DEPARTMENT OF CITY PLANNING

APPEAL REPORT

City Planning Commission

Date: December 14, 2023
Time: After 8:30 A.M.
Place: Van Nuys City Hall
Council Chamber, 2nd Floor
14410 Sylvan Street
Van Nuys, CA 91401

The meeting's telephonic number and access code number will be provided no later than 72 hours before the meeting on the meeting agenda published at Commissions, Boards, and Hearing – 12/14/2023 City Planning Commission and/or by contacting cpc@lacity.org.

Public Hearing: July 20, 2023
Appeal Status: Further Appealable to City Council
Expiration Date: January 16, 2024

Case No.: VTT-74613-1A
CEQA No.: ENV-2016-3778-EIR
Related Cases: CPC-2016-3777-VZC-HD-BL-DB-MCUP-ZAD-SPR; CPC-2016-5003-VZC-HD-BL-MCUP-SPR
Council No.: 13 – Soto-Martinez
Plan Area: Hollywood
Plan Overlay: Hollywood Redevelopment Plan Area; Hollywood Signage SUD
Certified NC: Central Hollywood
Existing GPLU: Regional Center Commercial and Medium Residential
Proposed GPLU: Regional Center Commercial (Office Option)

Existing Zoning: C4-2D-SN; R4-2D; R3-1XL
Proposed Zoning: C4-2-SN; C4-2; R3-1XL or C4-2-SN; C4-2

Applicant: Onni Capital, LLC
Representative: Armbruster Goldsmith & Delvac LLP

Appellants: 1) Supporters Alliance for Environmental Responsibility (SAFER)
2) Donna Williams

Appellant Representatives: 1) Lozeau Drury LLP
2) N/A

PROJECT LOCATION: 1330-1360 North Vine Street, 6254-6274 West De Longpre Avenue, and 6241-6265 West Afton Place, Los Angeles, CA 90028

PROPOSED PROJECT: The merger and re-subdivision of a two-acre (89,559 square-foot) site into three ground lots for condominium purposes, as shown on map stamp-dated March 7, 2023, and a Haul Route for the export of up to 321,060 cubic yards of soil.

REQUESTED ACTIONS: Appeals of the October 11, 2023 Advisory Agency determination which:

1. Pursuant to Sections 21082.1(c) and 21081.6 of the Public Resources Code, the Advisory Agency has reviewed and considered the information contained in the Environmental Impact Report prepared for this project, which includes the Draft EIR, ENV-2016-3778-

EIR (State Clearinghouse House No. 2017061063), dated June 9, 2022, the Final EIR, dated September 8, 2023, and Erratum, dated September 2023 (1360 N. Vine Street Project EIR), as well as the whole of the administrative record, and

CERTIFIED the following:

1) The 1360 N. Vine Street Project EIR has been completed in compliance with the California Environmental Quality Act (CEQA);
2) The 1360 N. Vine Street Project EIR was presented to the Advisory Agency as a decision-making body of the lead agency; and
3) The 1360 N. Vine Street Project EIR reflects the independent judgement and analysis of the lead agency.

ADOPTED the following:

1) The related and prepared 1360 N. Vine Street Project EIR Environmental Findings;
2) The Statement of Overriding Considerations; and
3) The Mitigation Monitoring Program prepared for the 1360 N. Vine Street Project EIR.

Pursuant to Section 17.03 and 17.15 of the Los Angeles Municipal Code (LAMC), the Advisory Agency **APPROVEDVesting Tentative Tract Map No. 74613**, (stamped map, dated March 7, 2023) for the merger and re-subdivision of a two-acre (89,559 square-foot) site into three ground lots for condominium purposes, and a Haul Route for the export of up to 321,060 cubic yards of soil.

RECOMMENDED ACTIONS:

1. **Deny** the appeals, and sustain the following actions of the Advisory Agency:

2. **Find** that the City Planning Commission has reviewed and considered the information contained in the Environmental Impact Report No. ENV-2016-3778-EIR (State Clearinghouse House No. 2017061063), which includes the Draft EIR, dated June 9, 2022, the Final EIR, dated September 8, 2023, and Erratum, dated September 2023 (1360 N. Vine Street Project EIR), as well as the whole of the administrative record; and

   CERTIFY the following:

   1) The 1360 N. Vine Street Project EIR has been completed in compliance with the California Environmental Quality Act (CEQA);
   2) The 1360 N. Vine Street Project EIR was presented to the City Planning Commission as a decision-making body of the lead agency; and
   3) The 1360 N. Vine Street Project EIR reflects the independent judgment and analysis of the lead agency.

   ADOPT the following:

   1) The related and prepared 1360 N. Vine Street Project EIR Environmental Findings;
   2) The Statement of Overriding Considerations; and
   3) The Mitigation Monitoring Program prepared for the 1360 N. Vine Street Project EIR (Exhibit B).

3. **Approve** Vesting Tentative Tract No. VTT-74613 for the merger and re-subdivision of a two-acre (89,559 square-foot) site into three ground lots for condominium purposes, as shown on map stamp-dated March 7, 2023, and a Haul Route for the export of up to 321,060 cubic yards of soil; and

4. **Adopt** the Advisory Agency's Conditions of Approval and Findings.

VINCENT P. BERTONI, AICP
Director of Planning

Milena Zasadzien,
Principal City Planner

Mindy Nguyen
Senior City Planner

Paul Caporaso
Deputy Advisory Agency

J. Harris for Rey Fukuda
Rey Fukuda
City Planning Associate

ADVICE TO PUBLIC: *The exact time this report will be considered during the meeting is uncertain since there may be several other items on the agenda. Written communications may be mailed to the Commission Secretariat, 200 North Spring Street, Room 272, Los Angeles, CA 90012 (Phone No. 213-978-1300). While all written communications are given to the Commission for consideration, the initial packets are sent to the week prior to the Commission's meeting date. If you challenge these agenda items in court, you may be limited to raising only those issues you or someone else raised at the public hearing agendized herein, or in written correspondence on these matters delivered to this agency at or prior to the public hearing. As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability, and upon request, will provide reasonable accommodation to ensure equal access to this programs, services and activities. Sign language interpreters, assistive listening devices, or other auxiliary aids and/or other services may be provided upon request. To ensure availability of services, please make your request not later than three working days (72 hours) prior to the meeting by calling the Commission Secretariat at (213) 978-1300.

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APPEAL ANALYSIS

BACKGROUND

On October 11, 2023, the Deputy Advisory Agency approved a Vesting Tentative Tract Map (VTTM) for the merger and re-subdivision of a two-acre (89,559 square-foot) site into three ground lots for condominium purposes, as shown on map stamp-dated March 7, 2023 (Exhibit A) and a Haul Route for the export of up to 321,060 cubic yards of soil.

The 1360 N. Vine Street Project (Project) proposes a mixed-use development on a two-acre site with two options: Residential and Office. Both Options would demolish 32,844 square feet of commercial and vacant residential uses while rehabilitating six existing bungalows. The Residential Option would develop a 33-story building with four levels of subterranean parking, 429 residential units, including 36 units designated for Very Low Income households, a 55,000 square-foot grocery store, 5,000 square feet of retail uses, and 8,988 square feet of floor area within the existing bungalows as either restaurants or 12 residential units, for a total of 484,421 square feet of floor area. The Residential Option would export approximately 142,000 cubic yards of material. The Office Option would develop a 17-story, high-rise building with eight levels of subterranean parking, 463,521 square feet of office, 11,914 square feet of restaurant, and 8,988 square feet of floor area within the existing bungalows as either restaurants or nine residential units, for a total of 484,423 square feet of floor area. The Office Option would export approximately 321,060 cubic yards of material. Both Options would have a floor area ratio (FAR) of 6:1.

APPEAL

The Deputy Advisory Agency issued a Letter of Determination (LOD) on October 11, 2023, approving the VTTM for the 1360 N. Vine Street Project. Two appeals were filed in a timely manner on October 19, 2023, by Lozeau Drury, LLP on behalf of Supporters Alliance for Environmental Responsibility (SAFER); and on October 23, 2023, by Donna Williams.

Pursuant to LAMC Section 17.06 A.3, appeals of a VTTM are made to the Appeal Board, which in this case is the City Planning Commission (CPC). Once the CPC renders their decision on the appeal, the decision may be further appealed to the City Council, if an appeal is filed pursuant to LAMC Section 17.06 A.4 within 10 days of the issuance of the CPC LOD.

APPEAL POINTS AND STAFF RESPONSES

Below is a summary of the main appeal points and staff's responses.

Given the content of the appeals, this appeal response report is provided to the City Planning Commission in order to address the appeal points raised by the appellants, and to provide clarity where necessary for purposes of assisting the Commission in their consideration of the Project and the appeals.

APPELLANT 1: SUPPORTERS ALLIANCE FOR ENVIRONMENTAL RESPONSIBILITY (SAFER)

SAFER generally asserts that the VTTM approval is invalid because it is based on incorrect findings, as the EIR prepared for the Project fails to comply with CEQA. The Appellant references two comment letters previously submitted on October 2, 2023 (October Letter) the totality of which asserts that the EIR fails to adequately analyze the Project's environmental impacts and fails to

impose all feasible mitigation measures to reduce the Project's impacts including, but not limited to air quality, thus requiring a revised EIR. It should be noted that the October Letter was responded to by City Planning Staff during the public hearing and in the Final EIR. A summary of the specific issues raised in the October Letter are provided below.

Appeal Point 1-1

The FEIR fails to provide a stable and accurate project description and is thus legally inadequate. Specifically, the Appellant suggests that there are actually four distinct development scenarios that should have been analyzed, rather than just two Project Options:

- Residential Option with Residential Bungalows
- Residential Option with Restaurant Bungalows
- Office Option with Residential Bungalows
- Office Option with Restaurant Bungalows

Additionally, the Appellant asserts that the City must identify a preferred alternative, rather than a range of distinct proposed projects.

Staff Response 1-1

The Draft EIR in Section II, Project Description, fully discloses all aspects of the two development scenarios: the Residential Option and the Office Option. Section III, Revisions, Clarifications, and Corrections to the Draft EIR, of the Final EIR, includes changes to the design of the Residential Option including an increase in height. No other changes to the development program were proposed.

Each EIR Section states the impact methodology. If there would be no difference in impacts based upon each Option, then the impacts overall for the Project were analyzed. If the separate development scenarios could result in different impacts, each Option was separately analyzed. For instance, in Section J Transportation of the Draft EIR, the Transportation Impacts relative to Vehicle Miles Traveled are analyzed separately since there are different trip generations between residential uses and office uses.

As to the rehabilitation and reuse of the existing bungalows, these does not constitute additional development scenarios. The existing bungalows will be adapted for reuse under either of the two Project Options and both consider the same uses for the bungalows, as residential uses or as restaurant uses. Therefore, the potential project impacts of all possible scenarios were adequately assessed.

In addition, the appeal fails to identify instances where the Draft EIR or Final EIR contain insufficient information regarding a development scenario that would lead to an inadequate impact analysis. All published CEQA documents, including the Draft EIR, Final EIR, and Erratum contain an accurate, stable, and finite description of the two Options and allow for a complete and accurate impact analysis as the two Options are distinguishable. The public has been fully informed throughout the entire administrative process to date of the two development scenarios. Furthermore, dual Project Options is allowed per case law (*South of Market Community Action Network v. City and County of San Francisco* (2019) 33 Cal.App.5th 321), where the Court stated that the whole point of requiring alternatives in a DEIR is to allow thoughtful consideration and public participation regarding other options that may be less harmful to the environment. The Court concluded that although the project description did not include a verbatim description of the ultimately approved Project, the adopted characteristics came from one of the proposed alternatives; satisfying on of the key purposes of the CEQA process. The Project Description

satisfies the requirements under CEQA Guidelines Section 15124, as it identifies the Project with two Options, the Project has not fluctuated during the EIR process, and the analysis was not curtailed, misleading or inconsistent. Therefore, the appeal point should be dismissed.

Appeal Point 1-2

The EIR's findings on significance of air quality impacts are not supported by substantial evidence. Specifically, the City failed to provide complete output files supporting the air quality findings by not disclosing exact parameters or a justification for the parameters utilized; modeling inputs utilized to determine the Project's air quality were inconsistent and may underestimate the significance of the Project's impacts; and substantial evidence by way of an updated CalEEMod model using Project-specific information prepared by SWAPE shows that the Project may have significant air quality impacts. The Appellant also asserts that the EIR's finding that the Project's greenhouse gas (GHG) impacts are less than significant is not supported by substantial evidence for similar reasons to the air quality findings.

Staff Response 1-2

The Appellant has not provided substantial evidence to contradict the Draft EIR's findings that air quality, health risk, and GHG emissions would remain less than significant. The output files to support air quality and GHG findings are provided in DEIR Appendix B Air Quality and GHG Emissions, and in Final EIR Appendix 3 CalEEMod 2022.1 Output Files. The air quality and GHG modeling used in the Draft EIR, Appendix B and the FEIR Appendix 3, show changes to default data, including a justification for the changes; and all input parameters are included in the output files (refer to FEIR Section II Responses to Comments, response to comment 8-2 on page II-64 and comment 12-8 on page II-148). As such, the output files were accurate and not incomplete.

The construction assumptions used in the FEIR Appendix 3 are consistent with the assumptions used in CalEEMod output files provided in Appendix B of the Draft EIR. In addition, the Appellant has not provided any evidence as to why the construction assumptions used in the Draft EIR analysis would not be representative of the Project's construction. Therefore, modeling inputs used to determine the Project's air quality and GHG impacts are accurate and do not underestimate the impacts to air quality and GHG.

Regarding GHG impacts, the Draft EIR did not use a numeric significance threshold, as neither the City nor South Coast Air Quality Management District (SCAQMD) has adopted a numeric threshold applicable to the Project. Instead, a significance determination was made based on consistency analysis of the Project's compliance with or exceedance of performance-based standards included in the regulations outlined in the applicable portions of the Climate Change Scoping Plan and subsequent updates, 2020–2045 RTP/SCS, and L.A.'s Green New Deal. This approach is consistent with CEQA Guidelines Section 15064.4 and can be found in the Draft EIR and the Final EIR Appendix 4 2022 Scoping Plan Consistency Analysis. As a result of the analysis provided in the EIR, the Project would result in less-than-significant impacts without mitigation for GHG emissions.

Based on the above, the conclusions of the Draft EIR and the Final EIR as to the air quality and GHG impacts were supported by substantial evidence. Therefore, the appeal point should be dismissed.

Appeal Point 1-3

The EIR's finding that the Project's impact on human health is less than significant is not supported by substantive evidence. Specifically, the EIR's basis for its pertaining to the Project's impact on human health is flawed and not based on adequate analysis; and substantial evidence by way of a screening-level risk assessment prepared by SWAPE shows that the Project will likely create a significant health risk for impacted sensitive receptors.

Staff Response 1-3

The Appellant asserts that because the EIR did not include a quantified construction or operational health risk assessment, the EIR inaccurately concluded that impacts to human health would be less than significant. A Health Risk Assessment (HRA) is not required for analysis of the Project by the City or the SCAQMD, and neither have adopted guidance for health risk assessments for construction. However, an HRA has been prepared (see Exhibit E) in response to the appeal to confirm that no significant health risk impacts would occur from the construction of the Project, as concluded in the Draft EIR. The HRA demonstrates that health risks from the Project would be a maximum of 7.2 in one million for residences located in proximity to the Project Site, which is below the applicable significance threshold of 10 in one million for carcinogenic exposures. Additionally, for non-carcinogenic exposures the risk would be less than the 1.0 threshold for either chronic or acute effects at sensitive receptors resulting in a less than significant impact. Therefore, the appeal point should be dismissed.

Appeal Point 1-4

The City lacks substantial evidence to adopt a Statement of Overriding Considerations because the EIR fails to adopt all feasible mitigation measures for the Project's significant and unavoidable noise and vibration impacts. The Appellant suggests some feasible mitigation measures for on-site construction noise sources and vibration impacts associated with human annoyance.

Staff Response 1-4

The Appellant suggests the application of additional mitigation measures for on-site construction noise sources, such as: erecting scaffolding to support construction noise control blankets, clear panels as needed to minimize impacts on light or views, offering to upgrade windows to acoustically rated insulated window assemblies for the older buildings in the project area, and implementing temporarily enclosing balconies and breezeways of those receivers that still have a significant impact after implementation of NOI-MM-1; and for vibration impacts associated with human annoyance, offering to relocate persons that either work from home or sleep during daytime hours due to night shift work hours to temporary office spaces or hotel rooms during high vibration activities during construction.

However, these services would require physical construction activities to be implemented at the residential and hospital buildings that are not owned or operated by the Applicant. Moreover, heavy construction equipment would be needed to attach the scaffolding and blankets or plexiglass along the entire extent of the adjacent building façades, which are up to six stories. Noise levels associated with equipment to erect the scaffolding and attach the noise blankets would be prohibitive when operating adjacent to the residential and hospital buildings and could result in significant noise impacts. Therefore, this suggested mitigation measure is not reasonable or feasible.

In addition, the construction noise impact analysis in the Draft EIR and Erratum is based on the quantified significance thresholds in the L.A. CEQA Thresholds Guide, which are based on noise levels at the exterior of the noise sensitive receptors, not in the interior of the buildings. Therefore,

while upgrading windows could potentially reduce interior noise levels, it would not reduce exterior noise levels and therefore not avoid or reduce the Project's significant impacts. Furthermore, installing new or upgraded windows as suggested by the Appellant would have its own construction noise impacts, associated with construction equipment used to install the plexiglass. Installing new dual pane windows in buildings that are contributors to the Historic District would not be consistent with the Secretary's Standards for Rehabilitation and could result in significant historic impacts. Therefore, this suggested mitigation measure is not reasonable or feasible.

Relocating residents would require the residents to agree to undergo the disruption of moving from their homes to other accommodations to avoid temporary and intermittent construction noise. As indicated in the Draft EIR, Section IV.H. Noise and Appendix L: Noise Calculation Worksheets, vibration impacts would occur from both on-site and off-site construction activities. Vibration impacts associated with human annoyance from on-site construction activities would be limited when heavy construction operating within 80 feet of the sensitive receptor. The vibration impact would be temporary and would cease upon completion of construction. Vibration levels from off-site construction trucks at sensitive uses impacts would be up to72 VdB, which would be at the 72-VdB significance criteria. It would not be feasible to relocate all the people along the anticipated haul routes to reduce the potential temporary vibration impacts. Finally, it would not be feasible to relocate the hospital patients from their hospital beds. Therefore, this measure is neither reasonable nor feasible.

The EIR included all feasible mitigation measures as required under CEQA. Noise impacts would remain significant even with mitigation. As shown in the DEIR, Section IV.H Noise, all feasible mitigations have been provided. However, as there are no feasible mitigation measures to reduce the noise impacts associated with off-site traffic or to reduce vibration impacts from on-site construction activities, the Project impacts would be significant and unavoidable. The Deputy Advisory Agency adopted a Statement of Overriding Consideration in their Letter of Determination for VTT-74613 that demonstrated the underlying purpose for the Project would be sufficient to override the significant environmental impacts of the Project. Therefore, the appeal point should be dismissed.

APPELLANT 2: DONNA WILLIAMS

The Appellant raised substantially similar points regarding the proposed Project in her letter on the DEIR which are included in the FEIR Section II Responses to Comments as Comment Letter No. 17, page II-186. The comments generally include the following: identifying a preferred option, aesthetic impacts and the need for a shade and shadow study, impacts to traffic and parking, cumulative impacts of related projects, and the impacts to historic properties. The FEIR fully addressed each comment.

Appeal Point 2-1

The Appellant asserts that the proposed project is not well defined and is inconsistent and incompatible with the Community Plan and the General Plan and future growth; the project relies on a requested General Plan Amendment and zoning changes to bring the project into compliance; and no community benefit was identified with the VTTM.

Staff Response 2-1

Section II, Project Description, of the Draft EIR thoroughly describes both Project Options, including the adaptive reuse of the bungalows. Potential impacts of the Project and all feasible

mitigation measures to address such impacts are discussed throughout the Draft EIR. The appeal is of the Deputy Advisory Agency approval of the VTTM. The VTTM is for the subdivision of land and does not entitle the proposed Project; however, the City Charter and the Los Angeles Municipal Code do allow for the requested entitlements of General Plan Amendments, zone changes.

Section IV.G, Land Use and Planning and Appendix K, Land Use Tables, of the Draft EIR include a detailed analysis of the Project's potential to conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. Impacts were determined to be less than significant. Section VI, Other CEQA Considerations, of the Draft EIR, addressed the Project's potential for growth-inducing impacts and concluded that such impacts would be less than significant. The appellant has provided no evidence to support their claim the Project is incompatible with future growth projections. Section II, Project Description, of the Draft EIR, includes a list of the requested entitlements for each Project Option. The Residential Option does not include a General Plan Amendment; the Office Option would require a General Plan Amendment. In addition, the Letter of Determination for the tract map makes all requisite findings for how the map, as well as the design and improvement of the subdivision, is consistent with applicable General and Specific Plans. The appeal fails to demonstrate how these findings are inadequate.

Shade and shadow and light are glare impacts and are types of aesthetic impacts. The Project is located within one-half mile of transit, and its aesthetic impacts are deemed to be not significant under SB 473 and ZI 2452. No further analysis is required.

As set forth in Section II, Project Description, of the Draft EIR, the Applicant filed an application for a VTTM for the merger and re-subdivision of the Project Site into three ground lots and for condominium purposes. In the LOD dated October 11, 2023, the Deputy Advisory Agency approved this VTTM. There is no requirement under the California Subdivision Map Act or the City's implementing regulations to identify a community benefit. As such, the appeal points should be denied.

Appeal Point 2-2

The Appellant suggests that cumulative impacts to the Historic District are not analyzed; the Project would diminish the Historic District; and further district impacts were not analyzed for either the Residential or Office Option.

Staff Response 2-2

Project and cumulative impacts to historic resources, including the Afton Square Historic District, are addressed in Section IV.B, Cultural Resources and in Appendix C: Historic Resources Technical Report prepared by GPA Consulting, of the Draft EIR. The impacts of the Project were determined to be less than significant. Additionally, the Appellant raised similar points regarding the impacts to the historic structures and district in her comment letter to the DEIR which were fully addressed in the FEIR Section II Responses to Comments, comments 17-7 through 17-16 beginning on page II-190.

The VTTM will merge the existing lots and re-subdivide the Project Site into three ground lots for condominium purposes. Relocation of the bungalows on the Project Site would not alter their relationship of the bungalows with the Historic District.

The increase in height with the new design of the Residential Option was addressed in the Revised Design Memo included as Appendix FEIR-5. The difference between a 360 foot-tall and 388-foot-tall building relative to the 15- to 20-foot-tall buildings in the Historic District was determined to be negligible and not materially impair the significance of the Historic District or its contributors.

In analyzing indirect impacts of new construction on the Historic District, the central question is whether the new building would affect the physical integrity of the Historic District to the degree that it would no longer qualify as a historical resource. The Project does not have the potential to affect the physical integrity of the Historic District. Furthermore, the adaptive reuse of historic buildings is recognized as an acceptable historic preservation strategy and would not inherently cause a significant impact.

The existing garages of the bungalows are non-contributing buildings, and their removal would not cause a substantial adverse change in the significance of the Historic District. Pools and recreational uses are common features in backyards that would not affect the historic status of the bungalows or the Historic District as a whole. The addition of pools and recreational uses for the Residential Option would not materially impair the significance of the historical resources. The bungalows would remain eligible, and there would be no significant adverse impact. Therefore, the appeal point should be dismissed.

Appeal Point 2-3

The Appellant asserts that the EIR Alternatives Section is deficient. In addition, the proposed map is not consistent with the General Plan or Hollywood Community Plan, and the site is not suitable for the project scale.

Staff Response 2-3

The analysis included in Section V, Alternatives, of the Draft EIR, meets the requirements of CEQA. As set forth in the LOD, the Deputy Advisory Agency found the VTTM to be consistent with the General Plan and Hollywood Community Plan. The commenter fails to show how the Deputy Advisory Agency erred or abused his discretion in making this finding or provide an explanation or evidence of inconsistency. Therefore, the appeal point should be dismissed.

CONCLUSION

In conclusion, the Appellants have failed to demonstrate how the Deputy Advisory Agency erred or abused their discretion in approving VTTM No. 74613, or provide any substantial evidence to dispute the findings of the EIR. The EIR is comprehensive and has been completed in full compliance with CEQA. As demonstrated by the responses to the appeal points, there are no new impacts or substantial increases in previously identified impacts that would result from the comments raised herein.

As such, in accordance with CEQA Guidelines Section 15088.5, no substantial evidence or details to support the conclusory statements regarding the supposed inadequacy of the EIR, mitigation measures, statements of overriding consideration, or the supposed inadequacy of the findings, have been provided to demonstrate that there are new impacts or substantial increases in previously identified impacts, or that revision of the Draft EIR is warranted. The Deputy Advisory Agency correctly made findings of approval consistent with the California Subdivision Map Act,

LAMC Section 17.54, and the provisions of CEQA. Therefore, in consideration of all the facts, City Planning staff recommends that the City Planning Commission deny the appeals, sustain the decision of the Deputy Advisory Agency, and certify the EIR.

EXHIBIT A
VTT-74613 LOD and Map
VTT-74613-1A

City of Los Angeles
CALIFORNIA

CORRECTED

Decision Date: October 11, 2023

Last Day to File an Appeal: ~~October 21, 2023~~

OCTOBER 23, 2023

Applicant/Owner
Rossano De Cotiis
ONNI Capital, LLC
315 West 9th Street
Los Angeles, CA 90015

Representative
Armbruster Goldsmith & Delvac, LLP
Dale Goldsmith
12100 Wilshire Boulevard, Suite 1600
Los Angeles, CA 90025

Vesting Tentative Tract Map No. 74613
Related Case: CPC-2016-3777-VZC-HD-BL-DB-MCUP-ZAD-RDP-SPR, CPC-2016-5003-GPA-VZC-HD-BL-MCUP-RDP-SPR

1330-1360 North Vine Street, 6254-6274 West De Longpre Avenue, and 6241-6265 West Afton Place

Hollywood Community Plan Area
Hollywood Redevelopment Plan Hollywood Signage Supplemental Use District
Existing Zone: C4-2D-SN, R4-2D, R3-1XL
Council District: 13 – Soto-Martinez
CEQA: ENV-2016-3778-EIR (SCH No. 2017061063)

Pursuant to California Public Resources Code (PRC) Sections 21081.6 and 21082.1(c), the Advisory Agency has reviewed and considered the information contained in the EIR prepared for this project, which includes the Draft EIR, ENV-2016-3778-EIR (SCH No. 2017061063), dated June 9, 2022, the Final EIR dated September 8, 2023, and Erratum dated September 2023 (1360 N. Vine Street Project EIR), as well as the whole administrative record; and

CERTIFIED the following:

1. The 1360 N. Vine Street Project EIR has been completed in compliance with the California Environmental Quality Act (CEQA);
2. The 1360 N. Vine Street Project EIR was presented to the Advisory Agency as a decision-making body of the lead agency; and
3. The 1360 N. Vine Street Project EIR reflects the independent judgement and analysis of the lead agency.

ADOPTED the following:

1. The related and prepared 1360 N. Vine Street Project EIR Environmental Findings;
2. The Statement of Overriding Considerations; and
3. The Mitigation Monitoring Program prepared for the 1360 N. Vine Street Project EIR.

Pursuant to Los Angeles Municipal Code (LAMC) Sections 17.03 and 17.15, the Advisory Agency **APPROVED:**

Vesting Tentative Tract Map No. 74613, (stamped map, dated March 7, 2023) for the merger and re-subdivision of a two-acre (89,559 square-foot) site into three ground lots for condominium purposes, and a Haul Route for the export of up to 321,060 cubic yards of soil.

The subdivider is hereby advised that the LAMC may not permit this maximum approved density. Therefore, verification should be obtained from the Department of Building and Safety, which will legally interpret the Zoning code as it applies to this particular property. For an appointment with the Development Services Center call (213) 482-7077, (818) 374-5050, or (310) 231-2901.

The Advisory Agency's consideration is subject to the following conditions:

The final map must record within 36 months of this approval, unless a time extension is granted before the end of such period.

NOTE on clearing conditions: When two or more agencies must clear a condition, subdivider should follow the sequence indicated in the condition. For the benefit of the applicant, subdivider shall maintain record of all conditions cleared, including all material supporting clearances and be prepared to present copies of the clearances to each reviewing agency as may be required by its staff at the time of its review.

BUREAU OF ENGINEERING - SPECIFIC CONDITIONS

(Additional BOE improvement conditions are listed in the "Standard Conditions" Section)

1. That a 3-foot wide strip of land be dedicated along Vine Street adjoining the subdivision to complete a 43-foot wide half public street right-of-way dedication in accordance with Avenue II Standards of LA Mobility Plan. In addition, 20-foot radius property line returns or 15-foot by 15-foot cut corners be dedicated at intersections with Afton Place and with De Longpre Avenue adjoining the subdivision.

2. That a 5-foot wide strip of land be dedicated along De Longpre Avenue adjoining the subdivision to complete a 30-foot wide half public street right-of-way dedication in accordance with Local Street Standards of LA Mobility Plan.

3. That the subdivider make a request to the Central District Office of the Bureau of Engineering to determine the capacity of existing sewers in this area.

   Any questions regarding this report should be directed to Mr. Georgic Avanesian or Julia Li of the Land Development Section, located at 201 North Figueroa Street, Suite 200, or by calling (213) 202-3484.

DEPARTMENT OF BUILDING AND SAFETY, GRADING DIVISION

4. The Tract Map recorded with the County Recorder shall contain the following statement: "The approval of this Tract Map shall not be construed as having been based upon geological investigation such as will authorize the issuance of building permits on the subject property. Such permits will be issued only at such time as the Department of Building and Safety has received such topographic maps and geological reports as it deems necessary to justify the issuance of such building permits."

5. The Applicant shall comply with any requirements with the Department of Building and Safety, Grading Division for recordation of the final map and issuance of any permit.

DEPARTMENT OF BUILDING AND SAFETY, ZONING DIVISION

6. Prior to recordation of the final map, the Department of Building and Safety, Zoning Division shall certify that no Building or Zoning Code violations exist on the subject site. In addition, the following items shall be satisfied:

   a. Obtain permits for the demolition or removal of all existing structures on the site. Accessory structures and uses are not permitted to remain on lots without a main structure or use. Provide copies of the demolition permits and signed inspection cards to show completion of the demolition work.

   b. Provide a copy of CPC cases CPC-2016-3775-DA, CPC-2016-1450-CPU, and CPC-2016-3777-VZC-HD-BL-DB-MCUP-ZAD-SPR. Show compliance with all the conditions/requirements of the CPC cases as applicable.

   c. Obtain Zone Change approval from the Department of City Planning and City Council. Comply with Zone Change requirements.

   d. Zone Change must be recorded prior to obtaining Zoning clearance.

   e. Clarify the proposed number of dwelling units per lot.

   f. Comply with the allowable density for each lot per its approved zone. Density shall be based on the lot area of each lot per the approved zone as calculated after required dedication is taken by Bureau of Engineering.

   g. Show all street dedication(s) as required by Bureau of Engineering and provide net lot area after all dedication. “Area” requirements shall be re-checked as per net lot area after street dedication. Front and side yard requirements shall be required to comply with current code as measured from new property lines after dedication(s).

   Notes:

   Each The proposed building plans have not been checked for and shall comply with Building and Zoning Code requirements. With the exception of revised health or safety standards, the subdivider shall have a vested right to proceed with the proposed development in substantial compliance with the ordinances, policies, and standards in effect at the time the subdivision application was deemed complete. Plan check will be required before any construction, occupancy or change of use.

   If the proposed development does not comply with the current Zoning Code, all zoning violations shall be indicated on the Map.

   The submitted Map may not comply with the number of guest parking spaces required by the Advisory Agency.

   An appointment is required for the issuance of a clearance letter from the Department of Building and Safety. The applicant is asked to contact Laura Duong at (213) 482-0434 to schedule an appointment.

DEPARTMENT OF TRANSPORTATION

7. A minimum of 20-foot reservoir space be provided between any security gate(s) and the property line when driveway is serving less than 100 parking spaces. Reservoir space will increase to 40-feet and 60-feet when driveway is serving more than 100 and 300 parking spaces respectively or as shall be determined to the satisfaction of the Department of Transportation.

8. Parking stalls shall be designed so that a vehicle is not required to back into or out of any public street or sidewalk (not applicable when driveways serve not more than two dwelling units and where the driveway access is to a street other than a major or secondary highway), LAMC 12.21 A.

9. Driveway(s) and vehicular access for residential component of any development should be limited to the street with lowest classification or as shall be determined to the satisfaction of the Department of Transportation.

