Sq. Ft./Rooms	Gals. of Effluent	Variable	Gals./Day
Specialty Retail Commercial	13,275	0.08	Gals./Day/Sq. Ft.	1,072.6
Convenience Store	0	0.08	Gals./Day/Sq. Ft.	0.0
Movie Theater	0	0.08	Gals./Day/Sq. Ft.	0.0
Shopping Center	0	0.08	Gals./Day/Sq. Ft.	0.0
Sit-Down Restaurant	0	0.30	Gals./Day/Sq. Ft.	0.0
Fast-Food Restaurant	0	0.08	Gals./Day/Sq. Ft.	0.0
Hotel	0	105	Gals./Day/Room.	0.0
Manufacturing Uses	Sq. Ft.	Gals. of Effluent	Variable	Gals./Day
Industrial Park	0	0.11	Gals./Day/Sq. Ft.	0.0
Manufacturing	0	0.11	Gals./Day/Sq. Ft.	0.0
General Light Industry	0	0.11	Gals./Day/Sq. Ft.	0.0
Warehouse	0	0.01	Gals./Day/Sq. Ft.	0.0
Public/Institutional Use	Sq. Ft.	Gals. of Effluent	Variable	Gals./Day
Public/Institutional	0	0.08	Gals./Day/Sq. Ft.	0.0
Open Space	0	0.08	Gals./Day/Sq. Ft.	0.0
Total Daily Sewage Generation (gallons/day)				1,072.6

Source: Orange County Sanitation Districts.



Table 7: Solid Waste Generation				
Project Component	Units of Measure	Generation Factor		Projected Generation
Residential Uses		No. of Units	Lbs. of Waste	Variable
Single-Family Residential	0	4.00	Lbs./Day/Unit	Lbs./Day
Medium Density Residential	0	4.00	Lbs./Day/Unit	0.0
Multiple-Family Residential	0	4.00	Lbs./Day/Unit	0.0
Mobile Home	0	4.00	Lbs./Day/Unit	0.0
Office Uses		Sq. Ft.	Lbs. of Waste	Variable
Office	0	6.00	Lbs./Day/1,000 Sq. Ft.	Lbs./Day
Medical Office Building	0	6.00	Lbs./Day/1,000 Sq. Ft.	0.0
Office Park	0	6.00	Lbs./Day/1,000 Sq. Ft.	0.0
Bank/Financial Services	0	6.00	Lbs./Day/1,000 Sq. Ft.	0.0
Commercial Uses		Sq. Ft./Rooms	Lbs. of Waste	Variable
Specialty Retail Commercial	13,275	42.00	Lbs./Day/1,000 Sq. Ft.	Lbs./Day
Convenience Store	0	42.00	Lbs./Day/1,000 Sq. Ft.	557.6
Movie Theater	0	6.00	Lbs./Day/1,000 Sq. Ft.	0.0
Shopping Center	0	6.00	Lbs./Day/1,000 Sq. Ft.	0.0
Sit-Down Restaurant	0	6.00	Lbs./Day/1,000 Sq. Ft.	0.0
Fast-Food Restaurant	0	42.00	Lbs./Day/1,000 Sq. Ft.	0.0
Hotel	0		Lbs./Day/Room	0.0
Manufacturing Uses		Sq. Ft.	Lbs. of Waste	Variable
Industrial Park	0	6.00	Lbs./Day/1,000 Sq. Ft.	Lbs./Day
Manufacturing	0	6.00	Lbs./Day/1,000 Sq. Ft.	0.0
General Light Industry	0	6.00	Lbs./Day/1,000 Sq. Ft.	0.0
Warehouse	0	6.00	Lbs./Day/1,000 Sq. Ft.	0.0
Public/Institutional Use		Sq. Ft.	Lbs. of Waste	Variable
Public/Institutional	0	4.00	Lbs./Day/1,000 Sq. Ft.	Lbs./Day
Open Space	0	3.00	Lbs./Day/1,000 Sq. Ft.	0.0
Total Daily Solid Waste Generation				557.6
Source: City of Los Angeles Average Solid Waste Generation Rates, April 1981				