10. A parking area and driveway plan be submitted to the Citywide Planning Coordination Section of the Department of Transportation for approval prior to submittal of building permit plans for plan check by the Department of Building and Safety. Transportation approvals are conducted at 201 N. Figueroa Street Room 550. For an appointment, contact LADOT's One Stop email at: ladot.onestop@lacity.org

11. That a fee in the amount of $205 be paid for the Department of Transportation as required per Ordinance No. 180542 and LAMC Section 19.15 prior to recordation of the final map.

    Note: the applicant may be required to comply with any other applicable fees per this new ordinance.

    Please contact this section ladot.onestop@lacity.org for any questions regarding the above.

FIRE DEPARTMENT

12. Submit plot plans for the Fire Department approval and prior to the recordation of the final map, a suitable arrangement shall be made satisfactory to the Fire Department, binding the subdivider and all successors to the following:

    a. Access for Fire Department apparatus and personnel to and into all structures shall be required.

    b. One or more Knox Boxes will be required to be installed for LAFD access to project, location and number to be determined by LAFD Field inspector. (Refer to FPB Req # 75).

    c. The entrance to a Residence lobby must be within 50 feet of the desired street address curb face.

    d. Where above ground floors are used for residential purposes, the access requirement shall be interpreted as being the horizontal travel distance from the street, driveway, alley, or designated fire lane to the main entrance of individual units.

e. No building or portion of a building shall be constructed more than 150 feet from the edge of a roadway of an improved street, access road, or designated fire lane.

f. No building or portion of a building shall be constructed more than 150 feet from the edge of a roadway of an improved street, access road, or designated fire lane.

g. The Fire Department may require additional vehicular access where buildings exceed 28 feet in height.

h. **Policy Exception**: L.A.M.C. 57.09.03.B Exception:

(1) When this exception is applied to a fully fire sprinklered residential building equipped with a wet standpipe outlet inside an exit stairway with at least a 2 hour rating the distance from the wet standpipe outlet in the stairway to the entry door of any dwelling unit or guest room shall not exceed 150 feet of horizontal travel AND the distance from the edge of the roadway of an improved street or approved fire lane to the door into the same exit stairway directly from outside the building shall not exceed 150 feet of horizontal travel.

(2) It is the intent of this policy that in no case will the maximum travel distance exceed 150 feet inside the structure and 150 feet outside the structure. The term “horizontal travel” refers to the actual path of travel to be taken by a person responding to an emergency in the building.

(3) This policy does not apply to single-family dwellings or to non-residential buildings.

i. Building designs for multi-storied residential buildings shall incorporate at least one access stairwell off the main lobby of the building; But, in no case greater than 150 feet horizontal travel distance from the edge of the public street, private street or Fire Lane. This stairwell shall extend onto the roof.

j. Entrance to the main lobby shall be located off the address side of the building.

k. Any required Fire Annunciator panel or Fire Control Room shall be located within 50 feet visual line of sight of the main entrance stairwell or to the satisfaction of the Fire Department.

l. Fire lane width shall not be less than 20 feet. When a fire lane must accommodate the operation of Fire Department aerial ladder apparatus or where fire hydrants are installed, those portions shall not be less than 28 feet in width.

m. The width of private roadways for general access use and fire lanes shall not be less than 20 feet, and the fire lane must be clear to the sky.

n. Fire lanes, where required and dead ending streets shall terminate in a cul-de-sac or other approved turning area. No dead ending street or fire lane shall be greater than 700 feet in length or secondary access shall be required.

o. Submit plot plans indicating access road and turning area for Fire Department approval.

p. Adequate off-site public and on-site private fire hydrants may be required. Their

number and location to be determined after the Fire Department's review of the plot plan.

q. Standard cut-corners will be used on all turns.

r. The Fire Department may require additional roof access via parapet access roof ladders where buildings exceed 28 feet in height, and when overhead wires or other obstructions block aerial ladder access

s. All parking restrictions for fire lanes shall be posted and/or painted prior to any Temporary Certificate of Occupancy being issued.

t. Plans showing areas to be posted and/or painted, “FIRE LANE NO PARKING” shall be submitted and approved by the Fire Department prior to building permit application sign-off.

u. Electric Gates approved by the Fire Department shall be tested by the Fire Department prior to Building and Safety granting a Certificate of Occupancy.

v. **SECTION 510 – EMERGENCY RESPONDER RADIO COVERAGE**

1) 5101.1 1 Emergency responder radio coverage in new buildings. All new buildings shall have approved radio coverage for emergency responders within the building based upon the existing coverage levels of the public safety communication systems of the jurisdiction at the exterior of the building. This section shall not require improvement of the existing public safety communication systems.

w. **HELIPADS ON HIGHRISE BUILDINGS**

1) Recently, the Los Angeles Fire Department (LAFD) modified Fire Prevention Bureau (FPB) Requirement 10. Helicopter landing pads are still required on all High-Rise buildings in the City. However, FPB’s Requirement 10 has been revised to provide two new alternatives to a full FAA-approved helicopter landing pad.
2) Each standpipe in a new high-rise building shall be provided with two remotely located FDC’s for each zone in compliance with NFPA 14-2013, Section 7.12.2.

Note: The applicant is further advised that all subsequent contact regarding these conditions must be with the Hydrant and Access Unit. This would include clarification, verification of condition compliance and plans or building permit applications, etc., and shall be accomplished **BY APPOINTMENT ONLY**, in order to assure that you receive service with a minimum amount of waiting please call **(213) 482-6504**. You should advise any consultant representing you of this requirement as well.

DEPARTMENT OF WATER AND POWER

13. The developer must complete the following financial arrangements prior to tract recordation.

a. Relocation, Removal, or Abandonment of Existing: Abandon/Install 330’ 4” CI/ 6” DI pipe in Afton Pl from Vine St to 280’ E/O

b. Install new fire hydrants: 2-2 ½"x4" DFH on the South side of De Longpre Ave, 10' and 270' E/O Vine St, 2-2 ½ x 4" DFH on the North side of Afton Pl, 10' and 270' E/O Vine St

14. Prior to receiving water service, the developer must arrange for the Department to install water mains and fire hydrant.

15. Conditions under which water service will be rendered: pressure regulators will be required in accordance with the Los Angeles City Plumbing Code for the following lot(s) where pressures exceed 80 psi at the building pad elevation.

BUREAU OF STREET LIGHTING – SPECIFIC CONDITIONS

16. Prior to the recordation of the final map or issuance of the Certificate of Occupancy (C of O), street lighting improvement plans shall be submitted for review and the owner shall provide a good faith effort via a ballot process for the formation or annexation of the property within the boundary of the development into a Street Lighting Maintenance Assessment District.

17. See Condition S-3(c) for Street Lighting Improvement conditions.

BUREAU OF SANITATION

18. Wastewater Collection Systems Division of the Bureau of Sanitation has reviewed the sewer/storm drain lines serving the subject tract/areas and found no potential problems to their structures or potential maintenance problems, as stated in the memo dated May 10, 2017. Upon compliance with its conditions and requirements, the Bureau of Sanitation, Wastewater Collection Systems Division will forward the necessary clearances to the Bureau of Engineering. (This condition shall be deemed cleared at the time the City Engineer clears Condition No. S-1. (d).)

There are easements contained within the aforementioned property. Any proposed development in close proximity to the easements must secure Department of Public Works approval.

Note: This Approval is for the Tract Map only and represents the office of the Bureau of Sanitation/WCSD. The applicant may be required to obtain other necessary Clearances/Permits from the Bureau of Sanitation and appropriate District office of the Bureau of Engineering.

If you have any questions, please contact Rafael Yanez at (323) 342-1563.

DEPARTMENT OF RECREATION AND PARKS

19. That the Quimby Fee be based on the C4 zone.

URBAN FORESTRY DIVISION AND THE DEPARTMENT OF CITY PLANNING

20. Street Trees

a. Project shall preserve all healthy mature street trees whenever possible. All feasible alternatives in project design should be considered and implemented to retain healthy mature street trees. A permit is required for the removal of any street tree and shall be replaced 2: 1 as approved by the Board of Public Works and Urban Forestry Division.

b. Plant street trees at all feasible planting locations within dedicated streets as directed and required by the Bureau of Street Services, Urban Forestry Division. All tree plantings shall be installed to current tree planting standards when the City has previously been paid for tree plantings. The subdivider or contractor shall notify the Urban Forestry Division at: (213) 847-3077 upon completion of construction for tree planting direction and instructions.

Note: Removal of street trees requires approval from the Board of Public Works. All projects must have environmental (CEQA) documents that appropriately address any removal and replacement of street trees. Contact Urban Forestry Division at (213) 847-3077 for tree removal permit information.

INFORMATION TECHNOLOGY AGENCY

21. To assure that cable television facilities will be installed in the same manner as other required improvements, please email ita.cabletvclearance@lacity.org which provides an automated response with the instructions on how to obtain the Cable TV clearance. The automated response also provides the email address of three people in case the applicant/owner has any additional questions.

DEPARTMENT OF CITY PLANNING - SITE SPECIFIC CONDITIONS

22. Prior to the issuance of a building permit or the recordation of the final map, the subdivider shall prepare and execute a Covenant and Agreement (Planning Department General Form CP-6770) in a manner satisfactory to the Planning Department, binding the subdivider and all successors to the following:

a. Limit the proposed development three ground lots for condominium purposes;

b. That a solar access report shall be submitted to the satisfaction of the Advisory Agency prior to obtaining a grading permit; and

c. That the subdivider considers the use of natural gas and/or solar energy and consults with the Department of Water and Power and Southern California Gas Company regarding feasible energy conservation measures.

23. Prior to the issuance of a building permit or the recordation of the final map, a copy of the Case No. CPC-2016-3777-VZC-HD-BL-DB-MCUP-ZAD-RDP-SPR or CPC-2016-5003-GPA-VZC-HD-BL-MCUP-RDP-SPR shall be submitted to the satisfaction of the Advisory Agency. In the event that Case No. CPC-2016-3777-VZC-HD-BL-DB-MCUP-ZAD-RDP-SPR or CPC-2016-5003-GPA-VZC-HD-BL-MCUP-RDP-SPR is not approved, the subdivider shall submit a tract modification.

24. Haul Route Staging: No staging on Vine St. All trucks shall be staged on jobsite. No interference to traffic, access to driveways must be maintained at all times.

25. Haul Route Conditions.

a. The approved haul route is as follows:

(1) Loaded: Exit jobsite onto Vine St (Northbound); Right onto Sunset Blvd (Eastbound); Right onto S/B Hollywood Fwy (US-101); Exit towards Alvarado St (Northbound); Left onto Alvarado St (Northbound); Left onto Glendale Blvd

(Northbound); Merge onto N/B Glendale Fwy (CA-2); Merge onto E/B Ventura Fwy (CA-134); Exit towards Figueroa St (Northbound); Continue straight onto Scholl Canyon Road to the disposal site: Scholl Canyon Landfill.

(2) Unloaded: Exit disposal site Scholl Canyon Road; Continue onto Figueroa Street (Southbound); Merge onto W/B Ventura Freeway (CA-134); Exit towards Lankershim Boulevard (Westbound); Left onto Lankershim Boulevard (Southbound); Right onto Ventura Boulevard (Westbound); Merge onto S/B Hollywood Freeway (US-101); Exit towards Vine Street (Southbound) to jobsite: 1360 North Vine Street.

b. The hauling operations are restricted to the hours between 9:00 a.m. and 3:00 p.m. on Mondays through Fridays, and Saturdays from 8:00 a.m. and 4:00 p.m. No hauling shall be performed on Sundays, and holidays.

c. Staging Area: No staging on Vine St. All trucks shall be staged on jobsite. No interference to traffic, access to driveways must be maintained at all times.

d. Additional comments: Contractor shall contact LADOT at (213) 485-2298 at least four business days prior to hauling to post “Temporary Tow Away No Stopping” signs along Vine St, adjacent to jobsite if needed for hauling.

e. Flagger control should be provided during the hauling operations to assist with ingress/egress of truck traffic and pedestrian traffic on Vine St. Should the sidewalk need to be closed during hauling, a permit and approval from the Department of Public Works, Bureau of Street Services is required, and the proper sidewalk detour shall be implemented per CA MUTCD TA-28 or page 48 of the WATCH Manual. If you have any questions, please call Jedah Mosqueda at (323) 957-6823.

f. All trucks are to be cleaned of loose earth at the export site to prevent spilling. The contractor shall remove any material spilled onto the public street.

g. All trucks are to be watered at the export site to prevent excessive blowing of dirt.

h. The applicant shall comply with the State of California, Department of Transportation policy regarding movement of reducible loads.

i. Total amount of dirt to be hauled shall not exceed 321,080 cubic yards.

j. "Truck Crossing" warning signs shall be placed 300 feet in advance of the exit in each direction.

k. Flagpersons shall be required at the job site to assist the trucks in and out of the project area. Flagpersons and warning signs shall be in compliance with Part II of the latest Edition of "Work Area Traffic Control Handbook."

l. The permittee shall comply with all regulations set forth by the State of California, Department of Motor Vehicles pertaining to the hauling of earth.

m. The City of Los Angeles, Department of Transportation, telephone (213) 485-2298, shall be notified 72 hours prior to beginning operations in order to have temporary "No Parking" signs posted along streets in haul route.

n. A copy of the approval letter from the City, the approved haul route and the approved grading plans shall be available on the job site at all times.

o. Any change to the prescribed routes, staging and/or hours of operation must be approved by the concerned governmental agencies. Contact the Street Services Investigation and Enforcement Division at (213) 847-6000 prior to effecting any change.

p. The permittee shall notify the Street Services Investigation and Enforcement Division at (213) 847-6000 at least 72 hours prior to the beginning of hauling operations and shall notify the Division immediately upon completion of hauling operations.

q. The application shall expire eighteen months after the date of the Board of Building and Safety Commission and/or the Department of City Planning approval. The permit fee shall be paid to the Street Services Investigation and Enforcement Division prior to the commencement of hauling operations.

26. **Tribal Cultural Resource Inadvertent Discovery.** In the event that objects or artifacts that may be tribal cultural resources are encountered during the course of any ground disturbance activities (Ground disturbance activities shall include the following: excavating, digging, trenching, plowing, drilling, tunneling, quarrying, grading, leveling, removing peat, clearing, pounding posts, augering, backfilling, blasting, stripping topsoil or a similar activity), all such activities shall temporarily cease on the project site until the potential tribal cultural resources are properly assessed and addressed pursuant to the process set forth below:

- Upon a discovery of a potential tribal cultural resource, the Applicant shall immediately stop all ground disturbance activities and contact the following: (1) all California Native American tribes that have informed the City they are traditionally and culturally affiliated with the geographic area of the proposed project; (2) and the Department of City Planning.

- If the City determines, pursuant to Public Resources Code Section 21074 (a)(2), that the object or artifact appears to be tribal cultural resource, the City shall provide any effected tribe a reasonable period of time, not less than 14 days, to conduct a site visit and make recommendations to the Applicant and the City regarding the monitoring of future ground disturbance activities, as well as the treatment and disposition of any discovered tribal cultural resources.

- The Applicant shall implement the tribe's recommendations if a qualified archaeologist, retained by the City and paid for by the Applicant, reasonably concludes that the tribe's recommendations are reasonable and feasible.

- The Applicant shall submit a tribal cultural resource monitoring plan to the City that includes all recommendations from the City and any effected tribes that have been reviewed and determined by the qualified archaeologist to be reasonable and feasible. The Applicant shall not be allowed to recommence ground disturbance activities until this plan is approved by the City.

- If the Applicant does not accept a particular recommendation determined to be reasonable and feasible by the qualified archaeologist, the Applicant may request mediation by a mediator agreed to by the Applicant and the City who has the

requisite professional qualifications and experience to mediate such a dispute. The Applicant shall pay any costs associated with the mediation.

- The Applicant may recommence ground disturbance activities outside of a specified radius of the discovery site, so long as this radius has been reviewed by the qualified archaeologist and determined to be reasonable and appropriate.

- Copies of any subsequent prehistoric archaeological study, tribal cultural resources study or report, detailing the nature of any significant tribal cultural resources, remedial actions taken, and disposition of any significant tribal cultural resources shall be submitted to the South Central Coastal Information Center (SCCIC) at California State University, Fullerton.

Notwithstanding the above, any information determined to be confidential in nature, by the City Attorney's office, shall be excluded from submission to the SCCIC or the general public under the applicable provisions of the California Public Records Act, California Public Resources Code, and shall comply with the City's AB 52 Confidentiality Protocols.

27. **Archaeological Resource Inadvertent Discovery.** In the event that any subsurface archaeological resources are encountered unexpectedly at the project site during construction or the course of any ground disturbing activities, all such activities shall halt immediately, at which time the applicant shall notify the City and consult with a qualified archaeologist to implement the following procedures associated with the inadvertent discovery of archaeological resources:

- The applicant shall retain a qualified archaeologist who meets the Secretary of the Interior's Professional Qualifications Standards (PQS) to prepare a treatment and disposition plan for any discovered archaeological resource. The qualified archaeologist shall retain an archaeological monitor who shall be present during further ground disturbing activities on the project site, including peripheral activities, such as sidewalk replacement, utilities work, and landscaping, which may occur adjacent to the project site.

- A 50-foot buffer around any find shall be established, subject to modification by the qualified archaeologist, within which construction activities shall not be allowed to continue around the find until work is allowed to resume in accordance with the treatment and disposition plan. Ground-disturbing activities shall be halted or diverted away from the vicinity of the find so that the find can be evaluated as part of a treatment and disposition plan. Work shall be allowed to continue outside of the buffer area.

- All archaeological resources unearthed by project development activities shall be evaluated by the qualified archaeologist. If a resource is determined by the qualified archaeologist to constitute a "historical resource" pursuant to CEQA Guidelines Section 15064.5(a) or a "unique archaeological resource" pursuant to Public Resources Code Section 21083.2(g), the qualified archaeologist shall coordinate with the applicant and the City to develop a formal treatment plan that would serve to reduce impacts to the resources. The treatment plan established for the resources shall be in accordance with CEQA Guidelines Section 15064.5(f) for historical resources and Public Resources Code Sections 21083.2(b) for unique archaeological resources. Preservation in place (i.e., avoidance) is the preferred manner of treatment. If, in coordination with the City, it is determined that preservation in place is not feasible, appropriate treatment of the resource shall be

developed by the qualified archaeologist in coordination with the City and may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis. Any archaeological material collected shall be curated at a public, non-profit institution with a research interest in the materials, if such an institution agrees to accept the material. If no institution accepts the archaeological material, they shall be donated to a local school, Tribe, or historical society in the area for educational purposes. If the inadvertent discovery identifies a tribal cultural resource, the applicant shall comply with the inadvertent discovery condition for tribal cultural resources.

- The frequency of required archaeological monitoring shall be based on the rate of excavation and grading activities, the materials being excavated (younger sediments vs. older sediments), the depth of excavation, and, if found, the abundance and type of archaeological resources encountered. Full-time monitoring may be reduced to part-time inspections, or ceased entirely, if determined adequate by the qualified archaeologist. Prior to any further ground disturbing activities on the project site, Archaeological Sensitivity Training shall be given for applicable construction personnel. The training session shall be carried out by the qualified archaeologist and shall focus on how to identify archaeological resources that may be encountered during earthmoving activities and the procedures to be followed in such an event.

- All artifacts, other cultural remains, records, photographs, and other documentation shall be curated by an appropriate curation facility. All fieldwork, analysis, report production, and curation shall be fully funded by the applicant.

- The treatment and disposition plan shall be submitted to the City prior to any further ground disturbing activities continue within the buffer area. Recommendations contained therein shall be implemented throughout any further ground disturbance activities.

28. **Paleontological Resource Inadvertent Discovery.** In the event that any subsurface paleontological resources are encountered unexpectedly at the project site during construction or the course of any ground disturbing activities, all such activities shall halt immediately, at which time the applicant shall notify the City and consult with a qualified paleontologist to implement the following procedures associated with the inadvertent discovery of paleontological resources:

    - The project applicant shall retain a qualified paleontologist meeting the Society of Vertebrate Paleontology Standards (SVP) to complete a treatment and disposition plan for any discovered paleontological resource. The qualified paleontologist shall retain a paleontological monitor who shall be present during further ground disturbing activities on the project site, including peripheral activities, such as sidewalk replacement, utilities work, and landscaping, which may occur adjacent to the project site.

    - A 50-foot buffer around any find shall be established, subject to modification by the qualified paleontologist, within which construction activities shall not be allowed to continue around the find until work is allowed to resume in accordance with the treatment and disposition plan. Ground-disturbing activities shall be halted or diverted away from the vicinity of the find so that the find can be evaluated as part of a treatment and disposition plan. Work shall be allowed to continue outside of the buffer area.

- All paleontological resources unearthed by project development activities shall be evaluated by the qualified paleontological. The qualified paleontologist or designated paleontological monitor shall recover intact fossils consistent with the treatment plan and notify the City of any fossil salvage and recovery efforts. Typically, fossils can be safely salvaged quickly by a single paleontologist and not disrupt future construction activity. In some cases, larger fossils (such as complete skeletons or large mammal fossils) require more extensive excavation and longer salvage periods. In this case the paleontologist shall have the authority to temporarily direct, divert or halt construction activity to ensure that the fossil(s) can be removed in a safe and timely manner. Any fossils shall be handled and deposited consistent with the treatment and disposition plan prepared by the paleontological monitor.

- The frequency of required paleontological monitoring shall be based on the rate of excavation and grading activities, the materials being excavated (younger sediments vs. older sediments), the depth of excavation, and, if found, the abundance and type of archaeological resources encountered. Full-time monitoring may be reduced to part-time inspections, or ceased entirely, if determined adequate by the qualified paleontologist. Prior to any further ground disturbing activities on the project site, Paleontological Resource Sensitivity Training shall be given for applicable construction personnel. The training session shall be carried out by the qualified archaeologist and shall focus on how to identify paleontological resources that may be encountered during earthmoving activities and the procedures to be followed in such an event.

- All artifacts, other cultural remains, records, photographs, and other documentation shall be curated by an appropriate curation facility. All fieldwork, analysis, report production, and curation shall be fully funded by the applicant.

- The treatment and disposition plan shall be submitted to the City prior to any further ground disturbing activities continue within the buffer area. Recommendations contained therein shall be implemented throughout any further ground disturbance activities.

29. **Indemnification and Reimbursement of Litigation Costs.** Applicant shall do all of the following:

    a. Defend, indemnify and hold harmless the City from any and all actions against the City relating to or arising out of, in whole or in part, the City's processing and approval of this entitlement, including but not limited to, an action to attack, challenge, set aside, void, or otherwise modify or annul the approval of the entitlement, the environmental review of the entitlement, or the approval of subsequent permit decisions, or to claim personal property damage, including from inverse condemnation or any other constitutional claim.

    b. Reimburse the City for any and all costs incurred in defense of an action related to or arising out of, in whole or in part, the City's processing and approval of the entitlement, including but not limited to payment of all court costs and attorney's fees, costs of any judgments or awards against the City (including an award of attorney's fees), damages, and/or settlement costs.

    c. Submit an initial deposit for the City's litigation costs to the City within 10 days' notice

of the City tendering defense to the applicant and requesting a deposit. The initial deposit shall be in an amount set by the City Attorney's Office, in its sole discretion, based on the nature and scope of action, but in no event shall the initial deposit be less than $50,000. The City's failure to notice or collect the deposit does not relieve the applicant from responsibility to reimburse the City pursuant to the requirement in paragraph b.

d. Submit supplemental deposits upon notice by the City. Supplemental deposits may be required in an increased amount from the initial deposit if found necessary by the City to protect the City's interests. The City's failure to notice or collect the deposit does not relieve the applicant from responsibility to reimburse the City pursuant to the requirement in paragraph b.

e. If the City determines it necessary to protect the City's interest, execute an indemnity and reimbursement agreement with the City under terms consistent with the requirements of this condition.

f. The City shall notify the applicant within a reasonable period of time of its receipt of any action and the City shall cooperate in the defense. If the City fails to notify the applicant of any claim, action, or proceeding in a reasonable time, or if the City fails to reasonably cooperate in the defense, the applicant shall not thereafter be responsible to defend, indemnify or hold harmless the City.

g. The City shall have the sole right to choose its counsel, including the City Attorney's office or outside counsel. At its sole discretion, the City may participate at its own expense in the defense of any action, but such participation shall not relieve the applicant of any obligation imposed by this condition. In the event the applicant fails to comply with this condition, in whole or in part, the City may withdraw its defense of the action, void its approval of the entitlement, or take any other action. The City retains the right to make all decisions with respect to its representations in any legal proceeding, including its inherent right to abandon or settle litigation.

For purposes of this condition, the following definitions apply:

"City" shall be defined to include the City, its agents, officers, boards, commissions, committees, employees, and volunteers.

"Action" shall be defined to include suits, proceedings (including those held under alternative dispute resolution procedures), claims, or lawsuits. Actions includes actions, as defined herein, alleging failure to comply with <u>any</u> federal, state or local law.

Nothing in the definitions included in this paragraph are intended to limit the rights of the City or the obligations of the applicant otherwise created by this condition.

DEPARTMENT OF CITY PLANNING-ENVIRONMENTAL MITIGATION MEASURES

30. <u>Implementation</u>. The Mitigation Monitoring Program (MMP), that is part of the case file and attached as Exhibit B, shall be enforced throughout all phases of the Project. The Applicant shall be responsible for implementing each Mitigation Measure (MM) and Project Design Feature (PDF) and shall be obligated to provide certification, as identified below, to the appropriate monitoring and enforcement agencies that each MM and PDF has been implemented. The Applicant shall maintain records demonstrating compliance with each MM and PDF. Such records shall be made available to the City upon request.

31. Construction Monitor. During the construction phase and prior to the issuance of the first demolition or building permits, the Applicant shall retain an independent Construction Monitor (either via the City or through a third-party consultant), approved by the Department of City Planning, who shall be responsible for monitoring implementation of MMs and PDFs during construction activities consistent with the monitoring phase and frequency set forth in this MMP.

    The Construction Monitor shall also prepare documentation of the Applicant's compliance with the TMM during construction every 90 days in a form satisfactory to the Department of City Planning. The documentation must be signed by the Applicant and Construction Monitor and be included as part of the Applicant's Compliance Report. The Construction Monitor shall be obligated to immediately report to the Enforcement Agency any non-compliance with the MMs within two businesses days if the Applicant does not correct the non-compliance within a reasonable time of notification to the Applicant by the monitor or if the non-compliance is repeated. Such non-compliance shall be appropriately addressed by the Enforcement Agency.

32. Substantial Conformance and Modification. After review and approval of the final MMP by the Lead Agency, minor changes and modifications to the MMP are permitted, but can only be made subject to City approval. The Lead Agency, in conjunction with any appropriate agencies or departments, will determine the adequacy of any proposed change or modification. This flexibility is necessary in light of the nature of the MMP and the need to protect the environment. No changes will be permitted unless the MMP continues to satisfy the requirements of CEQA, as determined by the Lead Agency.

    The Project shall be in substantial conformance with the MMs contained in the MMP. The enforcing departments or agencies may determine substantial conformance with MMs in the MMP in their reasonable discretion. If the department or agency cannot find substantial conformance, a MM may be modified or deleted as follows: the enforcing department or agency, or the decision maker for a subsequent discretionary project related approval finds that the modification or deletion complies with CEQA, including CEQA Guidelines Sections 15162 and 15164, which could include the preparation of an addendum or subsequent environmental clearance, if necessary, to analyze the impacts from the modifications to or deletion of the MMs. Any addendum or subsequent CEQA clearance shall explain why the MM is no longer needed, not feasible, or the other basis for modifying or deleting the MM, and that the modification will not result in a new significant impact consistent with the requirements of CEQA. Under this process, the modification or deletion of a MM shall not, in and of itself, require a modification to any Project discretionary approval unless the Director of Planning also finds that the change to the MM results in a substantial change to the Project or the non-environmental conditions of approval.

BUREAU OF ENGINEERING - STANDARD CONDITIONS

S-1.

a. That the sewerage facilities charge be deposited prior to recordation of the final map over all of the tract in conformance with Section 64.11.2 of the LAMC.

b. That survey boundary monuments be established in the field in a manner satisfactory to the City Engineer and located within the California Coordinate System prior to recordation of the final map. Any alternative measure approved by the City Engineer would require prior submission of complete field notes in support of the boundary survey.

c. That satisfactory arrangements be made with both the Water System and the Power System of the Department of Water and Power with respect to water mains, fire hydrants, service connections and public utility easements.

d. That any necessary sewer, street, drainage and street lighting easements be dedicated. In the event it is necessary to obtain off-site easements by separate instruments, records of the Bureau of Right-of-Way and Land shall verify that such easements have been obtained. The above requirements do not apply to easements of off-site sewers to be provided by the City.

e. That drainage matters be taken care of satisfactory to the City Engineer.

f. That satisfactory street, sewer and drainage plans and profiles as required, together with a lot grading plan of the tract and any necessary topography of adjoining areas be submitted to the City Engineer.

g. That any required slope easements be dedicated by the final map.

h. That each lot in the tract complies with the width and area requirements of the Zoning Ordinance.

i. That 1-foot future streets and/or alleys be shown along the outside of incomplete public dedications and across the termini of all dedications abutting unsubdivided property. The 1-foot dedications on the map shall include a restriction against their use of access purposes until such time as they are accepted for public use.

j. That any 1-foot future street and/or alley adjoining the tract be dedicated for public use by the tract, or that a suitable resolution of acceptance be transmitted to the City Council with the final map.

k. That no public street grade exceeds 15 percent.

l. That any necessary additional street dedications be provided to comply with the Americans with Disabilities Act (ADA) of 2010.

S-2. That the following provisions be accomplished in conformity with the improvements constructed herein:

a. Survey monuments shall be placed and permanently referenced to the satisfaction of the City Engineer. A set of approved field notes shall be furnished, or such work shall be suitably guaranteed, except where the setting of boundary monuments requires that other procedures be followed.

b. Make satisfactory arrangements with the Department of Transportation with respect to street name, warning, regulatory and guide signs.

c. All grading done on private property outside the tract boundaries in connection with public improvements shall be performed within dedicated slope easements or by grants of satisfactory rights of entry by the affected property owners.

d. All improvements within public streets, private street, alleys and easements shall be constructed under permit in conformity with plans and specifications approved by the Bureau of Engineering.

e. Any required bonded sewer fees shall be paid prior to recordation of the final map.

S-3. That the following improvements be either constructed prior to recordation of the final map or that the construction be suitably guaranteed:

a. Construct on-site sewers to serve the tract as determined by the City.

b. Construct any necessary drainage facilities.

c. No street lighting improvements if no street widening per BOE improvement conditions. Otherwise relocate and upgrade street lights; three (3) on Vine St., one (1) on De Longpre Ave., and two (2) on Afton Pl.

Notes: The quantity of street lights identified may be modified lightly during the plan check process based on illumination calculations and equipment selection.

Conditions set: 1) compliance with a Specific Plan; 2) by LADOT; or 3) by other legal instruments excluding the Bureau of Engineering conditions, requiring an improvement of the conditions that will change the geometrics of the public roadway or driveway apron may require additional or the reconstruction of street lighting improvements as part of the condition.

d. Plant street trees and remove any existing trees within dedicated streets or proposed dedicated streets as required by the Street Tree Division of the Bureau of Street Maintenance. All street tree plantings shall be brought up to current standards. When the City has previously been paid for tree planting, the subdivider or contractor shall notify the Urban Forestry Division (213) 847-3077 upon completion of construction to expedite tree planting.

e. Repair or replace any off-grade or broken curb, gutter and sidewalk satisfactory to the City Engineer.

f. Construct access ramps for the handicapped as required by the City Engineer.

g. Close any unused driveways satisfactory to the City Engineer.

h. Construct any necessary additional street improvements to comply with the Americans with Disabilities Act (ADA) of 2010.

i. That the following improvements be either constructed prior to recordation of the final map or that the construction be suitably guaranteed:

i. Improve Afton Place adjoining the subdivision by the construction of the following:

1) A concrete curb, a concrete gutter, and a 5-foot concrete sidewalk and landscaping of the parkway or a full-width concrete sidewalk with tree wells.
2) Suitable surfacing to join the existing pavement and to complete an 18-foot half roadway.
3) Any necessary removal and reconstruction of existing improvements.
4) The necessary transitions to join the existing improvement.

ii. Improve De Longpre Avenue being dedicated and adjoining the subdivision by the construction of the following:

1) A concrete curb, a concrete gutter, and a 5-foot concrete sidewalk and landscaping of the parkway or a full-width concrete sidewalk with tree wells.
2) Suitable surfacing to join the existing pavement and to complete an 18-foot half roadway.
3) Any necessary removal and reconstruction of existing improvements.
4) The necessary transitions to join the existing improvement.

iii. Improve Vine Street being dedicated and adjoining the subdivision by the removal existing sidewalk and construction of a new full width concrete sidewalk with tree wells including any necessary removal and reconstruction of existing improvement.

iv. Improve all newly dedicated corner cuts with concrete sidewalks.

Notes: Satisfactory arrangements shall be made with the Los Angeles Department of Water and Power, Power System, to pay for removal, relocation, replacement or adjustment of power facilities due to this development. The subdivider must make arrangements for the underground installation of all new utility lines in conformance with LAMC Section 17.05 N.

The final map must record within 36 months of this approval, unless a time extension is granted before the end of such period.

The Advisory Agency hereby finds that this tract conforms to the California Water Code, as required by the Subdivision Map Act.

The subdivider should consult the Department of Water and Power to obtain energy saving design features which can be incorporated into the final building plans for the subject development. As part of the Total Energy Management Program of the Department of Water and Power, this no-cost consultation service will be provided to the subdivider upon his request.

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) FINDINGS

I. INTRODUCTION

This Environmental Impact Report (EIR), consisting of the Draft EIR, the Final EIR and Erratum, is intended to serve as an informational document for public agency decision-makers and the general public regarding the objectives and components of the 1360 N. Vine Street Project, located at 1330-1360 North Vine Street, 6254-6274 West De Longpre Avenue, and 6241-6265 West Afton Place (Site or Project Site), consisting of a mixed-use development on an 87,077-square-foot site with a Residential Option and an Office Option. Both Options would demolish 32,844 sf of commercial and vacant residential uses while rehabilitating six existing bungalows. The Residential Option would develop a 33-story building with four levels of subterranean parking, 429 residential units, including 36 units designated for Very Low Income households, a 55,000 sf grocery store, 5,000 sf of retail uses, and 8,988 sf of floor area within existing bungalows as either restaurants or 12 residential units, for a total of 484,421 sf of floor area. The Residential Option will export approximately 142,000 cubic yards of material. The Office Option would develop a 17-story high-rise building with eight levels of subterranean parking, 463,521 sf of office, 11,914 sf of restaurant, and 8,988 sf of floor area within existing bungalows as either restaurants or nine residential units, for a total of 484,423 sf of floor area. The Office Option will export approximately 321,060 cubic yards of material. Both Options will have a floor area ratio of (FAR) 6:1.

The City of Los Angeles (the City), as Lead Agency, has evaluated the environmental impacts of implementation of the Project by preparing an EIR (Case Number ENV-2016-3778-EIR/State Clearinghouse No. 2017061063). The EIR was prepared in compliance with the California Environmental Quality Act of 1970, Public Resources Code (PRC) Section 21000 et seq. (CEQA) and the California Code of Regulations Title 15, Chapter 6 (the CEQA Guidelines). The findings discussed in this document are made relative to the conclusions of the EIR.

CEQA Section 21002 provides that "public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available which would substantially lessen the significant environmental effects of such projects[.]" The procedures required by CEQA "are intended to assist public agencies in systematically identifying both the significant effects of proposed projects and the feasible alternatives or feasible mitigation measures which will avoid or substantially lessen such significant effects." CEQA Section 21002 goes on to state that "in the event [that] specific economic, social, or other conditions make infeasible such project alternatives or such mitigation measures, individual projects may be approved in spite of one or more significant effects thereof."

The mandate and principles announced in CEQA Section 21002 are implemented, in part, through the requirement that agencies must adopt findings before approving projects for which EIRs are required. (See CEQA § 21081[a]; CEQA Guidelines § 15091[a].) For each significant environmental impact identified in an EIR for a proposed project, the approving agency must issue a written finding, based on substantial evidence, in light of the whole record, reaching one or more of the three possible findings, as follows:

1) Changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the significant impacts as identified in the EIR.

2) Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been, or can or should be, adopted by that other agency.

3) Specific economic, legal, social, technological, other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the EIR.

The findings reported in the following pages incorporate the facts and discussions of the environmental impacts that are found to be significant in the Final EIR for the Project, as fully set forth therein. Although Section 15091 of the CEQA Guidelines does not require findings to address environmental impacts that an EIR identifies as merely "potentially significant," these findings nevertheless fully account for all such effects identified in the Final EIR for the purpose of better understanding the full environmental scope of the Project. For each environmental issue analyzed in the EIR, the following information is provided:

- Description of Significant Effects – A description of the environmental effects identified in the EIR.

- Project Design Features – A list of the project design features or actions that are included as part of the Project.

- Mitigation Measures – A list of the mitigation measures that are required as part of the Project to reduce identified significant impacts.

- Finding – One or more of the three possible findings set forth above for each of the significant impacts.

- Rationale for Finding – A summary of the rationale for the finding(s).

- Reference – A reference of the specific section of the EIR, which includes the evidence and discussion of the identified impact.

With respect to a project for which significant impacts are not avoided or substantially lessened either through the adoption of feasible mitigation measures or feasible environmentally superior alternatives, a public agency, after adopting proper findings based on substantial evidence, may nevertheless approve the project, if the agency first adopts a statement of overriding considerations setting forth the specific reasons why the agency found that the project's benefits rendered acceptable its unavoidable adverse environmental effects. (CEQA Guidelines §15093, 15043[b]; see also CEQA § 21081[b].)

II. ENVIRONMENTAL REVIEW PROCESS

For purposes of CEQA and these Findings, the Record of Proceedings for the Project includes, but is not limited to, the following documents:

Initial Study. The Project was reviewed by the Los Angeles Department of City Planning (serving as Lead Agency) in accordance with the requirements of CEQA (PRC § 21000, et seq.). The City prepared an Initial Study in accordance with CEQA Guidelines Section 15063(a).

Notice of Preparation. Pursuant to CEQA Guidelines Section 15082, the City then circulated a Notice of Preparation (NOP) to state, regional and local agencies, and members of the public for a 30-day comment period commencing on June 22, 2017. The purpose of the NOP was to formally inform the public that the City was preparing a Draft EIR for the Project, and to solicit input regarding the scope and content of the environmental information to be included in the Draft EIR. In addition, a public scoping meeting was held regarding the Project on July 7, 2017. Written comment letters responding to the NOP were submitted to the City by various public agencies and interested organizations. The NOP, Initial Study, and comment letters are included in Appendix A of the Draft EIR.

Draft EIR. The Draft EIR evaluated in detail the potential effects of the Project. It also analyzed the effects of a reasonable range of four alternatives to the Project, including a "No Project" alternative. The Draft EIR for the Project (State Clearinghouse No. 2017061063), incorporated herein by reference in full, was prepared pursuant to CEQA and the CEQA Guidelines. The Draft EIR was circulated for a 46-day public comment period beginning on June 9, 2022, and ending on July 25, 2022. Copies of the written comments received are provided in the Final EIR. Pursuant to CEQA Guidelines Section 15088, the City, as Lead Agency, reviewed all comments received during the review period for the Draft EIR and responded to each comment in Section II of the Final EIR and in an Erratum, dated September 2023.

Notice of Completion. A Notice of Completion was sent with the Draft EIR to the Governor's Office of Planning and Research State Clearinghouse for distribution to State Agencies on June 9, 2022, and notice was provided in newspapers of general and/or regional circulation.

Final EIR. The City published a Final EIR for the Project on September 8, 2023, which is hereby incorporated by reference in full. The Final EIR is intended to serve as an informational document for public agency decision-makers and the general public regarding objectives and components of the Project. The Final EIR addresses the environmental effects associated with implementation of the Project, identifies feasible mitigation measures and alternatives that may be adopted to

reduce or eliminate these impacts, and includes written responses to all comments received on the Draft EIR during the public review period. Responses were sent to all public agencies that made comments on the Draft EIR at least 10 days prior to certification of the Final EIR pursuant to CEQA Guidelines Section 15088(b). In addition, all individuals that commented on the Draft EIR also received a copy of the Final EIR. The Final EIR was also made available for review on the City's website. Notices regarding availability of the Final EIR were sent to those owners within a 500-foot radius of the Project Site, as well as individuals who commented on the Draft EIR, provided comments during the NOP comment period, or requested notice.

Erratum. The City published an Erratum to the Final EIR in September 2023 to incorporate minor revisions related to the noise analysis resulting from design changes to the Project's Residential Option that were inadvertently omitted from the Final EIR.

Public Hearings. A duly noticed public hearing for the Project was held by the Deputy Advisory Agency and Hearing Officer on October 4, 2023.

III. RECORD OF PROCEEDINGS

For purposes of CEQA and these Findings, the Record of Proceedings for the Project includes, but is not limited to, the following documents and other materials that constitute the administrative record upon which the City approved the Project. The following information is incorporated by reference and made part of the record supporting these Findings of Fact:

- All Project plans and application materials, including supportive technical reports;
- The Draft EIR and Appendices, Final EIR and Appendices, and all documents relied upon or incorporated therein by reference;
- The Mitigation Monitoring Program (MMP) prepared for the Project;
- The City of Los Angeles General Plan and related EIR;
- The Southern California Association of Governments (SCAG)'s 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (2020-2045 RTP/SCS) and related EIR (SCH No. 2019011061));
- City of Los Angeles Municipal Code (LAMC), including, but not limited to, the Zoning Ordinance and Subdivision Ordinance;
- All records of decision, resolutions, staff reports, memoranda, maps, exhibits, letters, minutes of meetings, summaries, and other documents approved, reviewed, relied upon, or prepared by any City commissions, boards, officials, consultants, or staff relating to the Project;
- Any documents expressly cited in these Findings of Fact, in addition to those cited above; and
- Any and all other materials required for the record of proceedings by PRC Section 21167.6(e).

Pursuant to CEQA Section 21081.6(a)(2) and CEQA Guidelines Section 15091(e), the documents and other materials that constitute the Record of Proceedings upon which the City has based its decision are located in and may be obtained from the Department of City Planning,

as the custodian of such documents and other materials that constitute the record of proceedings, located at the City of Los Angeles, Figueroa Plaza, 221 North Figueroa Street, Room 1350, Los Angeles, CA 90012.

In addition, copies of the Draft EIR and Final EIR are available on the Department of City Planning's website at https://planning.lacity.org/development-services/eir (to locate the documents, search for either the environmental case number or project title in the Search Box). The Draft and Final EIR are also available at the following four Library Branches:

- Los Angeles Central Library—630 West Fifth Street, Los Angeles, CA 90071
- Frances Howard Goldwyn Hollywood Regional Branch Library—1623 N. Ivar Avenue, Los Angeles, CA 90028
- John C. Fremont Branch Library—6121 Melrose Avenue, Los Angeles, CA 90038
- Will & Ariel Durant Branch Library—7140 W. Sunset Boulevard, Los Angeles, CA 90046

IV. DESCRIPTION OF THE PROJECT

The Project proposes to develop a mixed-use project on an 87,077-square-foot site (2.0 acres) located in Hollywood. The Residential Option would include 429 residential units, an approximately 55,000-square-foot grocery store, approximately 5,000 square feet of neighborhood-serving commercial retail uses, and 8,988 square feet of uses in the bungalows. The bungalows would be rehabilitated and adapted for reuse as either restaurants or 12 residential units, in which case the development would still propose a total of 429 residential units. The Residential Option would develop a new 33-story high-rise building with four levels of subterranean parking. The maximum height of this new building would be 388 feet 4 inches when accounting for rooftop mechanical equipment. The ground floor of the building would include grocery and neighborhood-serving commercial retail uses that would front Vine Street and Afton Place. The ground floor would also include vehicular access driveways, commercial and residential truck loading, a residential lobby and mailroom, and service and corridor areas. Above the ground floor, the Project includes a mezzanine level with additional space for the grocery store and retail uses, and common resident areas. In addition, outdoor common open space would be located on the ground floor between the new building and the rehabilitated bungalows. Level 2 would include a second full level of grocery store uses. Levels 3 through 9 and Levels 11 through 32 would contain the residential units. Level 3 would include a 6,000 square foot resident amenity space and Level 11 would include a large outdoor resident deck with seating areas and landscape. Level 33 would contain a 4,200 square foot interior residential amenity space and exterior roof deck. Overall, the Residential Option would comprise 484,421 square feet of floor area.

The Office Option would develop 463,521 square feet of office uses and 11,914 square feet of restaurant uses in the proposed building, as well as 8,988 square feet of uses in the bungalows. The bungalows would be rehabilitated and adapted for reuse as either restaurants or nine residential units. The Office Option would develop a new 17-story high-rise building with eight levels of subterranean parking. The maximum height of this new building would be 303 feet when accounting for rooftop mechanical equipment. The ground floor of the building would include an office lobby that would front Vine Street, as well as restaurant uses that would front Vine Street, De Longpre Avenue, and Afton Place. The Office Option proposes three driveway scenarios: Driveway Scenario 1 with Vine Street, including right-in/right out access, and De Longpre Avenue with full access; Driveway Scenario 2 with De Longpre Avenue with full access and Afton Place with full access; and Driveway Scenario 3 with De Longpre Avenue with full access and Afton Place with full access and a cul-de-sac. The ground floor would also include vehicular access driveways, commercial truck loading, an office lobby and mailroom, and service and corridor areas. In addition, similar to the Residential Option, the Office Option would feature outdoor common open space on the ground floor between the new building and the rehabilitated bungalows. Levels 2 through 16 above would include office uses. Level 17 would feature indoor

and outdoor amenities. Overall, the Office Option would comprise 484,423 square feet of floor area.

To accommodate the Project, the existing low-rise commercial buildings and a vacant, eight-unit multi-family building within the eastern portion of the Project Site would be demolished. Six existing historic bungalow buildings would be retained and repurposed on-site. Three of the six bungalows are currently occupied by office/post-production uses, while the three remaining bungalows are vacant. There are also ancillary buildings, such as sheds and garages adjacent to the bungalows, which are non-contributing features to the historic district that would be removed. During grading and construction activities, the bungalows would be temporarily removed from the Project Site. A Preservation Plan would be implemented to relocate and adapt for reuse the six historic bungalows on the eastern portion of the Project Site.

V. ENVIRONMENTAL IMPACTS FOUND NOT TO BE SIGNIFICANT OR LESS THAN SIGNIFICANT WITHOUT MITIGATION IN THE INITIAL STUDY

The Department of City Planning prepared an Initial Study dated June 2017, which is located in Appendix A of the Draft EIR. The Initial Study found the following environmental impacts not to be significant or less than significant without mitigation:

I. Aesthetics
- a. Scenic Vista
- b. Scenic Resources
- c. Visual Character
- d. Light & Glare

II. Agricultural and Forest Resources
- a. Farmland
- b. Existing Zoning for Agricultural Use
- c. Forest Land or Timberland Zoning
- d. Loss or Conversion of Forest Land
- e. Other Changes in the Existing Environment

III. Air Quality
- a. Objectionable Odors

IV. Biological Resources
- a. Special Status Species
- b. Riparian Habitat and Wetlands
- c. Wetlands
- d. Wildlife Movement
- e. Local Preservation Policies
- f. Habitat Conservation Plans

VI. Geological and Soils
- a. Earthquakes, Ground Shaking, Liquefaction, Landslides
- b. Soil Erosion
- c. Geologic Unit
- d. Expansive Soil
- e. Septic Tanks

VIII. Hazards and Hazardous Materials
- a. Hazardous Materials
- b. Upset Conditions
- c. Hazardous Emissions

d. Hazardous Materials Site
e. Airport Land Use Plans
f. Private Airstrip
g. Emergency Response Plan
h. Wildland Fires

IX. Hydrology and Water Quality
a. Water Quality Standards
b. Groundwater Supplies
c. Drainage & Erosion
d. Drainage & Flooding
e. Runoff
f. Degrade Water Quality
g. Flood Hazard – Mapped
h. Flood Hazard – Flood Flows
i. Flooding
j. Inundation

X. Land Use and Planning
a. Habitat Conservation Plan

XI. Mineral Resources
a. Loss of Known Mineral Resources
b. Loss of Mineral Resources Recovery Site

XII. Noise
a. Airport Land Use Plans
b. Private Airstrips

XIII. Population and Housing
a. Population Growth
b. Displacement of Existing Housing
c. Displacement of Existing Residents

XVI. Transportation/Traffic
a. Air Traffic Patterns
b. Geometric Design

XVIII. Utilities
a. Storm Water Drainage Facilities
b. Landfill
c. Solid Waste

The City has reviewed the record and agrees with the conclusion that the above environmental issues would not be significantly affected by the Project and, therefore, no additional findings are needed. The City ratifies, adopts, and incorporates the analysis, explanation, findings, responses to comments, and conclusions of the Initial Study.

VI. ENVIRONMENTAL IMPACTS FOUND NOT TO BE SIGNIFICANT OR LESS THAN SIGNIFICANT PRIOR TO MITIGATION

Impacts of the Project that were determined to have no impact or be less than significant in the EIR (including having a less than significant impact, as a result of implementation of project design features and regulatory compliance measures) and that require no mitigation are identified

below. The City has reviewed the record and agrees with the conclusion that the following environmental issues would not be significantly affected by the Project and, therefore, no additional findings are needed. The following information does not repeat the full discussions of environmental impacts contained in the EIR. The City ratifies, adopts, and incorporates the analysis, explanation, findings, responses to comments, and conclusions of the EIR.

1. Air Quality

(A) Consistency with Applicable Air Quality Management Plan

As detailed in Section IV.A, Air Quality, of the Draft EIR, the Project is consistent the South Coast Air Quality Management District's (SCAQMD) Air Quality Management Plan (AQMP), as well as the applicable City plans and policies. The determination of AQMP consistency is primarily concerned with the long-term influence of the Project on air quality in the South Coast Air Basin. The Project would not increase the frequency or severity of an existing air quality violation or cause or contribute to new violations for these pollutants with implementation of mitigation measures during proposed construction activities. As the Project would not exceed any of the state and federal standards, the Project would also not delay timely attainment of air quality standards or interim emission reductions specified in the AQMP. In addition, because the Project is consistent with growth projections that form the basis of the 2016 AQMP, the Project would be consistent with the emissions forecasts in the AQMP. Additionally, as the Project would support the City's and SCAQMD's objectives of reducing vehicle miles travelled (VMT) and the related vehicular air emissions, the Project would be consistent with AQMP control measures. Thus, the Project would not conflict with or obstruct implementation of the AQMP or applicable City policies pertaining to air quality.

(B) Construction Emissions

(i) Construction – Regional Emissions

The emissions levels in Table IV.A-5 on page IV.A-54 of the Draft EIR represent the highest daily emissions projected to occur during each year of construction under the Residential Option and Office Option. Each Option would have the possibility of the bungalows being replaced with restaurant or residential uses. Construction activities would be similar under both the restaurant and residential scenarios. As presented in Table IV.A-5 of the Draft EIR, construction-related daily maximum regional construction emissions under both options and scenarios would not exceed any of the SCAQMD daily significance thresholds. Therefore, regional construction emissions resulting from the Project would result in a less-than-significant air quality impact.

(ii) Construction – Localized Emissions

The Project would not produce emissions exceeding SCAQMD's recommended localized standards of significance, as shown by Table IV.A-8 of the Draft EIR. As a result, construction of the Project would not produce any local violation of air quality standards or contribute substantially to an existing or projected air quality violation, and Project impacts would be less than significant.

(iii) Toxic Air Contaminants (TACs)

The greatest potential for TAC emissions during construction would be from diesel particulate emissions associated with heavy equipment operations. According to SCAQMD methodology, health effects from carcinogenic air toxics are usually described in terms of individual cancer risk. "Individual Cancer Risk" is the likelihood that a person continuously exposed to concentrations of TACs over a 70-year lifetime will contract cancer based on the use of standard risk assessment methodology. Given the short-term construction schedule of

approximately 38 months, the Project would not result in a long-term (i.e., 70-year) source of TAC emissions. Additionally, the SCAQMD CEQA guidance does not require a health risk assessment (HRA) for short-term construction emissions. It is, therefore, not necessary to evaluate long-term cancer impacts from construction activities which occur over a relatively short duration. In addition, there would be no residual emissions or corresponding individual cancer risk after construction. As such, Project-related TAC impacts during construction would be less than significant.

(C) Operational Emissions

(i) Operation – Regional Emissions

Table IV.A-6 and Table IV.A-7 on pages IV.A-55 and IV.A-56 of the Draft EIR provide Project operational emissions with incorporation of project design features for the Residential and Office Options. As shown in Table IV.A-6 and Table IV.A-7, regional emissions resulting from operation of the Residential or Office Option would not exceed any of the SCAQMD's daily regional operational thresholds. Therefore, air quality impacts from Project operational emissions would be less than significant.

(ii) Operation – Localized Emissions

Regarding on-site operational emissions, operation of the Project would not introduce any major new sources of air pollution within the Project Site. Emissions estimates for criteria air pollutants from on-site sources are presented in Table IV.A-9 of the Draft EIR. The SCAQMD Localized Significance Thresholds (LST) mass rate look-up tables were used to evaluate potential localized impacts. As shown in Table IV.A-9 of the Draft EIR, on-site operational emissions would not exceed any of the LSTs. The Project on-site operational activities, including generation of criteria pollutants, would not expose sensitive receptors to substantial pollutant concentrations. Therefore, localized operational emissions resulting from the Project would result in a less-than-significant air quality impact.

Regarding off-site operational emissions, at buildout of the Project, the highest average daily trips at an intersection under the Future With Project Conditions for both the Residential and Office Options, would be approximately 125,000 trips at the Sunset Boulevard and Vine Street intersection, which is significantly below the daily traffic volumes that would be expected to generate CO exceedances as evaluated in the 2003 AQMP. This daily trip estimate is based on the hour conditions of the intersection. There is no reason unique to the Air Basin peak meteorology to conclude that the CO concentrations at the Sunset Boulevard and Vine Street intersection would exceed the 1 hour CO standard if modeled in detail, based on the studies undertaken for the 2003 AQMP. Therefore, the Project does not trigger the need for a detailed CO hotspots model and would not cause any new or exacerbate any existing CO hotspots. As a result, impacts related to localized mobile-source CO emissions are considered less than significant.

(iii) Toxic Air Contaminants

The primary sources of potential air toxics associated with Project operations include diesel particulate matter from delivery trucks (e.g., truck traffic on local streets and idling on adjacent streets) and, to a lesser extent, facility operations (e.g., natural gas fired boilers). However, these activities, and the land uses associated with the Project, are not considered land uses that generate substantial TAC emissions. It should be noted that the SCAQMD recommends that HRAs be conducted for substantial individual sources of diesel particulate matter (e.g., truck stops and warehouse distribution facilities that generate more than 100 trucks per day or more than 40 trucks with operating transport refrigeration units) and has provided guidance for

analyzing mobile source diesel emissions. The Project would not include these types of land uses and is not considered to be a substantial source of diesel particulate matter warranting a refined HRA, since daily truck trips to the Project Site would not exceed 100 trucks per day or more than 40 trucks with operating transport refrigeration units. In addition, the California Air Resources Board (CARB) mandated Airborne Toxic Control Measures (ATCMs) limits diesel-fueled commercial vehicles (delivery trucks) to idle for no more than five minutes at any given time, which would further limit diesel particulate emissions.

Typical sources of acutely and chronically hazardous TACs include industrial manufacturing processes (e.g., chrome plating, electrical manufacturing, petroleum refinery). The Project would not include these types of potential industrial manufacturing process sources. It is expected that quantities of hazardous TACs generated on-site (e.g., cleaning solvents, paints, landscape pesticides, etc.) for the types of proposed land uses would be below thresholds warranting further study under the California Accidental Release Program (CalARP). As such, the Project would not release substantial amounts of TACs, and impacts on human health would be less than significant.

Regarding off-site sources, the Project would not place sensitive uses near TAC sources within recommended buffer distances identified in the CARB and SCAQMD guidelines. In addition, a search was performed using the SCAQMD Facility Information Detail (FIND) database which contains public information about SCAQMD-regulated facilities required to have an air permit. A FIND search was conducted in the vicinity of the Project Site, which indicated that no major permitted sources of TACs are located within 0.25 mile of the Project Site. Minor emissions sources such as boilers or emergency generators are located within the Project vicinity, but the CARB Land Use Handbook does not identify these as major sources of TACs.

As the Project would not place sensitive uses near substantial TAC sources and is consistent with the CARB and SCAQMD guidelines, the Project would not result in the exposure of future on-site sensitive receptors to carcinogenic or toxic air contaminants that exceed the maximum incremental cancer risk of 10 in one million or an acute or chronic hazard index of 1.0, and potential TAC impacts would be less than significant.

2. Cultural Resources

(A) Historic Resources

As demonstrated in the Cultural Resources Section of the Draft EIR, Section IV.B, the demolition of the non-contributing buildings, the relocation and rehabilitation of the six historic bungalows, and the construction of the new building would have a less-than-significant impact on the Afton Square Historic District (Historic District). The bungalows would be relocated within the boundary of the Historic District and rehabilitated in accordance with the Preservation Plan, which would be prepared in compliance with the Secretary of Interior Standards. Thus, the significance of the bungalows as contributing buildings to the Historic District would be maintained and relocation and rehabilitation of the bungalows would have a less-than-significant impact on the Historic District. The new building would not be constructed within the boundary of the Historic District but would introduce a new visual element that is not compatible with the size, scale, or design of the contributing buildings. However, in the dense urban setting of Hollywood, there are already modern buildings of comparable height to the new buildings that are located along Sunset Boulevard and Vine Street and visible from within the boundaries of the Historic District. Thus, although the new building would impact the Historic District's integrity of setting and feeling, the impact would not be to the degree that the integrity of setting and feeling would be lost. Furthermore, the Project would not affect the other five aspects of integrity. After Project completion, the Historic District, as a whole, would retain sufficient integrity to convey its significance and would remain eligible for listing in the National Register and listed in the California

Register. In addition, as discussed above, the Project would not result in any indirect impacts on historical resources in the vicinity, namely the building at 1313 Vine Street. The construction of new buildings across the street from historic buildings is not uncommon, and the broad setting of 1313 Vine Street has already been altered by demolition and new construction. Therefore, the Project would not cause any change in the significance of a historical resource as defined in Section 15064.5 and, as such, would not result in direct or indirect impacts to historical resources on or in the vicinity of the Project Site

(B) Archaeological Resources

As demonstrated in the Cultural Resources Section of the Draft EIR, Section IV.B, the results of the archaeological records search indicate that there are no identified archaeological resources within the Project Site and one archaeological resource is located within a 0.5-mile radius of the Project Site. As the Project Site has previously been graded as part of previous construction activities, and most of the natural ground surface within the Project Site is occupied by urban development, archaeological surface finds on-site would be highly unlikely. In addition, artificial fill was encountered during field exploration to a depth of approximately 13 feet below existing ground surface and is likely the result of past grading or construction activities at the Project Site. Deeper fill may exist between excavations and in other portions of the site that were not directly explored. The Project would involve excavation of the Project Site to a maximum depth of approximately 45 feet below grade for the Residential Option and 83 feet below grade for the Office Option. Thus, the Project could have the potential to disturb previously undiscovered archaeological resources.

The City has established a standard condition of approval to address inadvertent discovery of archaeological resources. Should archaeological resources be inadvertently encountered, the City's condition of approval provides for temporarily halting construction activities near the encounter and retaining a qualified archaeologist to assess the find. In accordance with the condition of approval, all activities would be conducted in accordance with regulatory requirements as set forth in CEQA Section 21083.2. Overall, with adherence to the City's condition of approval consistent with CEQA Section 21083.2, the Project would not cause a substantial adverse change in the significance of an archaeological resource. As such, impacts to archaeological resources would be less than significant.

(C) Human Remains

As demonstrated in the Cultural Resources Section of the Draft EIR, Section IV.B, The Project Site is located within an urbanized area and has been subject to previous grading and development. No known traditional burial sites have been identified on the Project Site. While the uncovering of human remains is not anticipated, if human remains are discovered during construction, such resources would be treated in accordance with state law, including CEQA Guidelines Section 15064.5, PRC Section 5097.98, and California Health and Safety Code Section 7050.5. In accordance with PRC Section 5097.98, the Native American Heritage Commission must immediately notify those persons it believes to be the most likely descendant from the deceased Native American. The most likely descendant shall complete their inspection within 48 hours of being granted access to the site. The designated Native American representative would then determine, in consultation with the property owner, the disposition of the human remains. With the implementation of regulatory requirements, the Project would not disturb any human remains, including those interred outside of dedicated cemeteries. Impacts to human remains would be less than significant.

(D) Project Design Features

The City finds that in consideration of Project Design Feature CUL-PDF-1 and CUL-PDF-2, which are incorporated into the Project and are incorporated into these Findings as though fully set forth herein, impacts would be less than significant to Cultural Resources. These Project Design Features was considered in the analysis of potential impacts.

3. Energy Use

As demonstrated in the Energy Section of the Draft EIR, Section IV.C, the Project would not cause wasteful, inefficient, or unnecessary consumption of energy during construction or operation. The Project's energy requirements would not significantly affect local or regional supplies or capacity. The Project's energy usage during base and peak periods would be consistent with electricity and natural gas future projections for the region. Electricity generation capacity and supplies of natural gas and transportation fuels would be sufficient to meet the needs of Project-related construction and operational activities. During operations, the Project would comply with applicable energy efficiency requirements. Moreover, the Project would not conflict with adopted energy conservation plans, or violate state or federal energy standards. In summary, the Project's energy demands would not significantly affect available energy supplies and would comply with relevant energy efficiency standards.

4. Geology and Soils[1] – Paleontological Resources[2]

As demonstrated in the Geology and Soils Section of the Draft EIR, Section IV.D, the Project vicinity is located within an urbanized area that has been disturbed and developed over time. Therefore, any subsurface paleontological resources have likely been disturbed by present development. The Project would be subject to the City's standard condition of approval to address the potential for uncovering of paleontological resources. Therefore, the Project would not result in significant direct or cumulative impacts to paleontological resources. As such, the Project's impacts would be less than significant.

5. Greenhouse Gas (GHG) Emissions

The significance of the Project's GHG emissions is evaluated consistent with CEQA Guidelines Section 15064.4(b) by considering whether the Project complies with applicable plans, policies, regulations, and requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions. For this Project, as a land use development project, the most directly applicable adopted regulatory plan to reduce GHG emissions is the 2020–2045 RTP/SCS, which is designed to achieve regional GHG reductions from the land use and transportation sectors, as required by Senate Bill (SB) 375 and the state's long-term climate goals. The analysis also considers consistency with regulations or requirements adopted by the Assembly Bill (AB) 32 2008 Climate Change Scoping Plan and subsequent updates, and the Sustainable City pLAn/L.A.'s Green New Deal.

As shown in Tables IV.E-10 and IV.E-11 of the Draft EIR, when taking into consideration implementation of relevant Project design features, as well as the requirements set forth in the City of Los Angeles Green Building Code and full implementation of current state mandates, the Project would result in a total of approximately 5,825 MTCO2e annually under the Residential Option with residential bungalows and 6,469 MTCO2e annually under the Residential Option with restaurant bungalows. The Project under the Office Option with residential bungalows would

1 Although the Initial Study provided analysis demonstrating the Project would cause less than significant impacts to geologic hazards, the Geology and Soils Section of the Draft EIR, Section IV.D provided additional analysis confirming the earlier determination.
2 At the time of the Initial Study, Paleontological Resources were considered under Cultural Resources. They are now considered under Geology and Soils.

result in a total of 5,704 MTCO2e and 6,382 MTCO2e under the Office Option with restaurant bungalows.

As provided in Table IV.E-5 of the Draft EIR, the Project would not conflict with the Climate Change Scoping Plan, which is intended to reduce GHG emissions.

The Project is the type of land use development that is encouraged by the 2020–2045 RTP/SCS to reduce VMT and expand multi-modal transportation options, in order for the region to achieve the GHG reductions from the land use and transportation sectors required by SB 375, which, in turn, advances the state's long-term climate policies. By furthering implementation of SB 375, the Project supports regional land use and transportation GHG reductions consistent with state regulatory requirements. Overall, the Project would be consistent with the GHG reduction-related actions and strategies contained in the 2020–2045 RTP/SCS. As such, impacts related to consistency with the 2020–2045 RTP/SCS would be less than significant.

Table IV.E-7 of the Draft EIR provides a discussion of the Project's consistency with applicable GHG-reducing actions from L.A.'s Green New Deal. As discussed therein, the Project would be consistent with the applicable goals and actions of L.A.'s Green New Deal.

For the reasons discussed in Draft EIR Section IV.E, the Project's post-2030 emissions trajectory is expected to follow a declining trend, consistent with the 2030 and 2050 climate targets and Executive Orders S-3-05 and B-30-15.

Table IV.E-8 of the Draft EIR provides a discussion of the Project's consistency with Executive Order B-55-18 which establishes a new statewide goal to achieve carbon neutrality no later than 2045.

As determined in Draft EIR Section IV.E, given the Project's consistency with statewide, regional, and local plans adopted for the purpose of reducing GHG emissions, it is concluded that the Project's incremental contribution to GHG emissions and their effects on climate change would not be cumulatively considerable. For these reasons, the Project's cumulative contribution to global climate change is less than significant.

(A) Project Design Features

The City finds that in consideration of Project Design Features GHG-PDF-1 and GHG-PDF-2, which are incorporated into the Project and are incorporated into these Findings as though fully set forth herein, the potential greenhouse gas emissions of the Project would be less than significant. These Project Design Features were considered in the analysis of potential impacts.

6. Hydrology and Water Quality

As demonstrated in the Hydrology and Water Quality Section of the Draft EIR, Section IV.F, Project construction and operation would have less than significant impacts on Hydrology and Water Quality at the Project level and under cumulative conditions.

7. Land Use and Planning

(A) Physically Divide a Community

The proposed uses are consistent with the types of land uses already present or proposed in the surrounding area and development of the Project would occur entirely within the Project Site boundaries. Additionally, the proposed uses would be compatible with the variety of existing land uses and building types in the surrounding area, which include commercial and residential

uses. The scale of the new building proposed by the Residential and Office Options would be comparable to the Sunset Vine Tower (approximately 297 feet) located at Sunset Boulevard and Vine Street, north of the Project Site, and Sunset Media Center (approximately 291 feet) located at Argyle Avenue and Sunset Boulevard, northeast of the Project Site. The implementation of the Project would result in further infill of an already developed community with similar and compatible land uses. Therefore, the Project would not physically divide an established community, and Project impacts would be less than significant at the Project level and the cumulative condition.

(B) Conflict with Applicable Goals, Objectives, and Policies Adopted for the Purpose of Avoiding or Mitigating an Environmental Effect

(i) General Plan Framework Element

As set forth in detail in Table 2 of Appendix K of the Draft EIR and summarized in Draft EIR Section IV.G, Land Use, pages IV.G-31 – IV.G-35, the Project would be substantially consistent with the applicable goals, objectives, and policies of the General Plan Framework Element, including the Land Use Chapter, Housing Chapter, Open Space and Conservation Chapter, Economic Development Chapter, and the Infrastructure and Public Services Chapter.

(ii) Mobility Plan 2035

As set forth in detail in Table 3 of Appendix K of the Draft EIR and summarized in Draft EIR Section IV.G, Land Use, pages IV.G-35 – IV.G-36, the Project the Project would not conflict with the applicable goals, objectives, and policies set forth in the Mobility Plan adopted specifically to mitigate or avoid an environmental impact.

(iii) Conservation Element

As set forth in detail in Draft EIR Section IV.G, Land Use, pages IV.G-36 – IV.G-38, the Project would be fully consistent with multiple conservation objectives and policies and would, therefore, be substantially consistent with the Conservation Element.

(iv) Housing Element

As set forth in detail in Table 4 of Appendix K of the Draft EIR and summarized in Draft EIR Section IV.G, Land Use, page IV.G-38, the Project would be substantially consistent with the applicable objectives and policies set forth in the Housing Element.

(v) Health and Wellness Element

As set forth in detail in Draft EIR Section IV.G, Land Use, pages IV.G-38 – IV.G-39, the Project would be fully consistent with multiple health and wellness objectives and policies and would, therefore, be substantially consistent with the Health and Wellness Element.

(vi) Hollywood Community Plan

As set forth in detail in Table 5 of Appendix K of the Draft EIR and summarized in Draft EIR Section IV.G, Land Use, pages IV.G-39 through IV.G-40, the Project would be generally consistent with the objectives and policies that support the goals of the Community Plan. Specifically, the Project would support the City's objectives and policies to coordinate the development of the Hollywood area with that of other parts of the City of Los Angeles and the metropolitan area and provide housing to satisfy the varying needs and desires of all economic segments of the Hollywood community through the development of new residential and neighborhood-serving commercial uses on the Project Site. The Residential Option would include

429 residential units (including 36 units designated for Very Low Income households), consisting of one-bedroom units, one bedroom plus den units, and two-bedroom units of varying configurations that would provide needed housing in the Community Plan area. In addition, the Office Option would provide nine market rate two-bedroom units. As such, the Project's proposed unit mix would provide a range of household types, including affordable housing, within the Hollywood community that would maximize the opportunity for individual choice. The Project would also support the City's objectives and policies to promote economic well-being and public convenience through the development of neighborhood-serving commercial retail, office, restaurant, and/or grocery store uses that would provide useful local services to the community, new pedestrian destinations for Project and local residents, and employment opportunities for the Hollywood community. Therefore, the Project would not conflict with the goals, objectives, and policies set forth in the Community Plan.

(vii) 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy

As set forth in detail in Table 1 of Appendix K of the Draft EIR and summarized in Draft EIR pages IV.G-30 – IV.G-31, the Project would be generally consistent with the whole of applicable goals, objectives, and policies set forth in the 2020–2045 RTP/SCS adopted for the purpose of avoiding or mitigating an environmental effect.

(viii) Los Angeles Municipal Code

As set forth in detail in Draft EIR Section IV.G, Land Use, pages IV.G-40 – IV.G-43, with approval of the discretionary actions described above that are necessary to implement the Project, the Project would not conflict with applicable provisions of the LAMC.

(ix) Community Redevelopment Agency (CRA/LA) Hollywood Redevelopment Plan

As set forth in detail in Draft EIR Section IV.G, Land Use, pages IV.G-43 – IV.G-47, the Project would not conflict with the Redevelopment Plan.

(x) Citywide Design Guidelines

As set forth in detail in Draft EIR Section IV.G, Land Use, pages IV.G-47 – IV.G-49, the Project would not conflict with the Citywide Design Guidelines adopted for the purpose of avoiding or mitigating an environmental effect.

(xi) Cumulative Impacts

As set forth in Draft EIR Section IV.G, Land Use, pages IV.G-50 – IV.G-51, as with the Project, the related projects would be required to comply with relevant land use policies and regulations. Therefore, as with the Project, the related projects would not conflict with applicable land use plans. Overall, cumulative impacts related to conflict with land use plans would be less than significant.

8. Noise

(A) Construction

(i) Off-Site Noise

As set forth in detail in Draft EIR Section H, Noise, pages IV.H-28 – IV.H-29, and Table IV.H-12, Project construction would not result in temporary noise impacts from off-site construction traffic. Therefore, off-site construction noise impacts would be less than significant.

(ii) Off-Site Vibration (Building Damage)

As set forth in detail in Draft EIR Section H, Noise, pages IV.H-50 – IV.H-51, and Appendix L (Noise Calculation Worksheets), vibration impacts (pursuant to the significance criteria for building damage) from off-site construction activities (i.e., construction trucks traveling on public roadways) would be less than significant.

(B) Operation

(i) On-Site Noise

As set forth in detail in Draft EIR Section H, Noise, pages IV.H-29 – IV.H-35, and Tables IV.H-13 through IV.H-16, Project operations would not result in the exposure of persons to or generation of noise levels in excess of standards established in the City's General Plan or noise ordinance, or applicable standards of other agencies. Therefore, the Project's operational noise impacts from on- and off-site sources would be less than significant.

(ii) Off-Site Noise (Residential Option)

As set forth in detail in Draft EIR Section H, Noise, pages IV.H-35 – IV.H-43, and Tables IV.H-17 through IV.H-18, Project operation would not result in noise impacts from off-site mobile sources under the Residential Option. Therefore, off-site Project operation noise impacts under the Residential Option would be less than significant.

(iii) Vibration

As set forth in detail in Draft EIR Section H, Noise, page IV.H.-52, operation of the Project would not increase the existing vibration levels in the immediate vicinity of the Project Site, and, as such, vibration impacts associated with operation of the Project would be less than significant.

(C) Project Design Features

The City finds that in consideration of Project Design Features NOI-PDF-1 through NOI-PDF-6, which are incorporated into the Project and are incorporated into these Findings as though fully set forth herein, the potential noise impacts of the Project related to the above noise topics, would be less than significant. These Project Design Features were considered in the analysis of potential impacts.

9. Public Services

Consistent with *City of Hayward v. Trustees of California State University* (2015) 242 Cal.App.4th 833, significant impacts under CEQA consist of adverse changes in any of the physical conditions within the area of a project, and potential impacts on public safety services are not an environmental impact that CEQA requires a project applicant to mitigate: "[T]he obligation to provide adequate fire and emergency medical services is the responsibility of the city. (Cal. Const., art. XIII, § 35, subd. (a)(2) ["The protection of the public safety is the first responsibility of local government and local officials have an obligation to give priority to the provision of adequate public safety services."].) The need for additional fire protection services is not an environmental impact that CEQA requires a project proponent to mitigate." Although that case specifically addressed fire services, its holding also applies to other public services.

(A) Public Services – Fire Protection

As set forth in Draft EIR Section IV.I.1, Public Services – Fire Protection, pages IV.I.1-21 – IV.I.1-32, Project construction, operation, and cumulative impacts would not result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered governmental facilities, the construction of which would cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection services. Therefore, impacts to fire protection services during Project construction, operation, and in the cumulative condition would be less than significant.

(B) Public Services – Police Protection

As set forth in Draft EIR Section IV.I.2, Public Services – Police Protection, pages IV.I.2-10 – IV.J.2-27, Project construction, operation, and cumulative impacts would not result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered governmental facilities, the construction of which would cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for police protection services. Therefore, impacts to police protection services during Project construction, operation, and in the cumulative condition would be less than significant.

(i) Police Protection – Project Design Features

The City finds that in consideration of Project Design Features POL-PDF-1 through POL-PDF-7, incorporated into the Project, the potential police protection impacts of the Project would be less than significant. The Project Design Features were considered in the analysis of potential impacts.

(C) Public Services – Schools

As set forth in Draft EIR Section IV.I.3, Public Services – Schools, pages IV.I.3-16 – IV.I.3-28, Project construction, operation, and cumulative impacts would not result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered governmental facilities, the construction of which would cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for schools. Therefore, impacts to schools during Project construction, operation, and in the cumulative condition would be less than significant.

(D) Public Services – Libraries

As set forth in Draft EIR Section IV.I.4, Public Services – Libraries, pages IV.J.4-8 – IV.J.4-21, Project construction, operation, and cumulative impacts would not result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, or the need for new or physically altered governmental facilities, the construction of which would cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for libraries or library facilities. Therefore, impacts to library facilities during Project construction, operation, and in the cumulative condition would be less than significant.

(E) Public Services – Parks and Recreation

As set forth in Draft EIR Section IV.J.5, Public Services – Parks and Recreation, pages IV.J.5-16 – IV.J.5-27, Project construction, operation, and cumulative impacts would not result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered governmental facilities, the construction of which would cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for libraries. Therefore, impacts to park and recreation facilities during Project construction, operation, and in the cumulative condition would be less than significant.

11. Transportation

(A) Program, Plans, Ordinance or Policy

As set forth in Draft EIR Section IV.J, Transportation, pages IV.J-25 – IV.J-37, the Project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.

(B) CEQA Guidelines Section 15064.3, subdivision (b)

As set forth in Draft EIR Section IV.J, Transportation, pages IV.J-37 – IV.J-39 and Appendices R (Transportation Assessment) and S (LADOT's Assessment Letter) of the Draft EIR, Project impacts related to VMT were determined to be less than significant.

(C) Hazardous Design – Residential Option

As set forth in Draft EIR Section IV.J, Transportation, pages IV.J-39 – IV.J-42, the Project's Residential Option would not include any hazardous geometric design features. The Project's Office Option impacts are addressed under Section VII. "Environmental Impacts Found to be Less than Signification After Mitigation". Emergency Access

As set forth in Draft EIR Section IV.J, Transportation, pages IV.J-42 – IV.K-44, the Project would not result in inadequate emergency access.

(D) Cumulative Impacts

As set forth in Draft EIR Section IV.J, Transportation, pages IV.J-44 – IV.J-37, the Project's contribution to impacts related to programs, plans, ordinances, or policies; or vehicle miles traveled; or hazardous design (Residential Option); or emergency access would not be cumulatively considerable and cumulative impacts would be less than significant.

(E) Project Design Features

The City finds that Project Design Feature TR-PDF-1 – TR-PDF-3, which are incorporated into the Project and incorporated into these findings as fully set forth herein, reduces the potential transportation impacts of the Project. These Project Design Features were considered in the analysis of potential impacts.

12. Tribal Cultural Resources

As set forth in Draft EIR Section K, Tribal Cultural Resources, pages IV.K-15 – IV.K-19, Project impacts related to tribal cultural resources would be less than significant.

13. Utilities and Service Systems – Water Supply and Infrastructure

As set forth in Draft EIR Section IV.L.1, Utilities and Service Systems – Water Supply and Infrastructure, pages IV.L.1-40 – IV.L.1-69, Appendix U, the Project, either during construction, operation, or cumulative condition, would not require or result in the construction of new water facilities or expansion of existing facilities, the construction of which could cause significant environmental effects. In addition, sufficient water supply is available to serve the Project construction, Project operation, and in the cumulative condition. As such, impacts related to water infrastructure and to water supply would be less than significant.

(A) Project Design Features

The City finds that in consideration of Project Design Feature WAT-PDF-1, which is incorporated into the Project and incorporated into these findings as fully set forth herein, the potential water supply impacts of the Project are less than significant. This Project Design Feature was considered in the analysis of potential impacts.

14. Utilities and Service Systems – Wastewater

As set forth in Draft EIR Section IV.L.2, Utilities and Service Systems – Wastewater, pages IV.L.2-11 – IV.L.2-37, the Project, either during construction, operation, or cumulative condition, would not require or result in the construction of new wastewater facilities or expansion of existing facilities, the construction of which could cause significant environmental effects. In addition, sufficient wastewater capacity is available to serve the Project construction wastewater demand, Project operation wastewater demand, and in the cumulative condition. As such, impacts related to wastewater infrastructure and to wastewater treatment capacity would be less than significant.

15. Utilities and Service Systems - Energy Infrastructure

As set forth in Draft EIR Section IV.L.3, Utilities and Service Systems – Energy Infrastructure, pages IV.L.3-7 – IV.M.3-15, Project construction and operation, including in the cumulative condition, would not require or result in an increase in demand for electricity or natural gas that exceeds available supply or distribution infrastructure capabilities that could result in the construction of new energy facilities or expansion of existing facilities, the construction of which could cause significant effects. Therefore, Project impacts would be less than significant during construction and operation.

VII. ENVIRONMENTAL IMPACTS FOUND TO BE LESS THAN SIGNIFICANT AFTER MITIGATION

The following impact areas were concluded by the Draft EIR to be less than significant with the implementation of mitigation measures described in the Final EIR. Based on that analysis and other evidence in the administrative record relating to the Project, the City finds and determines that mitigation measures described in the Final EIR reduce potentially significant impacts identified for the following environmental impact categories to below the level of significance. Pursuant to PRC Section 21081, the City finds that changes or alterations have been required in, or incorporated into, the Project, which mitigate or avoid each of the following significant effects on the environment.

1. Noise – On-Site Construction Vibration (Building Damage)

(A) Impact Summary

The Project Site is located within the Afton Square Historic District, listed on the California Register of historic places. There are six contributing bungalows within the Project Site, which would be relocated during the Project construction and would be rehabilitated within the eastern portion of the Project Site. The nearest off-site historic resources are single-family residential structures located across the Project Site to the north and south, and adjacent to the Project Site to the east. The assessment of construction vibration provided for potential building damage due to on-site construction compares the estimated vibration levels generated during construction of the Project to the 0.12-PPV significance criteria for buildings extremely susceptible to vibration damage (applicable to the historic single-family residential buildings to the north, south and east), the 0.2-PPV significance criteria for non-engineered timber and masonry building (applicable to the single-story commercial building to the south of the Project Site), and the 0.3 PPV significance criteria for engineered concrete masonry building (applicable for the single-story commercial buildings to the north and west of the Project Site). As indicated in Table IV.H 20 of the Draft EIR, the estimated vibration velocity levels from construction equipment would be below the building damage significant criteria for the existing off-site building structures surrounding the Project Site, with the exception of the two historic single-family residential buildings adjacent to the Project to the east. The estimated vibration levels from the construction equipment would exceed the 0.12 PPV building damage significance criteria at the two historic single-story buildings adjacent to the Project Site to the east. Therefore, the on-site vibration impacts during construction of the Project would be significant without implementation of mitigation measures. However, mitigation measures would reduce impacts to a less than significant level. Therefore, impacts would be less than significant after implementation of feasible mitigation.

(B) Project Design Features

Project Design Feature NOI-PDF-2: Project construction shall not include the use of driven (impact) pile systems.

(C) Mitigation Measures

Mitigation Measure NOI-MM-2: Prior to start of construction, the Applicant shall retain the services of a structural engineer or qualified professional to visit the two existing historic single-family residential buildings adjacent to the Project Site to the east to inspect and document the apparent physical condition of the buildings' readily-visible features.

The Applicant shall retain the services of a qualified acoustical engineer to review proposed construction equipment and develop and implement a vibration monitoring program capable of documenting the construction-related ground vibration levels at the buildings during demolition and grading/excavation phases. The vibration monitoring system shall continuously measure and store the peak particle velocity (PPV) in inch/second. The system shall also be programmed for two preset velocity levels: a warning level of 0.1 PPV and a regulatory level of 0.12 PPV. The system shall also provide real-time alert when the vibration levels exceed the warning level.

In the event the warning level (0.1 PPV) is triggered, the contractor shall identify the source of vibration generation and provide feasible steps to reduce the vibration level, including but not limited to halting/staggering concurrent activities and utilizing lower vibratory techniques.

In the event the regulatory level (0.12 PPV) is triggered, the contractor shall halt construction activities in the vicinity of the buildings and visually inspect the buildings for any damage. Results of the inspection must be logged. The contractor shall identify the source of vibration generation and provide feasible steps to reduce the vibration level. Construction activities may then restart.

(D) Finding

Pursuant to PRC Section 21081(a)(1), the City finds that changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid potential significant effects on the environment regarding on-site construction vibration (building damage).

(E) Rationale for Finding

Implementation of Mitigation Measure NOI-MM-2 would ensure the vibration levels at the exterior of the residential buildings adjacent to the Project Site to the east would not exceed the significance criteria of 0.12 PPV. Therefore, vibration impacts from on-site construction activities with respect to building damage would be reduced to a less than significant level.

(F) Reference

Section IV.H, Noise of the Draft EIR, as well as Appendix L (Noise Calculation Worksheets).

2. Transportation – Hazardous Geometric Design Features (Office Option)

(A) Impact Summary

The Office Option would result in a substantial increase in hazards due to a geometric design feature or incompatible use with respect to off-ramp safety at the US-101 Northbound Off-ramp to Sunset Boulevard, as the queue length is projected to exceed ramp capacity in the A.M. peak hour in the Future Base scenario and the Future plus Project scenario, and based on the speed differential between mainline and off-ramp speeds, safety impacts would be significant without mitigation. However, mitigation measures would reduce impacts to a less than significant level. Therefore, impacts would be less than significant after implementation of feasible mitigation.

(B) Project Design Features

No project design features are applicable.

(C) Mitigation Measures

Mitigation Measure TR-MM-1: Prior to the operation of the Project, a protected/permitted left-turn phase with reoptimized signal timing shall be added for westbound Sunset Boulevard at Van Ness Avenue.

(D) Finding

Pursuant to PRC Section 21081(a)(1), the City finds that changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid potential significant effects on Transportation – Hazardous Geometric Design Features (Office Option).

(E) Rationale for Finding

Mitigation Measure TR-MM-1 would address the identified safety issue along the US-101 Northbound Off-ramp to Sunset Boulevard, by alleviating congestion on Sunset Boulevard that, in turn, affects the off-ramp, reducing the off-ramp queue onto the freeway mainline and fully mitigating the Office Option’s significant impact to less than significant level.

(F) Reference

Section IV.J, Transportation, of the Draft EIR, as well as Appendices R (Transportation Assessment) and S (LADOT's Assessment Letter) of the Draft EIR.

VIII. ENVIRONMENTAL IMPACTS FOUND TO BE SIGNIFICANT EVEN AFTER MITIGATION

The following impact areas were concluded by the Draft EIR to remain significant and unavoidable following implementation of all feasible mitigation measures described in the Final EIR. Consequently, in accordance with CEQA Guidelines Section 15093, a Statement of Overriding Considerations has been prepared (see Section XI of these Findings).

1. Noise

(A) Impact Summary

(i) On-Site Construction Noise

As detailed in Draft EIR Section H, Noise, pages IV.H-35 – IV.I-46 and the Tables therein, and pages IV.H-55 – IV.H-57 and the Tables therein, noise impacts from on-site Project-related construction activities at both the Project-level and cumulative condition would be significant. Specifically, since construction activities would occur over a period longer than 10 days for all phases, the corresponding significance criteria used in the construction noise analysis is when the construction-related noise exceeds the ambient Leq noise level of 5 dBA at a noise-sensitive use. As presented in Table IV.H 11 on page IV.H-27 of the Draft EIR, construction activities would generate the highest noise during the demolition and construction phases, as it is anticipated to have the highest noise generating construction equipment in the construction area compared to the Project's other construction stages. Therefore, the potential noise impacts (i.e., noise increase over the ambient level) would be highest during the demolition phase. As indicated in Table IV.H 11 of the Draft EIR, the estimated noise levels during all stages of Project construction would exceed the significance criteria at off-site receptor locations R1, R2, and R3 for both the Residential Option and the Office Option. The estimated construction-related noise would exceed the significance criteria by 19.0 dBA at receptor location R3 (during the building construction phase, under both the Residential Option and Office Option), 23.2 dBA at receptor location R1 (during the building construction phase, under both the Residential Option and Office Option) and 37.3 dBA at receptor location R2 (during the demolition phase, under both the Residential Option and Office Option), without implementation of mitigation. Therefore, temporary noise impacts associated with the Project's on-site construction would be significant.

In addition, construction-related noise levels from the related projects would be intermittent and temporary, and it is anticipated that, as with the Project, the related projects would comply with the construction hours and other relevant provisions set forth in the LAMC. Noise associated with cumulative construction activities would be reduced to the degree reasonably and technically feasible through proposed mitigation measures for each individual related project and compliance with locally adopted and enforced noise ordinances. Thus, there would be potential cumulative noise impacts at the nearby sensitive uses (e.g., residential and hospital uses) located in proximity to the Project Site and related projects, in the event of concurrent construction activities. As such, cumulative noise impacts from on-site construction would be significant.

(ii) On-Site Construction Vibration (Human Annoyance)

As detailed in Draft EIR Section H, Noise, pages IV.H-48 – IV.H- and the Tables therein, and page IV.H-63, the estimated vibration levels at the off-site sensitive uses are provided in

Table IV.H 21 and are applicable to both Residential Option and Office Option, as both options would utilize similar construction equipment. Per FTA guidance, the significance criteria for human annoyance is 72 VdB for sensitive uses, including residential, hospital and theater uses, assuming there are a minimum of 70 vibration events occurring during a typical construction day. As indicated in Table IV.H 21 on page IV.H-50 of the Draft EIR, the estimated ground-borne vibration levels from construction equipment would be below the significance criteria for human annoyance at off-site sensitive receptor locations R4 and R5. The estimated ground-borne vibration levels at receptor locations R1, R2, and R3 would be up to 73 VdB, 99 VdB, and 74 VdB, respectively, each of which would exceed the 72 VdB significance criteria during the demolition and grading/excavation phases where large construction equipment (e.g., large bulldozer, caisson drilling and loaded trucks) would operate within 80 feet of the sensitive receptors. Therefore, on-site vibration impacts during construction of the Project, pursuant to the significance criteria for human annoyance, would be significant.

Moreover, potential vibration impacts due to construction activities are generally limited to buildings/structures that are located in proximity to the construction site (i.e., within 15 feet as related to building damage and 80 feet as related to human annoyance at residential uses). Due to the rapid attenuation characteristics of ground-borne vibration and given the distance of the nearest related project to the Project Site, there is no potential for a cumulative construction vibration impact with respect to human annoyance associated with ground-borne vibration from on-site sources.

(iii) Off-Site Construction Vibration (Human Annoyance)

The significance criterion for human annoyance is 72 VdB for sensitive uses, including residential, hotel and theater uses. It should be noted that buses and trucks rarely create vibration that exceeds 70 VdB at 50 feet from the receptor unless there are bumps in the road. To provide a conservative analysis, the estimated vibration levels generated by construction trucks traveling along the anticipated haul route(s) were assumed to be within 25 feet of the sensitive use (residential and hotel use) along Vine Street and Sunset Boulevard. As indicated in the noise calculation worksheets included in Appendix L of the Draft EIR, temporary vibration levels could reach approximately 72 VdB periodically as trucks pass sensitive receptors along the anticipated haul route(s). Therefore, the residential uses along Vine Street and Sunset Boulevard (between the Project Site and US-101), would be exposed to ground-borne vibration up to 72 VdB, which would be at the 72-VdB significance criteria from the construction trucks. As such, potential vibration impacts with respect to human annoyance that would result from temporary and intermittent off-site vibration from construction trucks traveling along the anticipated haul route(s) would be significant.

Potential vibration impacts associated with temporary and intermittent vibration from project-related construction trucks traveling along the anticipated haul route(s) would be significant with respect to human annoyance. As related projects would be anticipated to use similar trucks as the Project, it is anticipated that construction trucks would generate similar vibration levels along the anticipated haul route(s). The Project-related construction trucks would result in significant impacts at sensitive uses along the anticipated haul route(s). Therefore, to the extent that other related projects use the same haul route as the Project, potential cumulative human annoyance impacts associated with temporary and intermittent vibration from haul trucks traveling along the designated haul routes would be significant.

(iv) Off-Site Operation Noise (Office Option)

The Office Option is expected to generate a net increase of 327 and 433 trips during the A.M. and P.M. peak hours, respectively. As such, Project-related traffic would increase the existing traffic volumes along the roadway segments in the study area when compared with Future

Without Project conditions. This increase in roadway traffic was analyzed to determine if any traffic-related noise impacts would result from operation of the Project. Table IV.H 17 on page IV.H-37 of the Draft EIR provides a summary of the roadway noise impact analysis for the Residential Option and Office Option. The Office Option noise analysis evaluated traffic noise for three driveway scenarios: Driveway Scenario 1 with Vine Street, including right-in/right out access, and De Longpre Avenue with full access; Driveway Scenario 2 with De Longpre Avenue with full access and Afton Place with full access; and Driveway Scenario 3 with De Longpre Avenue with full access and Afton Place with full access and a cul-de-sac. The calculated Community Noise Equivalent Level (CNEL) levels are conservatively calculated along the roadways and do not account for the presence of any physical sound barriers or intervening structures. As shown in Table IV.H 17, under the Office Option, the Project would result in highest noise increase along the roadway segment of Afton Place (between Vine Street and El Centro Avenue) under Driveway Scenario 3 with a maximum increase of 5.2 dBA, which would exceed the 5 dBA significance threshold. At other analyzed roadway segments, the increase in traffic-related noise levels would be 2.7 dBA or less under all three driveway scenarios, which would also be below the applicable 3 and 5 dBA significance thresholds. Therefore, traffic noise impacts under Future Plus Project conditions would be significant under the Office Option.

As shown in Table IV.H 18 on page IV.H-41 of the Draft EIR, when compared with existing conditions, under the Office Option, the estimated maximum noise increase due to Project-related traffic would be below the applicable 3 and 5 dBA significance threshold at all roadway segments, with the exception of the roadway segment of Afton Place (between Vine Street and El Centro Avenue). The estimated noise increase along Afton Place (between Vine Street and El Centro Avenue) would be up to 5.3 dBA, which would exceed the 5 dBA significance threshold. Therefore, traffic noise impacts under Existing Plus Project conditions would be significant under the Office Option.

The Project and related projects in the area would produce traffic volumes (off-site mobile sources) that would generate roadway noise. Cumulative noise impacts due to off-site traffic were analyzed by comparing the projected increase in traffic noise levels from “Existing” conditions to “Future Plus Project” conditions to the applicable significance criteria. Future Plus Project conditions include traffic volumes from future ambient growth, related projects, and the Project. The calculated traffic noise levels under “Existing” and “Future Plus Project” conditions are presented in Table IV.H 22 on page IV.H-60 of the Draft EIR. As shown therein, under the Office Option, the estimated Project-related noise increase would be below the applicable 3 and 5 dBA significance thresholds, with the exception of the roadway segment of Afton Place. The estimated traffic noise increase along Afton Place (between Vine Street and El Centro Avenue) would be 5.4 dBA with Driveway Scenario 3, which would exceed the applicable 5 dBA significance threshold. Therefore, cumulative noise impacts due to off-site mobile noise sources associated with the Project (Office Option), future growth, and related projects would be significant.

(A) Project Design Features

Project Design Feature NOI-PDF-1: Power construction equipment (including combustion engines), fixed or mobile, shall be equipped with state-of-the-art noise shielding and muffling devices (consistent with manufacturers’ standards). All equipment shall be properly maintained to assure that no additional noise, due to worn or improperly maintained parts, would be generated.

Project Design Feature NOI-PDF-2: Project construction shall not include the use of driven (impact) pile systems.

Project Design Feature NOI-PDF-3: All outdoor mounted mechanical equipment shall be enclosed or screened from off-site noise-sensitive receptors.

Project Design Feature NOI-PDF-4: Outdoor amplified sound systems, if any, shall be designed so as not to exceed the maximum noise level of 65 dBA [$L_{eq\ (1\text{-}hour)}$] at a distance of 25 feet from the face of the amplified speaker sound systems at the Ground Level and 90 dBA [$L_{eq\ (1\text{-}hour)}$] at the Level 11 and Level 33 decks (Residential Option) and Level 17 deck (Office Option). No outdoor amplified sound systems would be permitted on Level 3 of the Residential Option. A qualified noise consultant shall provide written documentation that the design of the system complies with these maximum noise levels.

Project Design Feature NOI-PDF-5: All loading docks shall be screened from off-site noise-sensitive receptors.

Project Design Feature NOI-PDF-6: An 8-foot-high, solid (non-porous) property wall shall be constructed along the Project eastern property line.

(B) Mitigation Measures

Mitigation Measure NOI-MM-1: A temporary and impermeable sound barrier shall be erected at the locations listed below. At plan check, building plans shall include documentation prepared by a noise consultant verifying compliance with this measure.

- Along the southern property line of the Project Site between the construction areas and residential use on Afton Place south of the Project Site (receptor location R1). The temporary sound barrier shall be designed to provide a minimum 15-dBA noise reduction at the ground level of receptor location R1.
- Along the eastern property line of the Project Site between the construction areas and the residential uses on the east side of the Project Site (receptor location R2). The temporary sound barrier shall be designed to provide a minimum 15-dBA noise reduction at the ground level of receptor location R2.
- Along the northern property line of the Project Site between the construction areas and the residential use and the Southern California Hospital on De Longpre Avenue northeast of the Project Site (receptor location R3). The temporary sound barrier shall be designed to provide a minimum 15-dBA noise reduction at the ground level of receptor location R3.

Mitigation Measure NOI-MM-2: Prior to start of construction, the Applicant shall retain the services of a structural engineer or qualified professional to visit the two existing historic single-family residential buildings adjacent to the Project Site to the east to inspect and document the apparent physical condition of the buildings' readily-visible features.

The Applicant shall retain the services of a qualified acoustical engineer to review proposed construction equipment and develop and implement a vibration monitoring program capable of documenting the construction-related ground vibration levels at the buildings during demolition and grading/excavation phases. The vibration monitoring system shall continuously measure and store the peak particle velocity (PPV) in inch/second. The system shall also be programmed for two preset velocity levels: a warning level of 0.1 PPV and a regulatory level of 0.12 PPV. The system shall also provide real-time alert when the vibration levels exceed the warning level.

In the event the warning level (0.1 PPV) is triggered, the contractor shall identify the source of vibration generation and provide feasible steps to reduce the vibration level, including

but not limited to halting/staggering concurrent activities and utilizing lower vibratory techniques.

In the event the regulatory level (0.12 PPV) is triggered, the contractor shall halt construction activities in the vicinity of the buildings and visually inspect the buildings for any damage. Results of the inspection must be logged. The contractor shall identify the source of vibration generation and provide feasible steps to reduce the vibration level. Construction activities may then restart.

(C) Finding

(i) On-Site Construction Noise

Pursuant to PRC Section 21081(a)(1), the City finds that changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid potential significant effects on the environment regarding On-Site Construction Noise.

(ii) On-Site Construction Vibration (Human Annoyance)

Pursuant to PRC Section 21081(a)(1), the City finds that changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid potential significant effects on the environment regarding On-Site Vibration (Human Annoyance).

(iii) Off-Site Construction Vibration (Human Annoyance)

Pursuant to PRC Section 21081(a)(1), the City finds that changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid potential significant effects on the environment regarding Off-Site Vibration (Human Annoyance).

(iv) Off-Site Operation Noise (Office Option)

Pursuant to PRC Section 21081(a)(1), the City finds that changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid potential significant effects on the environment regarding Off-Site Operation Noise (Office Option).

(D) Rationale for Finding

(i) On-Site Construction Noise

Implementation of Mitigation Measure NOI-MM-1 provided above would reduce the Project and cumulative construction noise levels to the extent feasible. Specifically, implementation of Mitigation Measure NOI-MM-1 (installation of temporary sound barrier) would reduce the noise generated by on-site construction activities at the off-site sensitive uses, by a minimum 15 dBA at the residential use on Afton Place south of the Project Site (receptor location R1), the residential uses east of and immediately adjacent to the Project Site (receptor location R2), and the residential and hospital uses along De Longpre Avenue north and northeast of the Project Site (receptor location R3). However, the estimated construction-related noise levels would still exceed the significance thresholds at the sensitive uses represented by receptor locations R1, R2, and R3. In addition, the temporary sound barrier would not be effective in reducing the construction-related noise for the upper levels of the hospital uses (a six-story building), represented by receptor location R3. In order to be effective, the temporary noise barrier would need to be as high as the buildings (i.e., six stories), which would not be feasible. There are no other feasible mitigation measures that could be implemented to reduce the temporary noise impacts from on-site construction at receptor locations R1, R2, and R3. Therefore,

construction noise impacts associated with on-site noise sources would remain significant and unavoidable.

(ii) On-Site Vibration (Human Annoyance)

Project-level vibration impacts from on-site construction activities would still exceed the 72 VdB human annoyance significance criteria at the residential uses north, south, and east of the Project Site. As previously discussed, there are no feasible mitigation measures that could be implemented to reduce the temporary vibration impacts from on-site construction associated with human annoyance to a less-than-significant level. Therefore, Project-level vibration impacts from on-site construction activities with respect to human annoyance would remain significant and unavoidable.

(iii) Off-Site Vibration (Human Annoyance)

Project vibration levels from construction trucks would exceed the significance criteria for human annoyance at sensitive receptors (e.g., residential and hotel uses) along Vine Street and Sunset Boulevard. There are no feasible mitigation measures that would reduce the potential vibration human annoyance impacts associated with the off-site construction trucks. Therefore, Project vibration impacts from off-site construction with respect to human annoyance would remain significant and unavoidable.

(iv) Off-Site Operation Noise (Office Option)

There are no other feasible mitigation measures to reduce the significant noise impacts associated with the off-site traffic (Office Option). Therefore, Project impacts with regard to off-site traffic operational noise (Office Option) would be significant and unavoidable.

(E) Reference

Section IV.H, Noise, of the Draft EIR, as well as noise and vibration calculation worksheets contained in Appendix L, of the Draft EIR.

IX. ALTERNATIVES TO THE PROJECT

CEQA requires that an EIR analyze a reasonable range of feasible alternatives that could substantially reduce or avoid the significant impacts of a project while also meeting the project's basic objectives. An EIR must identify ways to substantially reduce or avoid the significant effects that a project may have on the environment (PRC Section 21002.1). Accordingly, the discussion of alternatives shall focus on alternatives to a project or its location, which are capable of avoiding or substantially reducing any significant effects of the project, even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly. The Draft EIR evaluated a reasonable range of six alternatives to the Project in detail, which include No Project/No Build Alternative; Residential Option Alternative 2: Reduced Density and FAR (25%) Alternative; Residential Option Alternative 3: Development in Accordance with Existing Zoning and Hollywood Community Plan Update Alternative; Office Option Alternative 2: Reduced Density and FAR (25%) Alternative; Office Option Alternative 3: Development in Accordance with Existing Zoning Alternative; and Office Option Alternative 4: Development in Accordance with Hollywood Community Plan Update Alternative. In accordance with CEQA requirements, the alternatives to the Project include a "No Project" alternative and alternatives capable of eliminating the significant adverse impacts of the project. These alternatives and their impacts, which are summarized below, are more fully described in Section V of the Draft EIR.

1. Summary of Findings

Based upon the following analysis, the City finds, pursuant to CEQA Guidelines Section 15096(g)(2), that no feasible alternative or mitigation measure will substantially lessen any significant effect of the project, reduce the significant unavoidable impacts of the project to a level that is less than significant, or avoid any significant effect the project would have on the environment.

2. Project Objectives

An important consideration in the analysis of alternatives to the Project is the degree to which such alternatives would achieve the objectives of the Project. As more thoroughly described in Section II, Project Description, of the Draft EIR, pages II-12 – II-13, both the City and Applicant have established specific objectives concerning the Project (Residential Option and Office Option), which are incorporated by reference herein and discussed further below.

3. Project Alternatives Analyzed

(A) Alternative 1 - No Project/No Build Alternative

In accordance with the CEQA Guidelines, the No Project Alternative for a development project on an identifiable property consists of the circumstance under which the project does not proceed. CEQA Guidelines Section 15126.6(e)(3)(B) states in part that, "in certain instances, the No Project Alternative means 'no build' wherein the existing environmental setting is maintained." Accordingly, for purposes of this analysis, Alternative 1, the No Project/No Build Alternative, assumes that the Project would not be approved and no new development would occur within the Project Site. Thus, the physical conditions of the Project Site would generally remain as they are today. The Project Site would continue to be occupied by a 17,100-square-foot post-production facility, an 8,044-square-foot commercial building, six bungalows that comprise approximately 8,988 square feet of floor area, an eight-unit multi-family residential building comprised of approximately 7,700 square feet, surface parking, and ancillary buildings. Because no new development is proposed, no new construction would occur.

(i) Impact Summary

As shown in Table V-1 on pages V-8 – V-11 of the Draft EIR, Alternative 1 would avoid the Project's significant and unavoidable environmental impacts, including on-site construction noise (Project-level and cumulative); on-site construction vibration pursuant to the threshold for human annoyance (Project-level only); off-site construction vibration pursuant to the threshold for human annoyance (Project-level and cumulative); and off-site operational noise (Project-level and cumulative—Office Option). Impacts associated with the remaining environmental topics would be less than those of the Project, which would be less than significant or less than significant with mitigation.

(ii) Finding

The City finds, pursuant to PRC Section 21081(a)(3), that specific economic, legal, social, technological, or other considerations, including considerations identified in Section XIII of these findings (Statement of Overriding Considerations), make infeasible the No Project/No Build Alternative.

(iii) Rationale for Findings

No changes to existing land uses or operations on-site would occur under Alternative 1. As such, Alternative 1 would not meet the underlying purpose of the Project to revitalize the infill Project Site by developing an integrated high-density, mixed-use development that provides new multi-family housing opportunities (including Very Low Income housing units), neighborhood serving commercial retail/restaurant uses, and a grocery store, or alternatively, a mixed-used development with office space, restaurant uses, and potential multi-family housing opportunities, all of which serve the community and promote walkability, or any of the Project objectives. Similarly, Alternative 1 would not meet any of the Project Objectives for the Office option. Alternative 1 would avoid the Project's significant and unavoidable environmental impacts, including on-site construction noise (Project-level and cumulative); on-site construction vibration pursuant to the threshold for human annoyance (Project-level only); off-site construction vibration pursuant to the threshold for human annoyance (Project-level and cumulative); and off-site operational noise (Project-level and cumulative—Office Option). Impacts associated with the remaining environmental topics would be less than those of the Project, which would be less than significant or less than significant with mitigation.

(iv) Reference

Section V, Alternatives, of the Draft EIR.

(B) Residential Option Alternative 2: Reduced Development and FAR (25%) Alternative

Under this Alternative, the Project involves the development of a high-rise, 24-story mixed-use building, consisting of 322 residential units, a 41,250-square-foot grocery store, 3,750 square feet of retail uses, and 6,741 square feet of restaurant uses. Similar to the Project, this new building would be located within the western portion of the Project Site, and the six historic bungalows on-site would be relocated to the eastern portion of the Project Site. In accordance with LAMC requirements, Residential Option Alternative 2 would provide 36,625 square feet of open space. To accommodate Residential Option Alternative 2, the existing low-rise commercial building, eight-unit multi-family building, and ancillary buildings adjacent to the bungalows would be removed.

Residential Option Alternative 2 would comprise approximately 363,316 square feet of floor area for a total FAR of 4.48:1, and the footprint would be smaller than that of the Project. Additionally, at a height of 273 feet, the new building would be shorter than the Project's Residential Option (i.e., 388 feet, 4 inches). Residential Option Alternative 2 would provide 517 vehicle parking spaces within three subterranean levels.

With regard to construction activities and schedule, it is anticipated that the overall duration of construction would be reduced compared to the Project based on the proposed development under this alternative (e.g., smaller project, shorter tower, and one less subterranean level). This alternative would implement the same building design, signage, lighting, vehicular and pedestrian access, and sustainability features as those proposed for the Project.

(i) Impact Summary

As shown in Table V-1 on pages V-8 – V-11 of the Draft EIR, Residential Option Alternative 2 would not eliminate the Project's Residential Option's significant and unavoidable impacts associated with on-site construction noise (Project-level and cumulative); on-site construction vibration (Project-level only); and off-site construction vibration pursuant to the threshold for human annoyance (Project-level and cumulative). All other impacts would be less than or similar

to the Project's Residential Option, which would be less than significant or less than significant with mitigation.

(ii) Finding

The City finds, pursuant to PRC Section 21081(a)(3), that specific economic, legal, social, technological, or other considerations, including considerations identified in Section XIII of these findings (Statement of Overriding Considerations), make infeasible Residential Option Alternative 2.

(iii) Rationale for Finding

Residential Option Alternative 2 would not eliminate the Project's Residential Option's significant and unavoidable impacts associated with on-site construction noise (Project-level and cumulative); on-site construction vibration (Project-level only); and off-site construction vibration pursuant to the threshold for human annoyance (Project-level and cumulative). All other impacts would be less than or similar to the Project's Residential Option, which would be less than significant or less than significant with mitigation.

Residential Option Alternative 2 would develop the same mix of uses as the Project's Residential Option but at a 25-percent reduced density and FAR. As such, Residential Option Alternative 2 would meet the Project's underlying purpose to revitalize the infill Project Site by developing an integrated high-density mixed-use development that provides new multi-family housing opportunities (including Very Low Income housing units), neighborhood serving commercial retail/restaurant uses, and a grocery store, or alternatively, a mixed-used development with office space, restaurant uses, and potential multi-family housing opportunities, all of which serve the community and promote walkability to a lesser extent than the Project's Residential Option. Specifically, Residential Option Alternative 2 would meet most of the Project's Residential Option's objectives but to a lesser extent than the Project, including the following:

- Consistent with the policies set forth in the City's General Plan Housing Element, provide multi-family housing units to support the much-needed demand for housing including affordable housing.

- Locate residential and commercial uses in close proximity to transit stations, along transit corridors, and within high activity areas, which promotes sustainability and reduces VMT, with associated reductions in air quality and GHG emissions.

- Redevelop an under-utilized infill site while providing for the adaptive reuse of the historic bungalows on-site.

- Promote local and regional mobility objectives by providing a high-density mixed-use development comprising residential and neighborhood-serving commercial uses along the Vine Street commercial corner and in close proximity to public transportation.

- Consistent with the City's Walkability Checklist and Citywide Design Guidelines, create a street-level identity for the Project Site and improve the pedestrian experience through the introduction of active street adjacent uses, such as neighborhood-serving commercial uses.

- Create economic vitality in the community through the provision of construction jobs, and permanent full-time on-site jobs and the generation of revenues to the City in the form of additional sales, business license, and property taxes.

Residential Option Alternative 2 would, however, meet the following objective to the same extent as the Project's Residential Option:

- Promote sustainable development by incorporating "Green" principles, including energy-efficient buildings, a pedestrian- and bicycle-friendly site design, water conservation features, and waste reduction features.

(iv) Reference

Section V, Alternatives, of the Draft EIR.

(C) Residential Option Alternative 3: Development in Accordance with Existing Zoning and Hollywood Community Plan Update Alternative

Under this Alternative, the Project Site would be developed consistent with both the existing zoning designations for the Project Site (i.e., C4-2D-SN, R4-2D, and R3-1XL) and the proposed zoning under the Hollywood Community Plan Update and would utilize the Transit Oriented Communities (TOC) Affordable Housing Incentive Tier 3 Program. Where the zoning or Hollywood Community Plan Update is more restrictive than the other (e.g., with respect to density or FAR), the more restrictive standards have been applied. Specifically, Residential Option Alternative 3 would involve the development of a high-rise, 8-story mixed-use building, consisting of 422 residential units, 40,000 square feet of grocery store uses, and 3,000 square feet of retail or restaurant uses. In accordance with TOC Tier 3 guidelines, Residential Option Alternative 3 would designate 14 percent of the residential units (i.e., 60 units) as Very Low Income affordable units. This new building would be located within the western portion of the Project Site, which includes the eight lots zoned as C4-2D-SN and R4-2D. In addition, similar to the Project, Residential Option Alternative 3 would relocate the six historic bungalows to the eastern portion of the Project Site. In accordance with LAMC requirements and allowances for TOC Tier 3 developments, Residential Option Alternative 3 would provide 32,833 square feet of open space. To accommodate Residential Option Alternative 3, the existing low-rise commercial building, eight-unit multi-family building, and ancillary buildings adjacent to the bungalows would be removed.

Overall, Residential Option Alternative 3 would comprise approximately 345,938 square feet of floor area with a FAR of 3.86:1, and the footprint of Residential Option Alternative 3 would be smaller than that of the Project. Additionally, at a height of 113 feet, the new building proposed by Residential Option Alternative 3 would be shorter than the Project's Residential Option (i.e., 388 feet 4 inches). Residential Option Alternative 3 would provide 275 vehicle parking spaces within two subterranean levels.

With regard to construction activities and schedule, it is anticipated that the overall duration of construction would be reduced compared to the Project based on the proposed development under this alternative (e.g., smaller project, shorter tower, and two fewer subterranean levels). This alternative would implement the same building design, signage, lighting, vehicular and pedestrian access, and sustainability features as those proposed for the Project.

(i) Impact Summary

As shown in Table V-1 on pages V-8 – V-11 of the Draft EIR, Residential Option Alternative 3 would not eliminate the Project's Residential Option's significant and unavoidable impacts associated with on-site construction noise (Project-level and cumulative); on-site construction vibration (Project-level); and off-site construction vibration pursuant to the threshold for human

annoyance (Project-level and cumulative). All other impacts would be less than or similar to the Project's Residential Option, which would be less than significant or less than significant with mitigation.

(ii) Finding

The City finds, pursuant to PRC Code Section 21081(a)(3), that specific economic, legal, social, technological, or other considerations, including considerations identified in Section XIII of these findings (Statement of Overriding Considerations), make infeasible Residential Option Alternative 3.

(iii) Rationale for Findings

Residential Option Alternative 3 would not eliminate the Project's Residential Option's significant and unavoidable impacts associated with on-site construction noise (Project-level and cumulative); on-site construction vibration (Project-level); and off-site construction vibration pursuant to the threshold for human annoyance (Project-level and cumulative).

Residential Option Alternative 3 would develop the same mix of uses as the Project's Residential Option but at a slightly reduced density to conform to existing zoning and the Hollywood Community Plan Update. As such, Residential Option Alternative 3 would meet the Project's underlying purpose to revitalize the infill Project Site by developing an integrated high-density mixed-use development that provides new multi-family housing opportunities (including Very Low Income housing units), neighborhood serving commercial retail/restaurant uses, and a grocery store; or, alternatively, a mixed-used development with office space, restaurant uses, and potential multi-family housing opportunities, all of which serve the community and promote walkability to a lesser extent than the Project's Residential Option. Specifically, Residential Option Alternative 3 would meet most the Project's Residential Option's objectives but to a lesser extent than the Project, including the following:

- Consistent with the policies set forth in the City's General Plan Housing Element, provide multi-family housing units to support the much-needed demand for housing including affordable housing.

- Locate residential and commercial uses in close proximity to transit stations, along transit corridors, and within high activity areas, which promotes sustainability and reduces VMT, with associated reductions in air quality and GHG emissions.

- Redevelop an under-utilized infill site while providing for the adaptive reuse of the historic bungalows on-site.

- Promote local and regional mobility objectives by providing a high-density mixed use development comprising residential and neighborhood-serving commercial uses along the Vine Street commercial corner and in close proximity to public transportation.

- Consistent with the City's Walkability Checklist and Citywide Design Guidelines, create a street-level identity for the Project Site and improve the pedestrian experience through the introduction of active street adjacent uses, such as neighborhood-serving commercial uses.

- Create economic vitality in the community through the provision of construction jobs, and permanent full-time on-site jobs and the generation of revenues to the City in the form of additional sales, business license, and property taxes.

Residential Option Alternative 3 would, however, meet the following objective to the same extent as the Project's Residential Option:

- Promote sustainable development by incorporating "Green" principles, including energy-efficient buildings, a pedestrian- and bicycle-friendly site design, water conservation features, and waste reduction features.

(iv) Reference

Section V, Alternatives, of the Draft EIR.

(D) Office Option Alternative 2: Reduced Density and FAR (25%) Alternative

Office Option Alternative 2, the Reduced Development and FAR (25%) office alternative, would reduce the density and FAR of the Project's Office Option by 25 percent. Specifically, Office Option Alternative 2 would involve the development of a high-rise, 14-story mixed-use building, consisting of approximately 347,153 square feet of office uses and 6,000 square feet of restaurant uses. The six bungalows comprising 8,988 square feet would be rehabilitated and adapted for reuse as nine residential units. Similar to the Project, this new building would be located within the western portion of the Project Site, and the six historic bungalows on-site would be relocated to the eastern portion of the Project Site. Office Option Alternative 2 would provide 2,100 square feet of open space. To accommodate Office Option Alternative 2, the existing low-rise commercial building, eight-unit multi-family building, and ancillary buildings adjacent to the bungalows would be removed.

Overall, Office Option Alternative 2 would comprise approximately 362,141 square feet of floor area for a FAR of 4.47:1 and the footprint would be smaller than that of the Project. Additionally, at a height of 250 feet, the new building would be shorter than the Project's Office Option (i.e., 303 feet). Office Option Alternative 2 would provide 725 vehicle parking spaces within seven subterranean levels.

With regard to construction activities and schedule, it is anticipated that the overall duration of construction would be reduced compared to the Project, based on the proposed development under this alternative (e.g., smaller project, shorter tower, and one less subterranean level). This alternative would implement the same building design, signage, lighting, vehicular and pedestrian access, and sustainability features as those proposed for the Project.

(i) Impact Summary

As shown in Table V-1 on pages V-8 – V-11, Office Option Alternative 2 would not eliminate the Project's Residential Option's significant and unavoidable impacts associated with on-site construction noise (Project-level and cumulative); on-site construction vibration (Project level only); and off-site construction vibration pursuant to the threshold for human annoyance (Project-level and cumulative). It would, however, avoid the Office Option's significant and unavoidable impact associated with off-site operational noise (Project-level and cumulative). Office Option Alternative 2 would result in greater impacts associated with VMT, but these impacts would remain less than significant. All other impacts would be less than or similar to the Project's Office Option, which would be less than significant or less than significant with mitigation.

(ii) Finding

The City finds, pursuant to PRC Code Section 21081(a)(3), that specific economic, legal, social, technological, or other considerations, including considerations identified in Section XIII of

these findings (Statement of Overriding Considerations), make infeasible Office Option Alternative 2.

(iii) Rationale for Findings

Office Option Alternative 2 would not eliminate the Project's Residential Option's significant and unavoidable impacts associated with on-site construction noise (Project-level and cumulative); on-site construction vibration (Project level only); and off-site construction vibration pursuant to the threshold for human annoyance (Project-level and cumulative). It would, however, avoid the Office Option's significant and unavoidable impact associated with off-site operational noise (Project-level and cumulative). Office Option Alternative 2 would result in greater impacts associated with VMT, but these impacts would remain less than significant.

Office Option Alternative 2 would develop the same mix of uses as the Project's Office Option, but at a 25 percent reduced density and FAR. As such, Office Option Alternative 2 would meet the portion of the Project's underlying purpose applicable the Project's Office Option, which is to revitalize the infill Project Site by developing an integrated high-density mixed-use development that provides new office space, restaurant uses, and potential multi-family housing opportunities, all of which serve the community and promote walkability. However, the Office Option Alternative 2 would be less effective than the Project's Office Option in achieving this underlying purpose owing to the reduced density under this alternative; andwould meet the following Project Office Option's objectives to a lesser extent than the Project:

- Locate commercial uses in close proximity to transit stations, along transit corridors, and within high-activity areas, which promotes sustainability and reduces VMT, with associated reductions in air quality and GHG emissions.

- Promote local and regional mobility objectives by providing a high-density development comprising office and neighborhood-serving restaurant uses along the Vine Street commercial corner and in close proximity to public transportation.

- Consistent with the City's Walkability Checklist and Citywide Design Guidelines, create a street-level identity for the Project Site and improve the pedestrian experience through the introduction of active street adjacent uses, such as neighborhood-serving restaurant uses.

- To create economic vitality in the community through the creation of construction jobs, and permanent full-time on-site jobs and the generation of revenues to the City in the form of additional sales, business license, and property taxes.

Office Option Alternative 2 would, however, meet the following objectives to the same extent as the Project's Office Option:

- Redevelop an underutilized infill site while providing for the adaptive reuse of the historic bungalows on-site.

- Promote sustainable development by incorporating "Green" principles, including energy-efficient buildings, a pedestrian- and bicycle-friendly site design, water conservation features, and waste reduction features.

(iv) Reference

Section V, Alternatives, of the Draft EIR.

(E) Office Option Alternative 3: Development in Accordance with Existing Zoning Alternative

Office Option Alternative 3 would be developed consistent with the existing zoning designations for the Project Site (i.e., C4-2D-SN, R4-2D, and R3 1XL). Specifically, Office Option Alternative 3 would involve the development of a low-rise, three-story building with 55,000 square feet of office uses. This new building would be located within the western portion of the Project Site, which includes the eight lots zoned as C4-2D-SN, and R4-2D. The six bungalows comprising 8,988 square feet would be rehabilitated and adapted for reuse as nine residential units. Similar to the Project, this new building would be located within the western portion of the Project Site, and the six historic bungalows on-site would be relocated to the eastern portion of the Project Site. Office Option Alternative 3 would provide 2,100 square feet of open space. To accommodate Office Option Alternative 3, the existing low-rise commercial building, eight-unit multi-family building, and ancillary buildings adjacent to the bungalows would be removed.

Overall, Office Option Alternative 3 would comprise 63,988 square feet of floor area with a floor area ratio of 2:1 FAR, and the footprint of Office Option Alternative 3 would be smaller than that of the Project. Additionally, at a height of 45 feet, the new building proposed by Office Option Alternative 3 would be shorter than the Project's Office Option (i.e., 303 feet). In accordance with LAMC requirements, Office Option Alternative 3 would require and provide 128 vehicle parking spaces within an above-grade structure, consisting of 110 vehicle parking spaces for the proposed commercial uses and 18 vehicle parking spaces for the proposed residential uses.

With regard to construction activities and schedule, it is anticipated that the overall duration of construction would be reduced compared to the Project, based on the proposed development under this alternative (e.g., smaller project, shorter building, and no subterranean levels). This alternative would implement a basic building design consistent with low-rise office buildings in the area. Signage, lighting, vehicular, and pedestrian access, and sustainability features would be similar to those proposed for the Project.

(i) Impact Summary

As shown in Table V-1 on pages V-8 – V-11, Office Option Alternative 3 would not eliminate the Project's Office Option's significant and unavoidable impacts associated with on-site construction noise (Project-level and cumulative); on-site construction vibration (Project-level only); and off-site construction vibration pursuant to the threshold for human annoyance (Project-level and cumulative). It would, however, avoid the Office Option's significant and unavoidable impact associated with off-site operational noise (Project-level and cumulative). All other impacts would be less than or similar to the Project's Office Option, which would be less than significant or less than significant with mitigation.

(ii) Finding

The City finds, pursuant to PRC Code Section 21081(a)(3), that specific economic, legal, social, technological, or other considerations, including considerations identified in Section XIII of these findings (Statement of Overriding Considerations), make infeasible Office Option Alternative 3.

(iii) Rationale for Findings

Office Option Alternative 3 would not eliminate the Project's Office Option's significant and unavoidable impacts associated with on-site construction noise (Project-level and cumulative); on-site construction vibration (Project-level only); and off-site construction vibration pursuant to the threshold for human annoyance (Project-level and cumulative). It would, however, avoid the

Office Option's significant and unavoidable impact associated with off-site operational noise (Project-level and cumulative).

Office Option Alternative 3 would develop office uses like the Project's Office Option but at a reduced density to conform with the Project Site's existing zoning, and would not include development of the Project's retail and restaurant uses. As such, Office Option Alternative 3 would only partially meet the Project's underlying purpose applicable to the Project's Office Option, which is to revitalize the infill Project Site by developing an integrated high-density mixed-use development that provides new office space, restaurant uses, and potential multi-family housing opportunities, all of which serve the community and promote walkability; and would meet the following Project Office Option's objectives to a lesser extent than the Project:

- Locate commercial uses in close proximity to transit stations, along transit corridors, and within high-activity areas, which promotes sustainability and reduces VMT, with associated reductions in air quality and GHG emissions.

- To create economic vitality in the community through the creation of construction jobs, and permanent full-time on-site jobs and the generation of revenues to the City in the form of additional sales, business license, and property taxes.

Further, Office Option Alternative 3 would not meet the following Project Office Option objectives:

- Promote local and regional mobility objectives by providing a high-density development comprising office and neighborhood-serving restaurant uses along the Vine Street commercial corner and in close proximity to public transportation.

- Consistent with the City's Walkability Checklist and Citywide Design Guidelines, create a street-level identity for the Project Site and improve the pedestrian experience through the introduction of active street adjacent uses, such as neighborhood-serving restaurant uses.

However, Office Option Alternative 3 would meet the following objectives to the same extent as the Project's Office Option:

- Redevelop an underutilized infill site while providing for the adaptive reuse of the historic bungalows on-site.

- Promote sustainable development by incorporating "Green" principles, including energy-efficient buildings, a pedestrian- and bicycle-friendly site design, water conservation features, and waste reduction features.

(iv) Reference

Section V, Alternatives, of the Draft EIR.

(F) Office Option Alternative 4: Development in Accordance with Hollywood Community Plan Update Alternative

Office Option Alternative 4 would be developed consistent with the proposed zoning under the Hollywood Community Plan Update. Specifically, the four western lots currently zoned as C4-2D-SN would be rezoned as C4-2D-SN-CPIO. Four lots currently zoned as R4-2D would be rezoned as R4-1D-CPIO. Five lots currently zoned as R3-1XL would be rezoned to R3-1XL-CPIO. Office Option Alternative 4 would involve the development of a mid-rise, six-story mixed-use

building, consisting of 151,490 square feet of office uses and 13,562 square feet of ground floor restaurant uses. The six bungalows comprising 8,988 square feet would be reused as nine residential units. In addition, similar to the Project, Office Option Alternative 4 would relocate the six historic bungalows to the eastern portion of the Project Site. Office Option Alternative 4 would provide 2,100 square feet of open space. To accommodate Office Option Alternative 4, the existing low-rise commercial building, eight-unit multi-family building, and ancillary buildings adjacent to the bungalows would be removed.

Overall, Office Option Alternative 4 would comprise 174,040 square feet of floor area with a FAR of 2.15:1, and the footprint of Office Option Alternative 4 would be less than that of the Project. Additionally, at a height of 95 feet, the new building proposed by Office Option Alternative 4 would be shorter than both Project options (i.e., 388 feet 4 inches and 303 feet, respectively). In accordance with LAMC requirements, Office Option Alternative 4 would require and provide 349 vehicle parking spaces within two subterranean levels.

With regard to construction activities and schedule, it is anticipated that the overall duration of construction would be reduced compared to the Project based on the proposed development under this alternative (e.g., smaller project, shorter tower, and fewer subterranean levels). This alternative would implement the same building design, signage, lighting, vehicular and pedestrian access, and sustainability features as those proposed for the Project.

(i) Impact Summary

As shown in Table V-1 on pages V-8 – V-11, Office Option Alternative 4 would not eliminate the Project's Residential Option's significant and unavoidable impacts associated with on-site construction noise (Project-level and cumulative); on-site construction vibration (Project level only); and off-site construction vibration pursuant to the threshold for human annoyance (Project-level and cumulative). It would, however, avoid the Office Option's significant and unavoidable impact associated with off-site operational noise (Project-level and cumulative). Office Option Alternative 4 would result in greater impacts associated with VMT, but these impacts would remain less than significant. All other impacts would be less than or similar to the Project's Office Option, which would be less than significant or less than significant with mitigation.

(ii) Finding

The City finds, pursuant to PRC Code Section 21081(a)(3), that specific economic, legal, social, technological, or other considerations, including considerations identified in Section XIII of these findings (Statement of Overriding Considerations), make infeasible Office Option Alternative 4.

(iii) Rationale for Findings

Office Option Alternative 4 would not eliminate the Project's Residential Option's significant and unavoidable impacts associated with on-site construction noise (Project-level and cumulative); on-site construction vibration (Project level only); and off-site construction vibration pursuant to the threshold for human annoyance (Project-level and cumulative). It would, however, avoid the Office Option's significant and unavoidable impact associated with off-site operational noise (Project-level and cumulative). Office Option Alternative 4 would result in greater impacts associated with VMT, but these impacts would remain less than significant.

Office Option Alternative 4 would develop the same mix of uses as the Project's Office Option but at a reduced density to conform to the Hollywood Community Plan Update. As such, Office Option Alternative 4 would meet the portion of the Project's underlying purpose applicable to the Project's Office Option, which is to revitalize the infill Project Site by developing an

integrated high-density, mixed-use development that provides new space, restaurant uses, and potential multi-family housing opportunities, all of which serve the community and promote walkability. However, the Office Option Alternative 4 would be less effective than the Project's Office Option in achieving this underlying purpose owing to the reduced density under this alternative; and would meet the following Project Office Option's objectives to a lesser extent than the Project:

- Locate commercial uses in close proximity to transit stations, along transit corridors, and within high-activity areas, which promotes sustainability and reduces VMT, with associated reductions in air quality and GHG emissions.

- Promote local and regional mobility objectives by providing a high-density development comprising office and neighborhood-serving restaurant uses along the Vine Street commercial corner and in close proximity to public transportation.

- Consistent with the City's Walkability Checklist and Citywide Design Guidelines, create a street-level identity for the Project Site and improve the pedestrian experience through the introduction of active street adjacent uses, such as neighborhood-serving restaurant uses.

- To create economic vitality in the community through the creation of construction jobs, and permanent full-time on-site jobs and the generation of revenues to the City in the form of additional sales, business license, and property taxes.

Office Option Alternative 4 would, however, meet the following objectives to the same extent as the Project's Office Option:

- Redevelop an underutilized infill site while providing for the adaptive reuse of the historic bungalows on-site.

- Promote sustainable development by incorporating "Green" principles, including energy-efficient buildings, a pedestrian- and bicycle-friendly site design, water conservation features, and waste reduction features.

(iv) Reference

Section V, Alternatives, of the Draft EIR.

4. Project Alternatives Considered and Rejected

As set forth in CEQA Guidelines Section 15126.6(c), an EIR should identify any alternatives that were considered for analysis, but rejected as infeasible, and briefly explain the reasons for their rejection. According to the CEQA Guidelines, among the factors that may be used to eliminate an alternative from detailed consideration are the alternative's failure to meet most of the basic project objectives, the alternative's infeasibility, or the alternative's inability to avoid significant environmental impacts. Alternatives to the Project that were considered and rejected as infeasible include the following:

(A) Alternative Project Site

The results of a search to find an alternative site on which the Project could be built determined that suitable similar locations are not available to meet the underlying purpose and objectives of the Project to redevelop a site in proximity to other existing community-serving uses.

Further, it is not expected that the Applicant can reasonably acquire, control, or have access to an alternative site of similar size. Therefore, an alternative site is not considered feasible, as it is not expected that the Applicant can reasonably acquire, control or have access to a suitable alternative site that would provide for the uses and square footage proposed by the Project. In addition, a suitable alternative site would not be likely to avoid the significant impacts of the Project because it would also be located within an urban area near noise sensitive receptors. Thus, in accordance with Section 15126.6(f) of the State CEQA Guidelines, this alternative was rejected from further consideration.

(B) Alternative To Eliminate Significant Noise and Vibration Impacts During Construction

Various alternatives (Approaches (a) through (c)) were considered with the goal of substantially reducing or avoiding the significant construction-related noise and vibration (human annoyance) impacts of the Project. Furthermore, Approaches (a) through (c) would not achieve the Project's underlying purpose and objectives to the same extent as the Project. Specifically, these approaches would provide fewer residential units and jobs near transit. Approach (a) would extend the construction period, which would result in impacts that would affect sensitive receptors for a longer period of time, making this approach infeasible. Approach (b) would place the proposed uses far from adjacent sidewalks and, thus, would not provide active ground floor uses or pedestrian-friendly building design elements adjacent to the sidewalks and public right-of-way. Approach (c) would not enhance the pedestrian realm near the Project Site to the same extent as the Project and would meet the underlying objective to a lesser extent than the Project. Therefore, an alternative that includes one or more of these approaches has been rejected from further consideration in the Draft EIR.

5. Environmentally Superior Alternative

Section 15126.6(e)(2) of the CEQA Guidelines indicates that an analysis of alternatives to a project shall identify an Environmentally Superior Alternative among the alternatives evaluated in an EIR. The CEQA Guidelines also state that should it be determined that the No Project Alternative is the Environmentally Superior Alternative, the EIR shall identify another Environmentally Superior Alternative among the remaining alternatives. Pursuant to Section 15126.6(c) of the CEQA Guidelines, the analysis below addresses the ability of the alternatives to "avoid or substantially lessen one or more of the significant effects" of the Project.

With respect to identifying an Environmentally Superior Alternative among those analyzed in the Draft EIR, the range of feasible alternatives includes Alternative 1, the No Project/No Build Alternative; Residential Option Reduced Density and FAR (25%) Alternative; Residential Option Development in Accordance with Existing Zoning and Hollywood Community Plan Update Alternative; Office Option Reduced Density and FAR (25%) Alternative; Office Option Development in Accordance with Existing Zoning Alternative; and Office Option Development in Accordance with Hollywood Community Plan Update Alternative. Table V-1 beginning on page V-6 of Section V, Alternatives, provides a comparative summary of the environmental impacts anticipated under each alternative with the environmental impacts associated with the Project. A more detailed description of the potential impacts associated with each alternative is provided above, as well as in Section V, Alternatives, of the Draft EIR. Pursuant to CEQA Guidelines Section 15126.6(c), the analysis below addresses the ability of the alternatives to "avoid or substantially lessen one or more of the significant effects" of the Project.

Of the alternatives analyzed in the Draft EIR, Alternative 1, the No Project/No Build Alternative would avoid all of the Project's significant environmental impacts, including the Project's significant and unavoidable impacts related to on-site noise during construction and on-site vibration during construction (pursuant to the threshold for human annoyance). In addition, Alternative 1 would avoid the Project's significant cumulative on- and off-site noise impacts.

However, the No Project/No Build Alternative would not meet any of the Project objectives or achieve the Project's underlying purpose of developing the infill Project Site by constructing a mixed-use development that would provide new multi-family housing, and neighborhood-serving retail and restaurant uses to serve the Hollywood community and promote walkability.

In accordance with the CEQA Guidelines requirement to identify an Environmentally Superior Alternative other than the No Project Alternative (Alternative 1—No Project/No Build Alternative), a comparative evaluation of the remaining alternatives indicates that Residential Option Alternative 3 would be the Environmentally Superior Alternative to the Project's Residential Option, and Office Option Alternative 3 would be the Environmentally Superior Alternative to the Project's Office Option. Office Option Alternative 3 would also be the overall Environmentally Superior Alternative1) Environmentally Superior Residential Option: Residential Option Alternative 3

Residential Option Alternative 3, the Development in Accordance with Existing Zoning and Hollywood Community Update Alternative, would not eliminate the Project's Residential Option's significant and unavoidable impacts associated with on-site construction noise (Project-level and cumulative); on-site construction vibration (Project -level only); and off-site construction vibration pursuant to the threshold for human annoyance (Project-level and cumulative). All other impacts would be less than or similar to the Project's Residential Option. Residential Option Alternative 3 would be the Environmentally Superior Alternative to the Project's Residential Option because it includes fewer subterranean levels and results in fewer daily vehicle trips than both the Project's Residential Option and Residential Option Alternative 2.

Residential Option Alternative 3 would develop the same mix of uses as the Project's Residential Option, but at a slightly reduced density to conform to existing zoning and the Hollywood Community Plan Update. As such, Residential Option Alternative 3 would meet the Project's Residential Option's underlying purpose to revitalize the infill Project Site by developing an integrated high-density mixed-use development that provides new multi-family housing opportunities (including Very Low Income housing units), neighborhood serving commercial retail/restaurant uses, and a grocery store to a lesser extent than the Project's Residential Option. Residential Option Alternative 3 would meet most the Project's Residential Option's objectives to a lesser extent than the Project, including the following:

- Consistent with the policies set forth in the City's General Plan Housing Element, provide multi-family housing units to support the much-needed demand for housing including affordable housing;

- Locate residential and commercial uses in close proximity to transit stations, along transit corridors, and within high activity areas, which promotes sustainability and reduces Vehicle Miles Traveled (VMT), with associated reductions in air quality and greenhouse gas emissions;

- Redevelop an under-utilized infill site while providing for the adaptive reuse of the historic bungalows on-site;

- Promote local and regional mobility objectives by providing a high-density mixed-use development comprising residential and neighborhood-serving commercial uses along the Vine Street commercial corner and in close proximity to public transportation;

- Consistent with the City's Walkability Checklist and Citywide Design Guidelines, create a street-level identity for the Project Site and improve the pedestrian experience through the introduction of active street adjacent uses, such as neighborhood-serving

commercial uses;

- Create economic vitality in the community through the provision of construction jobs, and permanent full-time on-site jobs and the generation of revenues to the City in the form of additional sales, business license, and property taxes.

Residential Option Alternative 3 would, however, meet the following objective to the same extent as the Project's Residential Option:

- Promote sustainable development by incorporating "Green" principles including energy-efficient buildings, a pedestrian- and bicycle-friendly site design, water conservation features, and waste reduction features

(2) Environmentally Superior Office Alternative: Office Option Alternative 3

Office Option Alternative 3, the Development in Accordance with Existing Zoning Alternative, is the Environmentally Superior Alternative to the Project's Office Option, as well as the overall Environmentally Superior Alternative. Office Option Alternative 3 would not eliminate the Project's Residential Option's significant and unavoidable impacts associated with on-site construction noise (Project-level and cumulative); on-site construction vibration (Project-level); and off-site construction vibration pursuant to the threshold for human annoyance (Project-level and cumulative). It would, however, avoid the Office Option's significant and unavoidable impact associated with off-site operational noise (Project-level and cumulative). All other impacts would be less than or similar to the Project's Office Option. Office Option Alternative 3 would be the Environmentally Superior Alternative to the Project's Office Option because no subterranean levels are proposed and it would result in fewer daily trips than either the Project's Office Option, Office Option Alternative 2, or Office Option Alternative 4.

Office Option Alternative 3 would develop office uses at the Project Site like the Project's Office Option, but at a reduced density to conform with the Project Site's existing zoning. This alternative would also not develop ground floor restaurant uses like the Project's Office Option. As such, Office Option Alternative 3 would partially meet the Project's Office Option's purpose to revitalize the infill Project Site by developing an integrated high-density mixed-use development that provides a mixed-used development with office space, restaurant uses, and potential multi-family housing opportunities, all of which serve the community and promote walkability, although it would not provide restaurant uses. Also, Office Option Alternative 3 would not be truly mixed-use, other than it would include office development and restore the existing on-site bungalows back to their previous residential use. Office Option Alternative 3 would meet most the Project's Office Option's objectives to a lesser extent than the Project, including the following:

- Locate commercial uses in close proximity to transit stations, along transit corridors, and within high-activity areas, which promotes sustainability and reduces VMT, with associated reductions in air quality and greenhouse gas emissions;

- To create economic vitality in the community through the creation of construction jobs, and permanent full-time on-site jobs and the generation of revenues to the City in the form of additional sales, business license, and property taxes.

Further, Office Option Alternative 3 would not meet the following Project Office Option objectives:

- Promote local and regional mobility objectives by providing a high-density development comprising office and neighborhood-serving restaurant uses along the Vine Street commercial corner and in close proximity to public transportation.

- Consistent with the City's Walkability Checklist and Citywide Design Guidelines, create a street-level identity for the Project Site and improve the pedestrian experience through the introduction of active street adjacent uses, such as neighborhood-serving restaurant uses.

Office Option Alternative 3 would, however, meet the following objectives to the same extent as the Project's Office Option:

- Redevelop an underutilized infill site while providing for the adaptive reuse of the historic bungalows on-site;

- Promote sustainable development by incorporating "Green" principles including energy-efficient buildings, a pedestrian- and bicycle-friendly site design, water conservation features, and waste reduction features.

XI. Significant Irreversible Environmental Changes

Section 15126.2(c) of the CEQA Guidelines indicates that an EIR should evaluate any significant irreversible environmental changes that would occur should the proposed project be implemented. The types and level of development associated with the Project would consume limited, slowly renewable, and non-renewable resources. This consumption would occur during construction of the Project and would continue throughout its operational lifetime. The development of the Project would require a commitment of resources that would include: (1) building materials and associated solid waste disposal effects on landfills; (2) water; and (3) energy resources (e.g., fossil fuels) for electricity, natural gas, and transportation. The Project Site contains no energy resources that would be precluded from future use through Project implementation. For the reasons set forth in Section VI, Other CEQA Considerations, of the Draft EIR, the Project's irreversible changes to the environment related to the consumption of nonrenewable resources would not be significant, and the limited use of nonrenewable resources is justified.

(1) Building Materials and Solid Waste

Construction of the Project would require consumption of resources that do not replenish themselves or which may renew so slowly as to be considered non-renewable. These resources would include certain types of lumber and other forest products, aggregate materials used in concrete and asphalt (e.g., sand, gravel and stone), metals (e.g., steel, copper, and lead), and petrochemical construction materials (e.g., plastics).

The Project's impacts regarding solid waste are discussed in the Initial Study for the Project, which is included in Appendix A of the Draft EIR. As discussed therein, pursuant to SB 1374, during construction of the Project, the Project would implement a construction waste management plan to recycle and/or salvage a minimum of 75 percent of non-hazardous demolition and construction debris. Thus, the consumption of non-renewable building materials such as lumber, aggregate materials, and plastics would be reduced. In addition, during operation, the Project would provide a designated recycling area for Project residents to facilitate recycling in accordance with the City of Los Angeles Space Allocation Ordinance (Ordinance No. 171,687) and the Los Angeles Green Building Code. The Project would also comply with Assembly Bill (AB) 939, AB 341, AB 1826, and City waste diversion goals, as applicable, by providing clearly marked, source sorted receptacles to facilitate recycling.

(2) Water

Consumption of water during construction and operation of the Project is addressed in Section IV.L.1, Utilities and Service Systems—Water Supply and Infrastructure, of the Draft EIR. As evaluated therein, given the temporary nature of construction activities, the short-term and intermittent water use during construction of the Project would be less than the net new water consumption estimated for the Project at buildout. In addition, water use during construction would be offset by the reduction of water demand currently consumed by the existing uses, which would be removed as part of the Project. During operation, the estimated water demand for the Project would not exceed the available supplies projected by the Los Angeles Department of Water and Power (LADWP), which has approved the Water Supply Assessment for the Project. Thus, LADWP would be able to meet the water demand of the Project, as well as the existing and planned future water demands of its service area. In addition, pursuant to Project Design Feature WAT-PDF-1, the Project would implement a variety of water conservation features to reduce indoor and outdoor water use. Thus, as evaluated in Section IV.L.1, Utilities and Service Systems—Water Supply and Infrastructure, of the Draft EIR, while Project construction and operation would result in some irreversible consumption of water, the Project would not result in a significant impact related to water supply.

(3) Energy Consumption

During ongoing operation of the Project, non-renewable fossil fuels would represent the primary energy source, and thus the existing finite supplies of these resources would be incrementally reduced. Fossil fuels, such as diesel, gasoline, and oil, would also be consumed in the use of construction vehicles and equipment. Project consumption of non-renewable fossil fuels for energy use during construction and operation of the Project is addressed in Section IV.C, Energy, of the Draft EIR. As discussed therein, construction activities for the Project would not require the consumption of natural gas but would require the use of fossil fuels and electricity. On- and off-road vehicles would consume an estimated 114,417 gallons of gasoline and approximately 165,396 gallons of diesel fuel throughout construction of the Residential Option or an estimated 89,328 gallons of gasoline and approximately 202,099 gallons of diesel fuel throughout construction of the Office Option. For comparison purposes, the fuel usage during Project construction under both the Residential and Office Option would represent approximately 0.002 percent of the 2021 annual on-road gasoline-related energy consumption and 0.02 percent of the 2021 annual diesel fuel-related energy consumption in Los Angeles County. With respect to electricity, a total of approximately 35,265 kWh of electricity is anticipated to be consumed during Project construction under the Residential Option and 26,444 kWh of electricity under the Office Option. The estimated construction electricity usage represents approximately 0.66 percent of the estimated net annual operational demand under the Residential Option and 0.28 percent under the Office Option which would be within the supply and infrastructure service capabilities of LADWP. Moreover, construction electricity usage would replace the existing electricity usage at the Project Site during construction. Therefore, the Project would not result in the wasteful, inefficient, and unnecessary consumption of energy resources. Therefore, impacts related to the consumption of fossil fuels during construction of the Project would be less than significant.

During operation, the Project's increase in electricity and natural gas demand would be within the anticipated service capabilities of LADWP and the Southern California Gas Company, respectively. To present the most conservative analysis, the highest operational demand for both the Residential and Office Options are discussed below.

As discussed in Section IV.C, of the Draft EIR, buildout of the Project would result in a projected net increase in the on-site demand for electricity totaling approximately 5,141,611 kWh per year under the Residential Option with restaurant bungalows and 9,616,111 kWh under the

Office Option with restaurant bungalows. As such, the Project-related net increase in annual electricity consumption under the Residential Option and the Office Option would represent approximately 0.02 percent and 0.04 percent of LADWP's projected sales in 2025, respectively. With respect to natural gas, buildout of the Project is projected to generate a net increase in the on-site demand for natural gas totaling approximately 6,367,572 cf under the Residential Option with restaurant bungalows and 8,391,482 cf under the Office Option with restaurant bungalows. The Project would account for 0.0007 percent of the SoCalGas planning area under the Residential Option with restaurant bungalows and 0.009 percent of the SoCalGas planning area, respectively. Regarding transportation energy, under the Residential Option with restaurant bungalows, the Project's estimated petroleum-based fuel usage would be approximately 451,287 gallons of petroleum-based fuels annually and under the Office Option with restaurant bungalows, the Project's estimated petroleum-based fuel usage would be approximately 326,835 gallons of petroleum-based fuels annually. For comparison purposes, the transportation-related fuel usage for the Project's Residential Option with restaurant bungalows would represent approximately 0.007 percent of the 2025 (buildout year) annual on-road gasoline- and diesel-related energy consumption in Los Angeles County and the Office Option with restaurant bungalows would represent 0.005 percent.

As also discussed in Section IV.C, Energy, of the Draft EIR, the Project would comply with 2022 Title 24 standards, applicable 2019 California Green Building Standards Code (CALGreen) requirements, the City of Los Angeles Green Building Code, City of Los Angeles Green New Deal and the 2020–2045 RTP/SCS. Such requirements of the Title 24, CALGreen Code and Green Building Code include specific lighting requirements to conserve energy, window glazing to reflect heat, enhanced insulation to reduce heating and ventilation energy usage, and enhanced air filtration. The Project would implement these measures as required by the applicable code. The 2022 Title 24 Standards ensure that builders use the most energy efficient and energy conserving technologies and construction practices. In addition, the Project would implement measures to comply with Title 24 energy efficiency requirements, including Project Design Features GHG-PDF-1 and WAT-PDF-1, as included in Section IV.E, Greenhouse Gas Emissions, and Section IV.L.1, Utilities and Service Systems—Water Supply and Infrastructure, of the Draft EIR, respectively.

In addition, the Project would use Energy Star–labeled products and light emitting diode (LED) lighting where appropriate, to reduce electricity use. Lastly, the Project is located in a High Quality Transit Area (HQTA) and includes a number of features that would reduce the number of VMT, such as increased density, a mixed-use development, and increased destination and transit accessibility. Therefore, the Project would not cause the wasteful, inefficient, and unnecessary consumption of energy and would be consistent with the intent of Appendix F to the CEQA Guidelines. In addition, Project operations would not conflict with adopted energy conservation plans. Refer to Section IV.C, Energy, of the Draft EIR, for further analysis regarding the Project's consumption of energy resources.

(4) Environmental Hazards

As discussed in the Project's Initial Study included as Appendix A of the Draft EIR, the types and amounts of hazardous materials that would be used in connection with the Project would be typical of those used for residential and commercial developments. Specifically, operation of the Project would be expected to involve the use and storage of small quantities of potentially hazardous materials in the form of cleaning solvents, paints, pesticides for landscaping, and petroleum products. Construction of the Project would also involve the temporary use of potentially hazardous materials, including vehicle fuels, paints, oils, and transmission fluids. However, all potentially hazardous materials would be used and stored in accordance with manufacturers' instructions and handled in compliance with applicable federal, state, and local regulations. Additionally, any soil contamination, asbestos containing materials,

or lead based paint encountered during demolition and construction would be handled and disposed of in compliance with applicable federal, State, and local regulations. Any associated risk would be reduced to a less than significant level through compliance with these standards and regulations. As such, compliance with regulations and standards would serve to protect against significant and irreversible environmental change that could result from the accidental release of hazardous materials.

XII. Growth Inducing Impacts

Section 15126.2(e) of the CEQA Guidelines requires a discussion of the ways in which a proposed project could induce growth. This includes ways in which a project would foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Included in this are projects which would remove obstacles to population growth or increases in the population which may tax existing community service facilities, requiring construction of new facilities that could cause significant environmental effects. Additionally, consideration must be given to characteristics of some projects, which may encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively. It must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment.

(1) Population

As discussed in Section II, Project Description, of the Draft EIR, the Project's Residential Option would include up to 429 units. Based on generation rates provided by the City of Los Angeles VMT Calculator Documentation, development of 429 multi-family residential units would result in a net increase of approximately 966 residents. According to the SCAG 2020–2045 RTP/SCS, the population of the City of Los Angeles in 2017 was approximately 3,962,679 persons. In 2027, the projected occupancy year of the Project, the City of Los Angeles is anticipated to have a population of approximately 4,251,472 persons. Thus, the 966 estimated net new residents generated by the Project would represent approximately 0.35 percent of the population growth the City between 2017 and 2027. Therefore, the Project's residents would be well within SCAG's population projections in its 2020–2045 RTP/SCS for the City and would not result in a significant direct growth-inducing impact.

(2) Employment

As discussed in Section II, Project Description, of the Draft EIR, the Project's Office Option would include 463,521 square feet of office uses and up to 20,902 square feet of restaurant uses.

During construction, the Project would create temporary construction-related jobs. However, the work requirements of most construction projects are highly specialized such that construction workers remain at a job site only for the time in which their specific skills are needed to complete a particular phase of the construction process. Thus, construction workers would not be expected to relocate to the vicinity of the Project Site as a direct consequence of working on the Project. Therefore, given the availability of construction workers, the Project would not be considered growth inducing from a short-term employment perspective. Rather, the Project would provide a public benefit by providing new employment opportunities during the construction period.

With regard to employment during operation, the Project's Office Option would result in a net increase of 1,818 employees, based on employee generation rates published by LADOT. According to the 2020–2045 RTP/SCS, the employment forecast for the City of Los Angeles Subregion in 2017 was approximately 1,858,217 employees. In 2027, the projected occupancy year of the Project, the Subregion is anticipated to have approximately 1,957,390 employees. The

net increase would represent 1.83 percent of the employment growth projected in the City of Los Angeles by the 2020–2045 RTP/SCS. Therefore, the Project would not cause an exceedance of SCAG's employment projections contained in the 2020–2045 RTP/SCS. In addition, the proposed commercial uses would include a range of full-time and part-time positions that are typically filled by persons already residing in the vicinity of the workplace, and who generally do not relocate their households due to such employment opportunities. Therefore, given that some of the employment opportunities generated by the Project would be filled by people already residing in the vicinity of the Project Site, the potential growth associated with Project employees who may relocate their place of residence would not be substantial. Although it is possible that some of the employment opportunities offered by the Project would be filled by persons moving into the surrounding area, which could increase demand for housing, it is anticipated that most of this demand would be filled by then-existing vacancies in the housing market and others by any new residential developments that may occur in the vicinity of the Project Site. As such, the Project's commercial uses would be unlikely to create an indirect demand for additional housing or households in the area.

XIII. Energy Conservation

The Project would incorporate features to support and promote environmental sustainability. "Green" principles are incorporated throughout the Project to comply with the City of Los Angeles Green Building Code, which also incorporates various provisions of the CALGreen, and the sustainability intent of the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED®) program to meet the standards of LEED Silver® or equivalent green building standards. These include energy conservation, water conservation, waste reduction features, and a pedestrian-friendly and bicycle-friendly site design. The Project would also utilize sustainable planning and building strategies and incorporate the use of environmentally-friendly materials, such as non-toxic paints and recycled finish materials, whenever feasible. The sustainability features to be incorporated into the Project would include, but would not be limited to, high-efficiency plumbing fixtures, water-efficient landscape design, drip and hydro-zoning irrigation systems to promote a reduction of indoor and outdoor water use. The Project would also include energy-efficient lighting technologies and fenestration designed for solar orientation. The Project would exceed Title 24, Part 6, California Energy Code baseline standard requirements by 10 percent for energy efficiency, based on the 2019 Building Energy Efficiency Standards requirements.

Pursuant to City of Los Angeles Ordinance 186,485 and Ordinance 186,488, 30 percent of the total parking spaces provided by the Project would be capable of supporting future electric vehicle supply equipment (EVSE). Additionally, 10 percent of spaces are required to have EV charging stations. The Project's parking garage would include a minimum of 10 percent of the parking spaces with dual-port electric vehicle charging stations, and these spaces count towards the overall 30 percent requirement. In accordance with CALGreen requirements, the Project would also ensure that 10 percent of the total roof area of the new building would be solar-ready.

XIV. STATEMENT OF OVERRIDING CONSIDERATIONS

The EIR identifies unavoidable significant impacts that would result from implementation of the project. PRC Section 21081 and Section 15093(b) of the CEQA Guidelines provide that when a decision of a public agency allows the occurrence of significant impacts that are identified in the EIR, but are not at least substantially mitigated to an insignificant level or eliminated, the lead agency must state in writing the reasons to support its action based on the EIR and/or other information in the record. The State CEQA Guidelines require, pursuant to CEQA Guidelines Section 15093(b), that the decision-maker adopt a Statement of Overriding Considerations at the time of approval of a project, if it finds that significant adverse environmental effects have been identified in the EIR that cannot be substantially mitigated to an insignificant level or be eliminated.

These findings and the Statement of Overriding Considerations are based on the documents and materials that constitute the record of proceedings, including, but not limited to, the Final EIR and all technical appendices attached thereto.

Based on the analysis provided in Section IV, Environmental Impact Analysis, of the Draft EIR, implementation of the Project would potentially result in significant Project-level impacts that cannot be feasibly mitigated with respect to on-site noise during construction and on- and off-site vibration during construction (pursuant to the threshold for human annoyance) along with off-site operational noise (Office Option only). In addition, as evaluated in Section IV.H, Noise, of the Draft EIR, cumulative impacts with respect to on-site construction noise; off-site construction vibration pursuant to the threshold for human annoyance; along with off-site operational noise (Office Option only).

Accordingly, the City adopts the following Statement of Overriding Considerations. The City recognizes that significant and unavoidable impacts would result from implementation of the Project. Having (i) adopted all feasible mitigation measures, (ii) rejected as infeasible the alternatives to the Project discussed above, (iii) recognized all significant, unavoidable impacts, and (iv) balanced the benefits of the project against the Project's significant and unavoidable impacts, the City hereby finds that each of the Project's benefits, as listed below, outweigh and override the significant unavoidable impacts listed above.

The below stated reasons summarize the benefits, goals, and objectives of the Project, and provide the detailed rationale for the benefits of the Project. These overriding considerations of economic, social, aesthetic, and environmental benefits for the Project justify adoption of the Project and certification of the completed EIR. Each of the listed Project benefits set forth in this Statement of Overriding Considerations provides a separate and independent ground for the City's decision to approve the Project despite the Project's identified temporary significant and unavoidable environmental impacts. Each of the following overriding considerations separately and independently (i) outweighs the adverse environmental impacts of the Project, and (ii) justifies adoption of the Project and certification of the completed EIR. In particular, achieving the underlying purpose for the Project would be sufficient to override the significant environmental impacts of the Project.

(A) Residential Option

- **Supports City's Housing Goals**. The Project will support the City's critical housing needs, as well as General Plan goals and objectives, General Plan Framework Element goals and objectives, and Housing Element goals and objectives to provide housing available to varied income levels and household sizes by constructing 429 market rate and 36 Very Low Income affordable units, consisting of a variety of housing types. The various unit types allow rents to be offered at different price points, thereby providing options to meet the needs of potential residents and enhancing the stock of housing units in the area.

- **Site Redevelopment and Smart Growth.** The Project will substantially improve the site and would construct a mixed-use development, incorporating pedestrian-oriented building design. The Project would also be providing housing and jobs in proximity to transit stations, along transit corridors, and within high activity areas, and activity center, and creating a mix of uses to support pedestrian activity and transit ridership with access to the greater region The Project would reduce VMT, with associated reductions in air quality and greenhouse gas emissions.

Historic Preservation. The Project would provide for the adaptive reuse of the historic bungalows on-site, and the integration of the structures into a cohesive mixed-use development.

- **Employment and Tax Revenue.** The Project will generate employment opportunities for the local community and surrounding area. Development and construction of the Project will generate construction jobs and long-term operational jobs. These jobs will be generated both on-site and elsewhere in the City, as the Project's construction and operation stimulate and support businesses in the local economy. In addition, the Project would introduce new residents and/or employees into the neighborhood to patronize local retail, services, and restaurants. Moreover, the Project would provide economic benefits for the City, as it will generate economic output from construction-related activity, Project operations, as well as revenues during construction and operation in the form of additional sales, business license, and property taxes.

- **Sustainability.** The Project will be consistent with the State's SB 375 plans and greenhouse gas emission (GHG) targets, the City's Green Building Code, and the City's Green New Deal. The Project will also be designed to green building standards, and include numerous sustainability measures to promote resource conservation.

(B) Office Option

- **Site Redevelopment and Smart Growth.** The Project will substantially improve the site and would construct a mixed-use development, incorporating pedestrian-oriented building design. The Project would also be providing housing and jobs in proximity to transit stations, along transit corridors, and within high activity areas, and activity center, and creating a mix of uses to support pedestrian activity and transit ridership with access to the greater region The Project would reduce VMT, with associated reductions in air quality and greenhouse gas emissions.

- **Historic Preservation.** The Project would provide for the adaptive reuse of the historic bungalows, on-site, and the integration of the structures into a cohesive mixed-use development.

- **Employment and Tax Revenue.** The Project will generate employment opportunities for the local community and surrounding area. Development and construction of the Project will generate construction jobs and long-term operational jobs. These jobs will be generated both on-site and elsewhere in the City, as the Project's construction and operation stimulate and support businesses in the local economy. In addition, the Project would introduce new employees into the neighborhood to patronize local retail, services, and restaurants. Moreover, the Project would provide economic benefits for the City, as it will generate economic output from construction-related activity, Project operations, as well as revenues during construction and operation in the form of additional sales, business license, and property taxes.

- **Sustainability.** The Project will be consistent with the State's SB 375 plans and greenhouse gas emission (GHG) targets, the City's Green Building Code, and the City's Green New Deal. The Project will also be designed to green building

standards, and include numerous sustainability measures to promote resource conservation.

XV. GENERAL FINDINGS.

1. The City, acting through the Department of City Planning, is the "Lead Agency" for the Project that is evaluated in the EIR. The City finds that the EIR was prepared in compliance with CEQA and the CEQA Guidelines. The City finds that it has independently reviewed and analyzed the EIR for the Project, that the Draft EIR, which was circulated for public review, reflected its independent judgment, and that the Final EIR reflects the independent judgment of the City.

2. The EIR evaluated the following potential project and cumulative environmental impacts: Air Quality; Cultural Resources; Energy; Geology and Soils, Greenhouse Gas Emissions; Hydrology and Water Quality; Land Use; Noise; Public Services; Transportation; Tribal Cultural Resources; and Utilities. Additionally, the EIR considered Growth Inducing Impacts and Significant Irreversible Environmental Changes. The significant environmental impacts of the Project and the alternatives were identified in the EIR.

3. The City finds that the EIR provides objective information to assist the decision-makers and the public at large in their consideration of the environmental consequences of the Project. The public review period provided all interested jurisdictions, agencies, private organizations, and individuals the opportunity to submit comments regarding the Draft EIR. The Final EIR was prepared after the review period and responds to comments made during the public review period.

4. Textual refinements were compiled and presented to the decision-makers for review and consideration. The City staff has made every effort to notify the decision-makers and the interested public/agencies of each textual change in the various documents associated with Project review. These textual refinements arose for a variety of reasons. First, it is inevitable that draft documents would contain errors and would require clarifications and corrections. Second, textual clarifications were necessitated to describe refinements suggested as part of the public participation process.

5. The Department of City Planning evaluated comments on environmental issues received from persons who reviewed the Draft EIR. In accordance with CEQA, the Department of City Planning prepared written responses describing the disposition of significant environmental issues raised. The Final EIR provides adequate, good faith, and reasoned response to the comments. The Department of City Planning reviewed the comments received and responses thereto and has determined that neither the comments received nor the responses to such comments add significant new information regarding environmental impacts to the Draft EIR. The Lead Agency has based its actions on full appraisal of all viewpoints, including all comments received up to the date of adoption of these findings, concerning the environmental impacts identified and analyzed in the EIR.

6. The Final EIR documents changes to the Draft EIR. Having reviewed the information contained in the Draft EIR, the Final EIR, and the administrative record, as well as the requirements of CEQA, and the CEQA Guidelines regarding recirculation of Draft EIRs, the City finds that there is no new significant impact, substantial increase in the severity of a previously disclosed impact, significant new information in the record of proceedings or other criteria under CEQA that would require additional recirculation of the Draft EIR, or that would require preparation of a supplemental or subsequent EIR. Specifically, the City finds that:

- The Responses to Comments contained in the Final EIR fully considered and responded to comments claiming that the Project would have significant impacts or more severe impacts not disclosed in the Draft EIR and include substantial evidence that none of these comments provided substantial evidence that the Project would result in changed circumstances, significant new information, considerably different mitigation measures, or new or more severe significant impacts than were discussed in the Draft EIR.

- The City has thoroughly reviewed the public comments received regarding the project and the Final EIR, as it relates to the Project, to determine whether under the requirements of CEQA, any of the public comments provide substantial evidence that would require recirculation of the EIR prior to its adoption and has determined that recirculation of the EIR is not required.

- None of the information submitted after publication of the Final EIR, including testimony at the public hearings on the Project, constitutes significant new information or otherwise requires preparation of a supplemental or subsequent EIR. The City does not find this information and testimony to be credible evidence of a significant impact, a substantial increase in the severity of an impact disclosed in the Final EIR, or a feasible mitigation measure or alternative not included in the Final EIR.

- The mitigation measures identified for the project were included in the Draft EIR and Final EIR. The final mitigation measures for the project are described in the Mitigation Monitoring Program (MMP). Each of the mitigation measures identified in the MMP is incorporated into the project. The City finds that the impacts of the project have been mitigated to the extent feasible by the mitigation measures identified in the MMP.

7. CEQA requires the Lead Agency approving a project to adopt an MMP or the changes to the project which it has adopted or made a condition of project approval to ensure compliance with the mitigation measures during project implementation. The mitigation measures included in the EIR, as certified by the City, serve that function. The MMP includes all the mitigation measures and project design features adopted by the City in connection with the approval of the Project and has been designed to ensure compliance with such measures during implementation of the Project. In accordance with CEQA, the MMP provides the means to ensure that the mitigation measures are fully enforceable. In accordance with the requirements of PRC Section 21081.6, the City hereby adopts the MMP.

8. In accordance with the requirements of PRC Section 21081.6, the City hereby adopts each of the mitigation measures expressly set forth herein as conditions of approval for the Project.

9. The custodian of the documents or other material which constitute the record of proceedings upon which the City's decision is based is the Department of City Planning, Environmental Review Section, 221 North Figueroa Street, Room 1350, Los Angeles, California 90012.

10. The City finds and declares that substantial evidence for each and every finding made herein is contained in the EIR, which is incorporated herein by this reference, or is in the record of proceedings in the matter.

11. The City is certifying an EIR for, and is approving and adopting findings for, the entirety of the actions described in these Findings and in the EIR as comprising the Project.

12. The EIR is a project EIR for purposes of environmental analysis of the Project. A project EIR examines the environmental effects of a specific project. The EIR serves as the primary environmental compliance document for entitlement decisions regarding the Project by the City and other regulatory jurisdictions.

FINDINGS OF FACT (SUBDIVISION MAP ACT)

In connection with the approval of Vesting Tentative Tract Map (VTTM) No. 74613, the Advisory Agency of the City of Los Angeles, pursuant to Sections 66473.1, 66474.60, .61 and .63 of the State of California Government Code (the Subdivision Map Act), makes the prescribed findings as follows:

(a) THE PROPOSED MAP IS CONSISTENT WITH APPLICABLE GENERAL AND SPECIFIC PLANS.

Section 66411 of the Subdivision Map Act (Map Act) establishes that local agencies regulate and control the design of subdivisions. Chapter 2, Article I, of the Map Act establishes the general provisions for tentative, final, and parcel maps. The subdivision, and merger of land is regulated pursuant to Article 7 of the LAMC. Pursuant to LAMC Section 17.05 C, tentative maps are to be designed in conformance with the tentative map regulations to ensure compliance with the various elements of the General Plan, including the Zoning Code. The Land Use Element of the General Plan consists of the 35 Community Plans within the City of Los Angeles. The Community Plans establish goals, objectives, and policies for future developments at a neighborhood level. Additionally, through the Land Use Map, the Community Plan designates parcels with a land use designation and zone. The Land Use Element is further implemented through the LAMC. The zoning regulations contained within the LAMC regulates, but is not limited to, the maximum permitted density, height, parking, and the subdivision of land. Additionally, the maps are to be designed in conformance with the Street Standards established pursuant to LAMC Section 17.05 B.

The Framework's Long-Range Diagram identifies the Project Site as located within a Regional Center, a focal point of regional commerce, identity and activity and containing a diversity of uses such as corporate and professional offices, residential, retail commercial malls, government buildings, major health facilities, major entertainment and cultural facilities and supporting services. Generally, Regional Centers are characterized by a range of floor area ratios from 1.5:1 to 6.0:1 and building heights of six- to 20-stories (or higher).

The Project Site is located within the Hollywood Community Plan area which designates the Project Site for Regional Center Commercial land uses (with corresponding zones of C2, C4, P, PB, RAS3, and RAS4) for proposed Lots 1 and 2 and Medium Residential (with corresponding zone of R3) for proposed Lot 3. Lot 1 is zoned C4-2D-SN, Lot 2 is zoned R4-2D, and Lot 3 is zoned R3-1XL The Regional Center Commercial designation is subject to the Hollywood Community Plan Footnote No. 9 that states, "This designation is limited to the Hollywood Redevelopment Project Area. Development intensity is limited to 4.5:1 FAR with a maximum of 6:1 FAR possible through a Transfer of Development Rights procedure and/or City Planning Commission approval." The Medium Residential designation is subject to the Hollywood Community Plan Footnote No. 4 that states the site, "may be limited to Height District 1XL or to less than maximum R3 zoning density".

The VTTM involves the merger and re-subdivision of the two-acre (89,559 square-foot) site into three ground lots for condominium purposes, and a Haul Route for the export of

up to 321,060 cubic yards of soil. The Project's related entitlement requests include a General Plan Amendment for the Commercial Option, and a Zone and Height District Change for both options, with proposed zoning corresponding to the respective land use designations, and to allow a 6:1 FAR across the Project Site.

The Project proposes a mixed-use development on the two-acre site with two options: Residential and Office. Both Options would demolish 32,844 sf of commercial and vacant residential uses while rehabilitating six existing bungalows. The Residential Option would develop a 33-story building with residential and commercial uses, for a total of 484,421 sf of floor area. The Office Option would develop a 17-story high-rise building with office, commercial, and limited residential uses, for a total of 484,423 sf of floor area. Both Options will have a FAR of 6:1.

Under concurrent Case No. CPC-2016-3777-GPA-VZC-HD-BL-DB-MCUP-ZAD-SPR Residential Option, the Project Applicant is requesting approval of a Vesting Zone and Height District Change to allow a maximum 6:1 FAR; a Building Line Removal to remove a 10-foot building line along Vine Street; a Density Bonus Compliance Review for a 35-percent density bonus , utilizing two on-menu incentives to calculate density prior to street dedications and average density across the site, and one off-menu Waiver of Development Standards to permit a Floor Area increase; a Main Conditional Use Permit to allow alcohol sales; a Determination to allow commercial uses within six relocated historic bungalows designated on the California Register within the R3-1XL Zone; and a Site Plan Review.

Under concurrent Case No. CPC-2016-5003-GPA-VZC-HD-BL-MCUP-RDP-SPR, the Project Applicant is requesting approval of a General Plan Amendment to create a unified Regional Center land use designation and a Vesting Zone and Height District Change to allow a maximum 6:1 FAR across the entire Site; a Building Line Removal to remove a 10-foot building line along Vine Street; a Main Conditional Use Permit to allow for the sale of a full line of alcohol; and a Site Plan Review.

Based on the above development regulations and requested entitlements, the proposed merger and re-subdivision of the Project Site into the merger and re-subdivision of a two-acre (89,559 square-foot) site into three ground lots for condominium purposes, and a Haul Route for the export of up to 321,060 cubic yards of soil, would be consistent with these regulations. The project is consistent with the General Plan and demonstrates compliance with Sections 17.06 of the Los Angeles Municipal Code as well as with the intent and purpose of the General Plan, with regard to lot size, height, density and use.

In addition, pursuant to LAMC Section 17.06 B, a VTTM must be prepared by or under the direction of a licensed land surveyor or registered civil engineer. It is required to contain information regarding the boundaries of the Project Site, as well as the abutting public rights-of-ways, location of existing buildings, existing and proposed dedication, and improvements of the VTTM. The VTTM indicates the map number, notes, legal description, contact information for the owner, applicant, and engineer, as well as other pertinent information as required by LAMC Section 17.06 B. Additionally, LAMC Section 17.15 B requires that tentative maps provide the proposed building envelope, height, size, and number of units, as well as the approximate location of buildings, driveways, and proposed exterior garden walls. The VTTM provides the height, number of units, and approximate location of the building and driveways among other required map elements. Therefore, as conditioned and upon approval of the entitlement requests, the VTTM demonstrates compliance with LAMC Sections 17.05 C, 17.06 B, 17.15 B and would be consistent with zoning regulations and the General Plan.

(b) THE DESIGN AND IMPROVEMENT OF THE PROPOSED SUBDIVISION ARE CONSISTENT WITH APPLICABLE GENERAL AND SPECIFIC PLANS.

For purposes of a subdivision, design and improvement is defined by Section 66418 of the Subdivision Map Act and LAMC Section 17.02. Section 66418 of the Subdivision Map Act defines the term "design" as follows: "Design" means: (1) street alignments, grades and widths; (2) drainage and sanitary facilities and utilities, including alignments and grades thereof; (3) location and size of all required easements and rights-of-way; (4) fire roads and firebreaks; (5) lot size and configuration; (6) traffic access; (7) grading; (8) land to be dedicated for park or recreational purposes; and (9) such other specific physical requirement in the plan and configuration of the entire subdivision as may be necessary to ensure consistency with, or implementation of, the General Plan or any applicable Specific Plan. Further, Section 66427 of the Subdivision Map Act expressly states that the "Design and location of buildings are not part of the map review process for condominium, community apartment or stock cooperative projects."

LAMC Section 17.05 C enumerates design standards for Subdivisions and requires that each tentative map be designed in conformance with the Street Design Standards and in conformance to the General Plan. Section 17.05 C, third paragraph, further establishes that density calculations include the areas for residential use and areas designated for public uses, except for land set aside for street purposes ("net area"). LAMC Section 17.06 B and 17.15 lists the map requirements for a tentative map and vesting tentative map. The design and layout of the VTTM is consistent with the design standards established by the Subdivision Map Act and LAMC regulations. The VTTM meets the required components of a tentative map as it was prepared by a Registered Professional Engineer and contains the required components, dimensions, areas, notes, legal description, ownership, applicant, and site address information.

As indicated in Finding (a), LAMC Section 17.05 C requires that the tentative map be designed in conformance with the zoning regulations of the Project Site. The VTTM involves the merger and re-subdivision of the two-acre (89,559 square-foot) site into three ground lots for condominium purposes, and a Haul Route for the export of up to 321,060 cubic yards of soil. As indicated in Finding (a), the subdivision is consistent with the General Plan and demonstrates compliance with the zoning regulations, as well as with the intent and purpose of the General Plan, with regard to lot size, height, density and use.

The design and layout of the VTTM is also consistent with the design standards established by the Subdivision Map Act and Division of Land Regulations of the LAMC for both the Residential and the Office Options. The VTTM was distributed to and reviewed by the various City agencies of the Subdivision Committee, including, but not limited to, the Bureau of Engineering (BOE), Department of Building and Safety, Grading Division and Zoning Division, Bureau of Street Lighting, Department of Recreation and Parks, that have the authority to make dedication, and/or improvement recommendations. City agencies found the subdivision design satisfactory, with imposed improvement requirements and/or conditions of approval.

Specifically, the Bureau of Engineering reviewed the VTTM for compliance with the Street Design Standards and has recommended improvements to the public rights-of-ways along Vine Street in accordance with Avenue II Standards and along De Longpre Avenue in accordance with Local Street Standards of the Mobility Plan 2035. All necessary street improvements will be made to comply with the Americans with Disabilities Act (ADA). In addition, the Bureau of Sanitation has reviewed the sewer/storm drain lines serving the subject tract and found no potential problems to structures or maintenance. The Department of Building and Safety – Grading Division reviewed the subject VTTM and

included their condition in an email dated May 1, 2017, to be complied with. The Department of Building and Safety, Grading Division has reviewed the VTTM and via an email dated May 1, 2017, confirmed that a Geology and Soils Report is not required prior to Planning approval of the VTTM, as the Site is located outside of a Hillside Area; is exempt or located outside of a State of California liquefaction, earthquake induced landslide, or fault-rupture hazard zone; and, does not require any grading or construction of an engineered retaining structure to remove potential geologic hazards. The Bureau of Street Lighting determined that if BOE requires street widening improvements, street lighting improvements shall include the relocation and upgrade on Vine Street, De Longpre Avenue, and Afton Place. The subdivision will be required to comply with all Conditions of Approval of the VTTM and regulations pertaining to grading, building permits, and street improvement permit requirements. All Conditions of Approval for the design and improvement of the subdivision are required to be performed prior to the recordation of the VTTM, building permit, grading permit, or certificate of occupancy.

Therefore, as conditioned and upon approval of the entitlement requests, the design and improvements of the proposed subdivision would be consistent with the applicable General Plan.

(c) THE SITE IS PHYSICALLY SUITABLE FOR THE PROPOSED TYPE OF DEVELOPMENT.

The Project Site is located in a highly developed urban area within the Hollywood Community Plan. The relatively flat, L-shaped site is bounded by De Longpre Avenue to the north, Afton Place to the south, and Vine Street to the west. Within the Project vicinity, major arterials such as Sunset Boulevard are generally developed with dense residential and commercial development, while lower density mixed-use and residential areas are located along the adjacent collector streets.

The Project is currently improved with an existing multi-family building, low-rise commercial building, a post-production office, six historic bungalows, ancillary buildings, trees, and landscaping; all of which, except for the bungalows, would be demolished to allow for the development of a Residential Option (429 units and 60,000 square feet of commercial space) and an Office Option (463,521 square feet of office and 11,914 square feet of restaurant use). The bungalows would be preserved and relocated on-site and converted into restaurants or residential units.

Excavation for the Residential Option would extend approximately 45 feet below grade and haul approximately 142,000 cubic yards of soil export. Excavation for the Office Option would extend approximately 83 feet below grade and haul approximately 321,060 cubic yards of export.

The Project Site is not located within a Methane Zone and would not be subject to the requirements of the City Methane Requirements. The Site is not located in a hillside area, or Alquist-Priolo Fault Zone, landslide area, liquefaction area, or preliminary fault rupture study area, Flood Zone, or Very High Fire Hazard Severity Zone.

The Department of Building and Safety, Grading Division has reviewed the VTTM and via an email dated May 1, 2017, confirmed that a Geology and Soils Report is not required prior to Planning approval of the VTTM, as the Site is located outside of a Hillside Area; is exempt or located outside of a State of California liquefaction, earthquake induced landslide, or fault-rupture hazard zone; and, does not require any grading or construction

of an engineered retaining structure to remove potential geologic hazards. These recommendations have been imposed as Conditions of Approval of the VTTM.

In addition, the environmental analysis conducted for the Project determined that the proposed development of the Project Site would not create significant impacts to the environment related to the release of hazardous materials, geological or seismic impacts, and safety. Finally, prior to the issuance of any permits, the Project would be required to be reviewed and approved by the Department of Building and Safety and the Fire Department to ensure compliance with building, fire, and safety codes. Therefore, based on the above and as conditioned, the Project Site would be physically suitable for the proposed type of development.

(d) THE SITE IS PHYSICALLY SUITABLE FOR THE PROPOSED DENSITY OF DEVELOPMENT.

The General Plan identifies, through its Community and Specific Plans, geographic locations where planned and anticipated densities are permitted. Zoning applied to subject sites throughout the City are allocated based on the type of land use, physical suitability, and population growth that is expected to occur.

The VTTM involves the merger and re-subdivision of the two-acre (89,559 square-foot) site into three ground lots for condominium purposes, and a Haul Route for the export of up to 321,060 cubic yards of soil. The Project Site is located within the Hollywood Community Plan area which designates the Project Site for Regional Center Commercial land uses (with corresponding zones of C2, C4, P, PB, RAS3, and RAS4) for proposed Lot 1 and 2 with existing zones of C4-2D-SN and R4-2D, respectively, and Medium Residential (with corresponding zone of R3) with an existing zone of R3-1XL for the remainder of the site.

Under concurrent Case No. CPC-2016-3777-GPA-VZC-HD-BL-DB-MCUP-ZAD-SPR Residential Option, the Project Applicant is requesting approval of a Vesting Zone and Height District Change to allow a maximum 6:1 FAR; a Building Line Removal to remove a 10-foot building line along Vine Street; a Density Bonus Compliance Review for a 35-percent density bonus , utilizing two on-menu incentives to calculate density prior to street dedications and average density across the site, and one off-menu Waiver of Development Standards to permit a Floor Area increase; a Main Conditional Use Permit to allow alcohol sales; a Determination to allow commercial uses within six relocated historic bungalows designated on the California Register within the R3-1XL Zone; and a Site Plan Review.

Under concurrent Case No. CPC-2016-5003-GPA-VZC-HD-BL-MCUP-RDP-SPR, the Project Applicant is requesting approval of a General Plan Amendment to create a unified Regional Center land use designation and a Vesting Zone and Height District Change to allow a maximum 6:1 FAR across the entire Site; a Building Line Removal to remove a 10-foot building line along Vine Street; a Main Conditional Use Permit to allow for the sale of a full line of alcohol; and a Site Plan Review.

Both options for the proposed development are contingent upon the approval of the associated entitlement cases, which would allow a FAR of up to 6:1, and a maximum residential density of 6:1 for the Residential option. If not approved, the subdivider shall submit a tract map modification. The Residential Option would be built at a 6:1 FAR, 484,421 square feet of floor area, and 429 residential units, which, if approved would be consistent with the permitted floor area and density of the Community Plan. The Office

Option would be built at a 6:1 FAR, 463,521 square feet of floor area, which, if approved would also be consistent with the permitted floor area of the Community Plan.

Upon approval of the entitlement requests, and as conditioned therein, the Project's proposed density is consistent with the general provisions and area requirements of the LAMC and General Plan. The Project's floor area, density, and massing is appropriately scaled and situated given the uses in the surrounding area which is developed with mostly mid and high rise commercial and residential developments to the west and north and low and mid-rise residential uses to the east and south. The subject site is a relatively flat, infill lot in a highly developed urban area with adequate infrastructure. Further, the area is easily accessible via improved streets, highways, and transit systems. Therefore, the Project Site is physically suitable for the proposed density of development.

(e) THE DESIGN OF THE SUBDIVISION AND THE PROPOSED IMPROVEMENTS ARE NOT LIKELY TO CAUSE SUBSTANTIAL ENVIRONMENTAL DAMAGE OR SUBSTANTIALLY AND AVOIDABLY INJURE FISH OR WILDLIFE OR THEIR HABITAT.

The Project proposes an infill development within an area designated for high density residential and commercial uses within the Hollywood Community Plan. The vesting tentative tract map design includes the merger and re-subdivision of the site into three ground lots for condominium purposes, and a Haul Route for the export of soil. The subdivision design and improvements are consistent with the existing urban development of the area.

The Project Site is currently improved with a multi-family building, a commercial building, a post-production office, ancillary buildings, and six bungalows. Landscaping within the Project Site is limited, and the Project Site does not contain any natural open spaces, act as a wildlife corridor, contain riparian habitat, wetland habitat, migratory corridors, conflict with any protected tree ordinance, conflict with a Habitat Conservation Plan, nor possess any areas of significant biological resource value. Furthermore, the EIR prepared for the Project identifies no potential adverse impacts on fish or wildlife resources.

There are seven trees located within the Project Site and six street trees located along Afton Place and Vine Street, all of which are non-protected trees and would be removed as part of the Project. The Project Residential Option is required to provide a minimum of 127 trees and the Project Office Option is required to provide a minimum of 22 trees. The Project will provide 146 total trees on-site for both Options, and will comply with all tree replacement and landscaping requirements of the LAMC.

Therefore, the design of the subdivision would not cause substantial environmental damage or substantially and avoidably injure fish, wildlife, or their habitat.

(f) THE DESIGN OF THE SUBDIVISION AND THE PROPOSED IMPROVEMENTS ARE NOT LIKELY TO CAUSE SERIOUS PUBLIC HEALTH PROBLEMS.

The proposed subdivision and subsequent improvements are subject to the provisions of the LAMC (e.g., the Fire Code, Planning and Zoning Code, Health and Safety Code) and the Building Code. Other health and safety related requirements as mandated by law would apply where applicable to ensure the public health and welfare (e.g., asbestos abatement, seismic safety, flood hazard management).

The Project is not located over a hazardous materials site, flood hazard area and is not located on unsuitable soil conditions. The Project would not place any occupants or residents near a hazardous materials site or involve the use or transport of hazardous

materials or substances. The Phase I Environmental Site Assessment (ESA) Report completed for the Project found that development of the Project Site would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. The development of the Project does not propose substantial alteration to the existing topography. With adherence to State and City building requirements, along with the design level Geotechnical Report, the Site is not located in an area that is subject to soil erosion and/or expansive soils. The Department of Building and Safety – Grading Division reviewed the site grading and deemed it appropriate provided the conditions included in an email May 1, 2017, are complied with. These recommendations have been imposed as Conditions of Approval of the VTTM. Furthermore, no geology/soils reports are required prior to approval of the VTTM as the property is located outside of a hillside area; is exempt or located outside of a liquefaction, earthquake induced landslide, or fault-rupture hazard zone; and does not require any grading or construction of an engineered retaining structure to remove potential geologic hazards.

Further, the Project can be adequately served by existing utilities, and the Project Applicant has paid, or committed to pay, all applicable in lieu fees. The development is required to be connected to the City's sanitary sewer system, where the sewage will be directed to the Hyperion Treatment Plant, which has been upgraded to meet statewide ocean discharge standards. The subdivision will be connected to the public sewer system and will have only a minor incremental increase on the effluent treated by the Hyperion Treatment Plant, which has adequate capacity to serve the project. Moreover, as required by LAMC Section 64.15, further detailed gauging and evaluation will be conducted as part of the required building permit process for the project, including the requirement to obtain final approval of an updated Sewer Capacity Availability Report demonstrating adequate capacity. In addition, Project-related sanitary sewer connections and on-site water and wastewater infrastructure will be designed and constructed in accordance with applicable Los Angeles Sanitation (LASAN) and California Plumbing Code standards.

No adverse impacts to the public health or safety would occur as a result of the design and improvement of the site. Therefore, the design of the subdivision and the proposed improvements are not likely to cause serious public health problems.

(g) THE DESIGN OF THE SUBDIVISION AND THE PROPOSED IMPROVEMENTS WILL NOT CONFLICT WITH EASEMENTS ACQUIRED BY THE PUBLIC AT LARGE FOR ACCESS THROUGH OR USE OF PROPERTY WITHIN THE PROPOSED SUBDIVISION.

There are no recorded instruments identifying easements encumbering the Project Site for the purpose of providing public access. The Project Site is surrounded by public streets and private properties that adjoin improved public streets designed and improved for the specific purpose of providing public access throughout the area. The Project Site does not adjoin or provide access to a public resource, natural habitat, public park, or any officially recognized public recreation area. No streams or rivers cross the Project Site. Needed public access for roads and utilities will be acquired by the City prior to recordation of the proposed VTTM. Therefore, the design of the subdivision and the proposed improvements would not conflict with easements acquired by the public at large for access through or use of property within the proposed subdivision.

(h) THE DESIGN OF THE PROPOSED SUBDIVISION WILL PROVIDE, TO THE EXTENT FEASIBLE, FOR FUTURE PASSIVE OR NATURAL HEATING OR COOLING OPPORTUNITIES IN THE SUBDIVISION. (REF. SECTION 66473.1)

In assessing the feasibility of passive or natural heating or cooling opportunities in the proposed subdivision design, the Project Applicant has prepared and submitted materials which consider the local climate, contours, configuration of the parcel(s) to be subdivided and other design and improvement requirements.

Providing for passive or natural heating or cooling opportunities will not result in reducing allowable densities or the percentage of a lot which may be occupied by a building or structure under applicable planning and zoning in effect at the time the VTTM was filed.

The topography of the Project Site has been considered in the maximization of passive or natural heating and cooling opportunities. In addition, prior to obtaining a building permit, the subdivider shall consider building construction techniques, such as overhanging eaves, location of windows, insulation, exhaust fans; planting of trees for shade purposes and the height of the buildings on the site in relation to adjacent development.

These findings shall apply to both the tentative and final maps for VTTM No. 74613.

APPEAL PERIOD - EFFECTIVE DATE

This grant is not a permit or license and any permits and/or licenses required by law must be obtained from the proper public agency. If any Condition of this grant is violated or not complied with, then the applicant or their successor in interest may be prosecuted for violating these Conditions the same as for any violation of the requirements contained in the Los Angeles Municipal Code.

This determination will become effective after the end of appeal period date on the first page of this document, unless an appeal is filed with the Department of City Planning. An appeal application must be submitted and paid for before 4:30 PM (PST) on the final day to appeal the determination. Should the final day fall on a weekend or legal City holiday, the time for filing an appeal shall be extended to 4:30 PM (PST) on the next succeeding working day. Appeals should be filed early to ensure the Development Services Center (DSC) staff has adequate time to review and accept the documents, and to allow appellants time to submit payment.

An appeal may be filed utilizing the following options:

Online Application System (OAS). The OAS (https://planning.lacity.org/oas) allows entitlement appeals to be submitted entirely electronically by allowing an appellant to fill out and submit an appeal application online directly to City Planning's DSC, and submit fee payment by credit card or e-check.

Drop off at DSC. Appeals of this determination can be submitted in-person at the Metro or Van Nuys DSC locations, and payment can be made by credit card or check. City Planning has established drop-off areas at the DSCs with physical boxes where appellants can drop off appeal applications; alternatively, appeal applications can be filed with staff at DSC public counters. Appeal applications must be on the prescribed forms and accompanied by the required fee and a copy of the determination letter. Appeal applications shall be received by the DSC public counter and paid for on or before the above date or the appeal will not be accepted.

Forms are available online at https://planning.lacity.org/project-review/application-forms. Public offices are located at:

Metro DSC	**Van Nuys DSC**	**West Los Angeles DSC**
(213) 482-7077	(818) 374-5050	(CURRENTLY CLOSED)
201 North Figueroa Street	6262 Van Nuys Boulevard	(310) 231-2901
Los Angeles, CA 90012	Van Nuys, CA 91401	1828 Sawtelle Boulevard
planning.figcounter@lacity.org	planning.mbc2@lacity.org	West Los Angeles, CA 90025
		planning.westla@lacity.org

City Planning staff may follow up with the appellant via email and/or phone if there are any questions or missing materials in the appeal submission, to ensure that the appeal package is complete and meets the applicable LAMC provisions.

If you seek judicial review of any decision of the City pursuant to California Code of Civil Procedure Section 1094.5, the petition for writ of mandate pursuant to that section must be filed no later than the 90th day following the date on which the City's decision became final pursuant to California Code of Civil Procedure Section 1094.6. There may be other time limits which also affect your ability to seek judicial review.

Verification of condition compliance with building plans and/or building permit applications are done at the City Planning Metro or Valley DSC locations. An in-person or virtual appointment for Condition Clearance can be made through the City's BuildLA portal (appointments.lacity.org). The applicant is further advised to notify any consultant representing you of this requirement as well.

QR Code to Online Appeal Filing

QR Code to Forms for In-Person Appeal Filing

QR Code to BuildLA Appointment Portal for Condition Clearance

Inquiries regarding the matter shall be directed to Rey Fukuda, City Planning Associate, at (213) 847-3686 or rey.fukuda@lacity.org.

VINCENT P. BERTONI, AICP
Advisory Agency

Paul Caporaso

Paul Caporaso
Deputy Advisory Agency

IV. Mitigation Monitoring Program

1. Introduction

This Mitigation Monitoring Program (MMP) has been prepared pursuant to Public Resources Code (PRC) Section 21081.6, which requires a Lead Agency to adopt a "reporting or monitoring program for changes to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment." In addition, CEQA Guidelines Section 15097(a) requires that a public agency adopt a program for monitoring or reporting mitigation measures and project revisions, which it has required to mitigate or avoid significant environmental effects. This MMP has been prepared in compliance with the requirements of CEQA, PRC Section 21081.6, and CEQA Guidelines Section 15097.

The City of Los Angeles is the Lead Agency for the Project and, therefore, is responsible for administering and implementing the MMP. A public agency may delegate reporting or monitoring responsibilities to another public agency or to a private entity that accepts the delegation; however, until mitigation measures have been completed, the Lead Agency remains responsible for ensuring that implementation of the mitigation measures occurs in accordance with the program.

An Environmental Impact Report (EIR) has been prepared to address the potential environmental impacts of the Project. The evaluation of the Project's impacts in the EIR takes into consideration the project design features (PDF) and applies mitigation measures (MM) needed to avoid or reduce potentially significant environmental impacts. This MMP is designed to monitor implementation of the PDFs and MMs identified for the Project.

2. Organization

As shown on the following pages, each identified PDF and MM for the Project is listed and categorized by environmental impact area, with accompanying identification of the following:

- Enforcement Agency: The agency with the power to enforce the PDF or MM.

- Monitoring Agency: The agency to which reports involving feasibility, compliance, implementation, and development are made.
- Monitoring Phase: The phase of the Project during which the PDF or MM shall be monitored.
- Monitoring Frequency: The frequency at which the PDF or MM shall be monitored.
- Action Indicating Compliance: The action by which the Enforcement or Monitoring Agency indicates that compliance with the identified PDF or required MM has been implemented.

3. Administrative Procedures and Enforcement

This MMP shall be enforced throughout all phases of the Project. The Applicant shall be responsible for implementing each PDF and MM and shall be obligated to provide certification, as identified below, to the appropriate monitoring and enforcement agencies that each PDF and MM has been implemented. The Applicant shall maintain records demonstrating compliance with each PDF and MM. Such records shall be made available to the City upon request.

During the construction phase and prior to the issuance of permits, the Applicant shall retain an independent Construction Monitor (either via the City or through a third-party consultant), approved by the Department of City Planning, who shall be responsible for monitoring implementation of PDFs and MMs during construction activities consistent with the monitoring phase and frequency set forth in this MMP.

The Construction Monitor shall also prepare documentation of the Applicant's compliance with the PDFs and MMs during construction every 90 days in a form satisfactory to the Department of City Planning. The documentation must be signed by the Applicant and Construction Monitor and be included as part of the Applicant's Compliance Report. The Construction Monitor shall be obligated to immediately report to the Enforcement Agency any non-compliance with the MMs and PDFs within two businesses days if the Applicant does not correct the non-compliance within a reasonable time of notification to the Applicant by the monitor or if the non-compliance is repeated. Such non-compliance shall be appropriately addressed by the Enforcement Agency.

4. Program Modification

After review and approval of the final MMP by the Lead Agency, minor changes and modifications to the MMP are permitted, but can only be made subject to City approval. The Lead Agency, in conjunction with any appropriate agencies or departments, will

determine the adequacy of any proposed change or modification. This flexibility is necessary in light of the nature of the MMP and the need to protect the environment. No changes will be permitted unless the MMP continues to satisfy the requirements of CEQA, as determined by the Lead Agency.

The Project shall be in substantial conformance with the PDFs and MMs contained in this MMP. The enforcing departments or agencies may determine substantial conformance with PDFs and MMs in the MMP in their reasonable discretion. If the department or agency cannot find substantial conformance, a PDF or MM may be modified or deleted as follows: the enforcing department or agency, or the decision maker for a subsequent discretionary project related approval, finds that the modification or deletion complies with CEQA, including CEQA Guidelines Sections 15162 and 15164, which could include the preparation of an addendum or subsequent environmental clearance, if necessary, to analyze the impacts from the modifications to or deletion of the PDFs or MMs. Any addendum or subsequent CEQA clearance shall explain why the PDF or MM is no longer needed, not feasible, or the other basis for modifying or deleting the PDF or MM, and that the modification will not result in a new significant impact consistent with the requirements of CEQA. Under this process, the modification or deletion of a PDF or MM shall not in and of itself require a modification to any Project discretionary approval unless the Director of Planning also finds that the change to the PDF or MM results in a substantial change to the Project or the non-environmental conditions of approval.

5. Mitigation Monitoring Program

A. Cultural Resources

(1) Project Design Features

Project Design Feature CUL-PDF-1: A Preservation Plan will be prepared documenting the relocation and rehabilitation of the six bungalows in accordance with the Secretary of Interior's Standards for Rehabilitation. Specifically, the Preservation Plan will document through a combination of photographs and drawings those features such as concrete porches and brick chimneys that will be demolished and reconstructed after the bungalows are returned to the Project Site. The Preservation Plan will include guidelines for disassembling the bungalows (in the event they cannot be moved intact) and protecting them from vandalism while they are being stored off the Project Site. Interim protection measures may also include weatherproofing and treating active insect infestation. The Preservation Plan will address the possibility that the bungalows could be repurposed for restaurant uses or as residential units. In addition, the Preservation Plan will address a construction monitoring program to ensure all of the

aforementioned are carried out in accordance with the Secretary of the Interior's Standards for Rehabilitation. The Applicant will be required to retain a professional meeting the Secretary of the Interior's Professional Qualifications Standards for historic architecture with five years of demonstrated experience in rehabilitation planning, design and construction of the Project as it relates to the bungalows. Construction monitoring will include a meeting with the contractor prior to the relocation of the bungalows to discuss minimizing collateral damage, and at regular intervals during construction, including but not be necessarily limited to 50 percent, 90 percent, and 100 percent cconstruction. Memoranda will be prepared to summarize findings, make recommendations as necessary, and document construction with digital photographs as necessary but not necessarily limited to 50 percent, 90 percent, and 100 percent construction. The memoranda will be submitted to the Office of Historic Resources for concurrence.

- **Enforcement Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety, City of Los Angeles Office of Historic Resources
- **Monitoring Agency:** City of Los Angeles Department of City Planning, City of Los Angeles Department of Building and Safety, City of Los Angeles Office of Historic Resources
- **Monitoring Phase:** Pre-Construction; Construction; post-construction
- **Monitoring Frequency:** Prior to issuance of building permit for relocation off-site and prior to issuance of building permit for rehabilitation
- **Action Indicating Compliance:** Plan approval and issuance of applicable building permit and issuance of Certificate of Occupancy

Project Design Feature CUL-PDF-2: As one of the storefronts of the 1356 Vine Street building was once the home of Billy Berg’s legendary jazz nightclub, an interpretive program will be prepared to increase general public and patron appreciation for the important role the nightclub played in the history of jazz.

- **Enforcement Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety, City of Los Angeles Office of Historic Resources
- **Monitoring Agency:** City of Los Angeles Department of City Planning, City of Los Angeles Department of Building and Safety, City of Los Angeles Office of Historic Resources
- **Monitoring Phase:** Pre-Construction; post-construction
- **Monitoring Frequency:** Once at Project plan check (provide proof of compliance); once during field inspection

- **Action Indicating Compliance:** Program approval and issuance of Certificate of Occupancy

B. Greenhouse Gas Emissions

(1) Project Design Features

GHG-PDF-1: The design of the new buildings shall incorporate features of the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED®) program to be capable of meeting the standards of LEED Silver® or equivalent green building standards. Specific sustainability features that are integrated into the Project design to enable the Project to achieve LEED Silver® equivalence will include the following:

a. Use of Energy Star–labeled products and appliances.

b. Use of light-emitting diode (LED) lighting or other energy-efficient lighting technologies, such as occupancy sensors or daylight harvesting and dimming controls, where appropriate, to reduce electricity use.

c. Water-efficient plantings with drought-tolerant species;

d. Fenestration designed for solar orientation; and

e. Pedestrian- and bicycle-friendly design with short-term and long-term bicycle parking.

- **Enforcement Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction; pre-operation
- **Monitoring Frequency:** Once at Project plan check; once during field inspection
- **Action Indicating Compliance:** Plan check approval and issuance of applicable building permit; issuance of Certificate of Occupancy

GHG-PDF-2: The Project would prohibit the use of natural gas-fueled fireplaces in the proposed residential units.

- **Enforcement Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction; pre-operation

- **Monitoring Frequency:** Once at Project plan check; once during field inspection
- **Action Indicating Compliance:** Plan check approval and issuance of applicable building permit; issuance of Certificate of Occupancy

C. Noise

(1) Project Design Features

Project Design Feature NOI-PDF-1: Power construction equipment (including combustion engines), fixed or mobile, shall be equipped with state-of-the-art noise shielding and muffling devices (consistent with manufacturers' standards). All equipment shall be properly maintained to assure that no additional noise, due to worn or improperly maintained parts, would be generated.

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety; City of Los Angeles Department of City Planning
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Once at plan check (provide proof of compliance); Periodically during construction
- **Action Indicating Compliance:** Plan check approval and issuance of applicable building permit; Field inspection sign-off

Project Design Feature NOI-PDF-2: Project construction shall not include the use of driven (impact) pile systems.

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Once at Project plan check (provide proof of compliance); Periodically during construction
- **Action Indicating Compliance:** Plan check approval and issuance of applicable building permit; Field inspection sign-off

Project Design Feature NOI-PDF-3: All outdoor mounted mechanical equipment shall be enclosed or screened from off-site noise-sensitive receptors.

- **Enforcement Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction; post-construction
- **Monitoring Frequency:** Once at Project plan check (provide proof of compliance); once at field inspection
- **Action Indicating Compliance:** Plan check approval and issuance of applicable building permit; submittal of compliance report from noise consultant prior issuance of Certificate of Occupancy

Project Design Feature NOI-PDF-4: Outdoor amplified sound systems, if any, shall be designed so as not to exceed the maximum noise level of 65 dBA [$L_{eq\ (1\text{-}hour)}$] at a distance of 25 feet from the face of the amplified speaker sound systems at the Ground Level and 90 dBA [$L_{eq\ (1\text{-}hour)}$] at the Level 11 and Level 33 deck (Residential Option) and Level 17 deck (Office Option). No outdoor amplified sound systems would be permitted on Level 3 of the Residential Option. A qualified noise consultant shall provide written documentation that the design of the system complies with these maximum noise levels.

- **Enforcement Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Post-construction
- **Monitoring Frequency:** Once at Project plan check (provide proof of compliance); once at field inspection
- **Action Indicating Compliance:** Plan check approval and issuance of applicable building permit; submittal of compliance report from noise consultant prior to Certificate of Occupancy

Project Design Feature NOI-PDF-5: All loading docks shall be screened from off-site noise-sensitive receptors.

- **Enforcement Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction; post-construction
- **Monitoring Frequency:** Once at Project plan check (provide proof of compliance); once at field inspection

- **Action Indicating Compliance:** Plan check approval and issuance of applicable building permit; issuance of Certificate of Occupancy

Project Design Feature NOI-PDF-6: An 8-foot high solid (non-porous) property wall shall be constructed along the Project eastern property line.

- **Enforcement Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction; construction; post-construction
- **Monitoring Frequency:** Once at Project plan check (provide proof of compliance); once at field inspection
- **Action Indicating Compliance:** Plan check approval and issuance of applicable building permit; issuance of Certificate of Occupancy

(2) Mitigation Measures

Mitigation Measure NOI-MM-1: A temporary and impermeable sound barrier shall be erected at the locations listed below. At plan check, building plans shall include documentation prepared by a noise consultant verifying compliance with this measure.

- Along the southern property line of the Project Site between the construction areas and residential use on Afton Place south of the Project Site (receptor location R1). The temporary sound barrier shall be designed to provide a minimum 15-dBA noise reduction at the ground level of receptor location R1.
- Along the eastern property line of the Project Site between the construction areas and the residential uses on the east side of the Project Site (receptor location R2). The temporary sound barrier shall be designed to provide a minimum 15-dBA noise reduction at the ground level of receptor location R2.
- Along the northern property line of the Project Site between the construction areas and the residential use and the Southern California Hospital on De Longpre Avenue northeast of the Project Site (receptor location R3). The temporary sound barrier shall be designed to provide a minimum 15-dBA noise reduction at the ground level of receptor location R3.
- **Enforcement Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety

- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction; construction
- **Monitoring Frequency:** Once at Project plan check (provide proof of compliance); once during field inspection
- **Action Indicating Compliance:** Plan check approval and issuance of applicable building permit; submittal of compliance report from qualified noise consultant.

Mitigation Measure NOI-MM-2: Prior to start of construction, the Applicant shall retain the services of a structural engineer or qualified professional to visit the two existing historic single-family residential buildings adjacent to the Project Site to the east to inspect and document the apparent physical condition of the buildings' readily-visible features.

The Applicant shall retain the services of a qualified acoustical engineer to review proposed construction equipment and develop and implement a vibration monitoring program capable of documenting the construction-related ground vibration levels at the buildings during demolition and grading/excavation phases. The vibration monitoring system shall continuously measure and store the peak particle velocity (PPV) in inch/second. The system shall also be programmed for two preset velocity levels: a warning level of 0.1 PPV and a regulatory level of 0.12 PPV. The system shall also provide real-time alert when the vibration levels exceed the warning level.

In the event the warning level (0.1 PPV) is triggered, the contractor shall identify the source of vibration generation and provide feasible steps to reduce the vibration level, including but not limited to halting/staggering concurrent activities and utilizing lower vibratory techniques.

In the event the regulatory level (0.12 PPV) is triggered, the contractor shall halt construction activities in the vicinity of the buildings and visually inspect the buildings for any damage. Results of the inspection must be logged. The contractor shall identify the source of vibration generation and provide feasible steps to reduce the vibration level. Construction activities may then restart.

- **Enforcement Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction; construction
- **Monitoring Frequency:** Once at Project plan check (provide proof of compliance); once during field inspection

- **Action Indicating Compliance:** Plan approval and issuance of applicable building permit; submittal of compliance report from noise consultant

D. Public Services—Fire Protection

(1) Project Design Features

Project Design Feature FIR-PDF-1: Automatic fire sprinkler systems will be installed in the rehabilitated bungalows.

- **Enforcement Agency:** City of Los Angeles Fire Department; City of Los Angeles Department of Building and Safety; City of Los Angeles Department of City Planning
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety; City of Los Angeles Department of City Planning
- **Monitoring Phase:** Pre-construction; post-construction
- **Monitoring Frequency:** Once at Project plan check (provide proof of compliance); once during field inspection
- **Action Indicating Compliance:** Plan check approval and submittal of compliance documentation by Applicant; issuance of Certificate of Occupancy

E. Public Services—Police Protection

(1) Project Design Features

Project Design Feature POL-PDF-1: During construction, the Applicant will implement temporary security measures including security fencing, lighting, and locked entry.

- **Enforcement Agency:** City of Los Angeles Police Department; City of Los Angeles Department of Building and Safety; City of Los Angeles Department of City Planning
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction; construction
- **Monitoring Frequency:** Once at Project plan check (provide proof of compliance); once during field inspection
- **Action Indicating Compliance:** Plan check approval and issuance of applicable building permit; Field inspection sign-off

Project Design Feature POL-PDF-2: The Project will include a closed circuit camera system and keycard entry for the residential building and the residential parking areas.

- **Enforcement Agency:** City of Los Angeles Police Department; City of Los Angeles Department of Building and Safety; City of Los Angeles Department of City Planning
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety; City of Los Angeles Department of City Planning
- **Monitoring Phase:** Pre-construction; post-construction
- **Monitoring Frequency:** Once at Project plan check (provide proof of compliance); once during field inspection
- **Action Indicating Compliance:** Plan check approval and submittal of compliance documentation by Applicant; issuance of Certificate of Occupancy

Project Design Feature POL-PDF-3: The Project will provide proper lighting of buildings and walkways to provide for pedestrian orientation and clearly identify a secure route between parking areas and points of entry into buildings.

- **Enforcement Agency:** City of Los Angeles Police Department; City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction; post-construction
- **Monitoring Frequency:** Once at Project plan check; once during field inspection
- **Action Indicating Compliance:** Plan check approval and issuance of applicable building permit; issuance of Certificate of Occupancy

Project Design Feature POL-PDF-4: The Project will provide sufficient lighting of parking areas to maximize visibility and reduce areas of concealment.

- **Enforcement Agency:** City of Los Angeles Police Department; City of Los Angeles Department of Building and Safety; City of Los Angeles Department of City Planning
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction; post-construction
- **Monitoring Frequency:** Once at Project plan check (provide proof of compliance); once during field inspection

- **Action Indicating Compliance:** Plan check approval and issuance of applicable building permit; issuance of Certificate of Occupancy

Project Design Feature POL-PDF-5: The Project will design entrances to, and exits from buildings, open spaces around buildings, and pedestrian walkways to be open and in view of surrounding sites.

- **Enforcement Agency:** City of Los Angeles Police Department; City of Los Angeles Department of Building and Safety; City of Los Angeles Department of City Planning
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction; post-construction
- **Monitoring Frequency:** Once at Project plan check (provide proof of compliance); once during field inspection
- **Action Indicating Compliance:** Plan check approval and issuance of applicable building permit; issuance of Certificate of Occupancy

Project Design Feature POL-PDF-6: Prior to the issuance of a building permit, the Applicant will consult with LAPD's Crime Prevention Unit regarding the incorporation of feasible crime prevention features appropriate for the design of the Project.

- **Enforcement Agency:** City of Los Angeles Police Department; City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction; post-construction
- **Monitoring Frequency:** Once at Project plan check (provide proof of compliance); prior to the issuance of applicable building permit
- **Action Indicating Compliance:** Plan check approval and issuance of applicable building permit; issuance of Certificate of Occupancy

Project Design Feature POL-PDF-7: Upon completion of the Project and prior to the issuance of a certificate of occupancy, the Applicant will submit a diagram of the Project Site to the LAPD Hollywood Division's Commanding Officer that includes access routes and any additional information that might facilitate police response.

- **Enforcement Agency:** City of Los Angeles Police Department; City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety

- **Monitoring Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Post-construction
- **Monitoring Frequency:** Once following completion of the Project, but prior to issuance of certificate of occupancy
- **Action Indicating Compliance:** Issuance of Certificate of Occupancy

F. Transportation

(1) Project Design Features

Project Design Feature TR-PDF-1: At the exit of the subterranean parking garage, the Project will implement blind spot mirrors to improve driver visibility and warning sounds/lights to alert pedestrians of approaching vehicles.

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety; City of Los Angeles Department of City Planning
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety; City of Los Angeles Department of City Planning
- **Monitoring Phase:** Pre-construction; post-construction
- **Monitoring Frequency:** Once at Project plan check (provide proof of compliance); once during field inspection
- **Action Indicating Compliance:** Plan check approval and submittal of compliance documentation by Applicant; issuance of Certificate of Occupancy

Project Design Feature TR-PDF-2: Prior to the start of construction, the Project Applicant will prepare a Construction Traffic Management Plan and submit it to LADOT for review and approval. The Construction Traffic Management Plan will include a Worksite Traffic Control Plan, which will facilitate traffic and pedestrian movement, and minimize the potential conflicts between construction activities, street traffic, bicyclists, and pedestrians. Furthermore, the Construction Traffic Management Plan and Worksite Traffic Control Plan will include, but not be limited to, the following measures:

- Provide off-site truck staging in a permitted area furnished by the construction truck contractor;
- Truck access to the Project Site will be off Vine Street;

- Establish requirements for loading/unloading and storage of materials on the Project Site where parking spaces would be encumbered;
- Schedule deliveries and pick-ups of construction materials during non-peak travel periods to the extent possible and coordinate to reduce the potential of trucks waiting to load or unload for protracted periods;
- Provide all construction contractors with written information on where their workers and their subcontractors are permitted to park, and provide clear consequences to violators for failure to follow these regulations. This information will clearly state that no construction worker parking is permitted on residential streets;
- During construction activities when construction worker parking cannot be accommodated on the Project Site, the pan shall identify alternate parking location(s) for construction workers and the method of transportation to and from the Project Site (if beyond walking distance) for approval by the City 30 days prior to commencement of construction;
- Worksite Traffic Control Plan(s), approved by LADOT, will be implemented to route vehicular traffic, bicyclists, and pedestrians around any such closures;
- Maintain access for the surrounding uses in proximity to the Project Site during construction and post a hotline in several areas around the Site to enable the public to call and report non-compliance with the Construction Traffic Management Plan;
- Coordinate with the City and emergency service providers to ensure adequate access is maintained to the Project Site and neighboring businesses and residences.
- **Enforcement Agency:** City of Los Angeles Department of Transportation; City of Los Angeles Department of City Planning
- **Monitoring Agency:** City of Los Angeles Department of Transportation; City of Los Angeles Department of City Planning
- **Monitoring Phase:** Pre-construction; construction
- **Monitoring Frequency**: Once at Project plan check prior to issuance of grading or building permit (provide proof of compliance); once during field inspection
- **Action Indicating Compliance:** Plan check approval and issuance of grading permit; field inspection sign-off

Project Design Feature TR-PDF-3: The Applicant will work with the City of Los Angeles, Council District 13, and neighborhood residents living on Afton Place and De Longpre Avenue between Vine Street and

El Centro Avenue to fund the development and implementation of a traffic calming plan to minimize cut-through traffic on these streets. Traffic calming measures could involve physical measures such as changes in street alignment, installation of barriers, speed humps, speed tables, raised crosswalks, chicanes, chokers, and street closures and/or operational measures such as turn restrictions, speed limits, and installation of stop signs, as approved by LADOT. The total cost of such measures shall not exceed $100,000. The Applicant shall install such measures, as approved by LADOT Hollywood/Wilshire District Office, within 5 years of final Project approval.

- **Enforcement Agency:** City of Los Angeles Department of Transportation; City of Los Angeles Department of City Planning
- **Monitoring Agency:** City of Los Angeles Department of Transportation
- **Monitoring Phase:** Pre-construction, Construction
- **Monitoring Frequency**: Once prior to issuance of Certificate of Occupancy
- **Action Indicating Compliance:** Written verification of payment of fees to the City of Los Angeles Department of Transportation and subsequent issuance of building permit

(2) Mitigation Measures

Mitigation Measure TR-MM-1: Addition of a protected/permitted left-turn phase with reoptimized signal timing for westbound Sunset Boulevard at Van Ness Avenue.

- **Enforcement Agency:** City of Los Angeles Department of Transportation; City of Los Angeles Department of City Planning
- **Monitoring Agency:** City of Los Angeles Department of Transportation
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Once prior to issuance of Certificate of Occupancy
- **Action Indicating Compliance:** Issuance of Certificate of Occupancy

G. Utilities and Service Systems—Water Supply and Infrastructure

(1) Project Design Features

Project Design Feature WAT-PDF-1: The Project design shall incorporate the following design features to support water conservation in addition to those required by codes and ordinances for the entire Project:

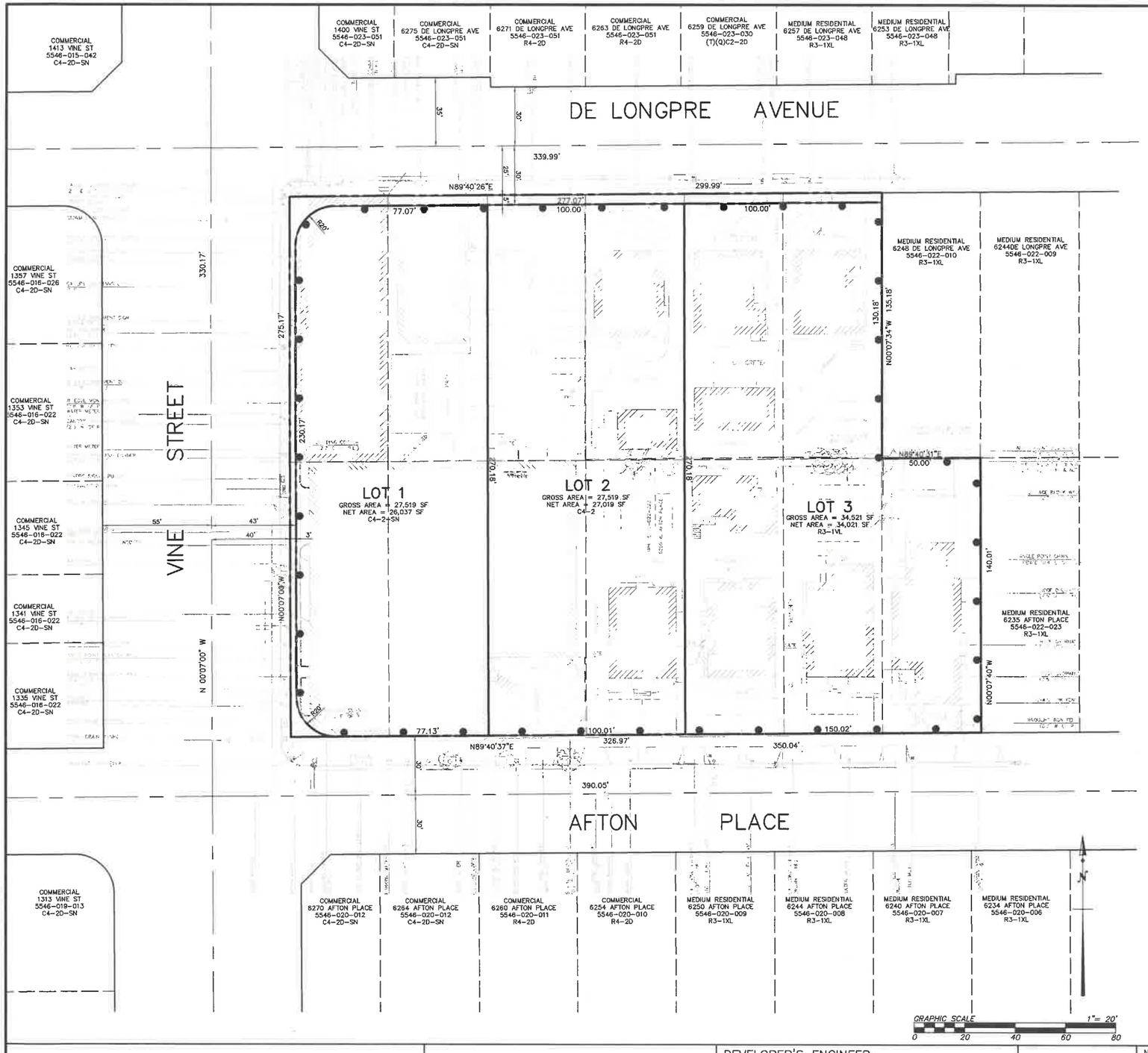
- High Efficiency Toilets for residential units with a flush volume of 1.0 gallon per flush.
- Showerheads with flow rate of 1.5 gallons per minute, or less.
- Domestic Water Heating System located in close proximity to point(s) of use.
- Individual meeting and billing for water use for commercial space will be used.
- Drip/ Subsurface Irrigation (Micro-Irrigation).
- Proper Hydro-zoning/Zoned Irrigation (groups plants with similar water requirements together).
- Drought Tolerant Plants—72 percent of total landscaping.
- Installation of a meter on the pool make-up line so water use can be monitored and leaks can be identified and repaired.
- Leak Detection System for swimming pools and jacuzzi.
- Pool splash troughs around the perimeter that drain back into the pool.
- Pool/spa recirculating filtration equipment.
- Reuse of pool backwash water for irrigation.
- Water-Saving Pool Filter
- **Enforcement Agency:** City of Los Angeles Department of Water and Power; City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction; post-construction
- **Monitoring Frequency:** Once at Project plan check (provide proof of compliance); once prior to issuance of Certificate of Occupancy
- **Action Indicating Compliance:** Plan approval and issuance of applicable building permit; issuance of Certificate of Occupancy

H. Utilities and Service Systems—Wastewater

(1) Project Design Features

Project Design Feature WAS-PDF-1: During operation of the Project, if the proposed swimming pool is to be drained, the draining will occur over a minimum span of two days.

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety; City of Los Angeles Department of City Planning
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Post-construction
- **Monitoring Frequency:** Once at Project plan check (provide proof of compliance); once during field inspection



VESTING TENTATIVE TRACT MAP NO. 74613

IN THE CITY OF LOS ANGELES
RESUBDIVISION OF 13 LOTS TO 3 GROUND LOTS FOR CONDOMINIUM PURPOSES

NOTES:

1. EXISTING USE: APARTMENT, COMMERCIAL, OFFICE & WAREHOUSE
2. SITE ADDRESS: 1330 & 1348 VINE STREET, 6272 DE LONGPRE AVENUE AND 6241, 6245, 6249 & 6255 AFTON AVENUE LOS ANGELES, CA 90028
3. ASSESSOR PARCEL NUMBERS: 5546-022-011, -012, -013, -015, -016, -019, -020, -021, -022 & -030
4. THOMAS GUIDE: PAGE 593, GRID F5
5. COMMUNITY PLAN: HOLLYWOOD
6. EXISTING GENERAL PLAN DESIGNATION: REGIONAL CENTER COMMERCIAL & MEDIUM RESIDENTIAL
7. PROPOSED GENERAL PLAN DESIGNATION: RESIDENTIAL OPTION: REGIONAL COMMERCIAL & MEDIUM RESIDENTIAL

   OFFICE OPTION: REGIONAL COMMERCIAL
8. EXISTING ZONING: C4-2D-SN, (T)(Q)C2-2D, R4-2D & R3-1XL
9. PROPOSED ZONING: RESIDENTIAL OPTION: (Q)C4-2-SN, (Q)C4-2D AND R3-1XL

   OFFICE OPTION: (Q)C4-2
10. PROPOSED DEVELOPMENT: RESIDENTIAL OPTION: MAXIMUM OF 429 RESIDENTIAL CONDOMINIUMS AND MAXIMUM OF 68,998 SF OF COMMERCIAL.

    OFFICE OPTION: MAXIMUM OF 475,435 SF OF COMMERCIAL USES IN THE TOWER AND EITHER 8,933 SF OF COMMERCIAL OR 9 RESIDENTIAL UNITS IN THE BUNGALOWS.
11. PROPOSED PARKING: REQUIRED AND PROVIDED PARKING PROVIDED PER LOS ANGELES MUNICIPAL CODE.
12. PROPOSED HEIGHT: RESIDENTIAL OPTION: 360 FEET, 4 INCHES

    OFFICE OPTION: 303 FEET
13. SOME EXISTING BUILDINGS ARE TO BE RELOCATED DURING CONSTRUCTION AND BROUGHT BACK AFTER CONSTRUCTION OF THE BASEMENT IS COMPLETE. ALL OTHER EXISTING BUILDINGS ON SITE ARE TO BE DEMOLISHED.
14. TREES: ALL ONSITE TREES ARE PLOTTED ON THE TENTATIVE MAP. ALL NON-PROTECTED TREES ON SITE ARE TO BE REMOVED. THERE ARE NO PROTECTED TREES ON SITE.
15. EXISTING UTILITIES: 8" SEWER MAIN ON DE LONGPRE AVE; 10" & 27" SEWER MAIN ON VINE STREET; 8" SEWER MAIN ON AFTON AVE; 10" WATER MAIN ON VINE ST; 8" WATER MAIN ON DE LONGPRE; 4" WATER MAIN ON AFTON PLACE; 3" GAS MAIN ON DE LONGPRE AVE; 2" GAS MAIN ON AFTON PLACE; 7'X5.5' BOX CULVERT FOR STORM ON VINE ST
16. EXISTING DRAINAGE: THE SITE CURRENTLY DRAINS TO ADJACENT EXISTING STREETS.
17. DISTRICT MAP: 147A189.
18. FLOOD ZONE: ZONE C; FEMA PANEL: 060137005C
19. PROPERTY IS NOT IN A VERY HIGH FIRE HAZARD SEVERITY ZONE.
20. PROPERTY IS NOT IN A GEOLOGICALLY HAZARDOUS ZONE.
21. PROPERTY IS NOT IN A HILLSIDE GRADING AREA
22. GROSS AREA TO CENTERLINE = 120,767 SF (2.7724 ACRES)
23. EXISTING LOT AREA = 89,559 SF (2.0560 ACRES); AREA TO BE DEDICATED = 2,482 SF (0.0570 ACRES); NET LOT AREA = 87,077 SF (1.9990 ACRES)
24. PROPERTY IS NOT WITHIN THE VICINITY OF MULHOLLAND SCENIC PARKWAY.
25. ALL PROPOSED PRIVATE DRIVE AISLES ARE CONCRETE OR A.C. PAVEMENT
26. TOTAL EXPORT AMOUNT EXCEEDS 1000 CY; THEREFORE, HAUL ROUTE IS BEING REQUESTED.

    RESIDENTIAL OPTION: ESTIMATED CUT = 142,000 CUBIC YARDS (CY), ESTIMATED FILL = 0 (CY), TOTAL EXPORT = 142,000 CY

    OFFICE OPTION: ESTIMATED CUT = 321,060 CUBIC YARDS (CY), ESTIMATED FILL: 0 CY, TOTAL EXPORT = 321,060 CY
27. SUBSTRUCTURE PLAN LIST: SUBSTRUCTURE MAP NOS. SUB-334-11 & SUB-344-7; DRAINAGE MAP NO. 469; SEWER WYE MAPS NO. 147A189

LEGAL DESCRIPTION:
REAL PROPERTY IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

PARCEL ONE:

LOTS 11, 12 AND 13 IN BLOCK A OF TRACT NO. 1210, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 23, PAGES 134 AND 135 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

PARCEL TWO:

LOTS 14, 17, 18, 19, 20, 21 AND 22 IN BLOCK "A" OF TRACT NO. 1210, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 23 PAGES 134 AND 135 OFFICIAL RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

PARCEL THREE:

LOT 15 IN BLOCK "A" OF TRACT NO. 1210, IN THE CITY OF LOS ANGELES, IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 23 PAGE(S) 134 AND 135 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

PARCEL FOUR:

LOT 16 IN BLOCK A OF TRACT NO. 1210, IN THE CITY OF LOS ANGELES, AS PER MAP RECORDED IN BOOK 23 PAGES 134 AND 135 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

PARCEL FIVE:

LOT 23, BLOCK A OF TRACT NO. 1210, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 23, PAGES 134 AND 135 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

APN: 5546-022-011 (AFFECTS: LOT 11), 5546-022-012 (AFFECTS: LOT 12), 5546-022-013 (AFFECTS: LOT 13), 5546-022-030 (AFFECTS: LOTS 14, 17, 18 AND 19), 5546-022-015 (AFFECTS: LOT 15), 5546-022-019 (AFFECTS: LOT 20), 5546-022-020 (AFFECTS: LOT 21), 5546-022-021 (AFFECTS: LOT 22), 5546-022-016 (AFFECTS: LOT 16) AND 5546-022-022

OWNER:
NAME: ONNI GROUP
CONTACT: MARK SPECTOR
ADDRESS: 2200 E. CAMELBACK RD SUITE 225, PHOENIX, AZ 85016
PHONE: (213) 629-2041

CIVIL ENGINEER:
NAME: FORMA ENGINEERING INC.
CONTACT: MIKE WHITE
ADDRESS: 10814 RESEDA BLVD, NORTHRIDGE, CA 91326
PHONE: (818) 832-1710
FAX: (818) 832-1740

UTILITY INFORMATION

UTILITY	SERVICE BY	TELEPHONE NO.	ADDRESS
POWER	CITY OF LOS ANGELES, DWP	(213) 977-6060	201 N. FIGUEROA, 4TH FLOOR, LA, CA
WATER	CITY OF LOS ANGELES, DWP	(213) 977-6061	202 N. FIGUEROA, 4TH FLOOR, LA, CA
TELEPHONE	AT&T	(800) 977-2413	22313 BROOKHURST ST, HUNTINGTON BEACH
GAS	THE GAS COMPANY	(310) 687-2099	701 N. BLOUS RD, COMPTON, CA
STORM DRAIN	CITY OF LOS ANGELES	(213) 977-6063	201 N. FIGUEROA, 4TH FLOOR, LA, CA
SEWER	CITY OF LOS ANGELES	(213) 977-6032	202 N. FIGUEROA, 4TH FLOOR, LA, CA
CABLE TV	TIME WARNER CABLE	(888) 892-2253	5260 TOPANGA CANYON BLVD, CHATSWORTH, CA

UTILITIES NOTE: UNDERGROUND UTILITIES SPECIFICALLY LISTED IN THE UTILITY INFORMATION TABLE ARE PLOTTED HEREON. THIS SURVEY, OTHER UNDERGROUND UTILITIES NOT LISTED (E.G. TRAFIC SIGNAL AND STREET LIGHT CONDUIT, ABANDONED LINES, ETC.) HAVE NOT BEEN PLOTTED. THE LOCATION OF THOSE PLOTTED UTILITIES WERE OBTAIN FROM UTILITY MAPS AND PLANS AS LISTED UNDER THE SUBSTRUCTURE PLAN LIST.

LOS ANGELES DEPT. OF CITY PLANNING
SUBMITTED FOR FILING
PARCEL MAP
MAR 07 2023

☒ REVISED MAP ☐ EXTENSION OF TIME
☐ FINAL MAP UNIT ☐ MODIFIED
DEPUTY ADVISORY AGENCY

PREPARED FOR:
ONNI GROUP
315 W. 9TH STREET, SUITE 801 LOS ANGELES, CA 90015
CONTACT : MARK SPECTOR TEL – (213) 629-2041

VESTING TENTATIVE MAP
TRACT 74613
1330 VINE STREET
LOS ANGELES, CA 90028

DEVELOPER'S ENGINEER:
FORMA ENGINEERING INC.
400 SAN FERNANDO MISSIN BLVD, SUITE 200 SAN FERNANDO, CA 91340
Phone: (818) 832-1710 · Fax: (818) 832-1740
LAWRENCE WILSON P.L.S. 6712 3/07/2023 DATE

LICENSED LAND SURVEYOR LAWRENCE WILSON No. 6712 Exp. 06/30/24 STATE OF CALIFORNIA

No.	DATE	REVISIONS

DESIGNER: C.K.
CHECKED BY: M.W.
DATE: 03/07/2023
SHEET OF

EXHIBIT B
Mitigation Monitoring Program
VTT-74613-1A

IV. Mitigation Monitoring Program

1. Introduction

This Mitigation Monitoring Program (MMP) has been prepared pursuant to Public Resources Code (PRC) Section 21081.6, which requires a Lead Agency to adopt a "reporting or monitoring program for changes to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment." In addition, CEQA Guidelines Section 15097(a) requires that a public agency adopt a program for monitoring or reporting mitigation measures and project revisions, which it has required to mitigate or avoid significant environmental effects. This MMP has been prepared in compliance with the requirements of CEQA, PRC Section 21081.6, and CEQA Guidelines Section 15097.

The City of Los Angeles is the Lead Agency for the Project and, therefore, is responsible for administering and implementing the MMP. A public agency may delegate reporting or monitoring responsibilities to another public agency or to a private entity that accepts the delegation; however, until mitigation measures have been completed, the Lead Agency remains responsible for ensuring that implementation of the mitigation measures occurs in accordance with the program.

An Environmental Impact Report (EIR) has been prepared to address the potential environmental impacts of the Project. The evaluation of the Project's impacts in the EIR takes into consideration the project design features (PDF) and applies mitigation measures (MM) needed to avoid or reduce potentially significant environmental impacts. This MMP is designed to monitor implementation of the PDFs and MMs identified for the Project.

2. Organization

As shown on the following pages, each identified PDF and MM for the Project is listed and categorized by environmental impact area, with accompanying identification of the following:

- Enforcement Agency: The agency with the power to enforce the PDF or MM.

- Monitoring Agency: The agency to which reports involving feasibility, compliance, implementation, and development are made.
- Monitoring Phase: The phase of the Project during which the PDF or MM shall be monitored.
- Monitoring Frequency: The frequency at which the PDF or MM shall be monitored.
- Action Indicating Compliance: The action by which the Enforcement or Monitoring Agency indicates that compliance with the identified PDF or required MM has been implemented.

3. Administrative Procedures and Enforcement

This MMP shall be enforced throughout all phases of the Project. The Applicant shall be responsible for implementing each PDF and MM and shall be obligated to provide certification, as identified below, to the appropriate monitoring and enforcement agencies that each PDF and MM has been implemented. The Applicant shall maintain records demonstrating compliance with each PDF and MM. Such records shall be made available to the City upon request.

During the construction phase and prior to the issuance of permits, the Applicant shall retain an independent Construction Monitor (either via the City or through a third-party consultant), approved by the Department of City Planning, who shall be responsible for monitoring implementation of PDFs and MMs during construction activities consistent with the monitoring phase and frequency set forth in this MMP.

The Construction Monitor shall also prepare documentation of the Applicant's compliance with the PDFs and MMs during construction every 90 days in a form satisfactory to the Department of City Planning. The documentation must be signed by the Applicant and Construction Monitor and be included as part of the Applicant's Compliance Report. The Construction Monitor shall be obligated to immediately report to the Enforcement Agency any non-compliance with the MMs and PDFs within two businesses days if the Applicant does not correct the non-compliance within a reasonable time of notification to the Applicant by the monitor or if the non-compliance is repeated. Such non-compliance shall be appropriately addressed by the Enforcement Agency.

4. Program Modification

After review and approval of the final MMP by the Lead Agency, minor changes and modifications to the MMP are permitted, but can only be made subject to City approval. The Lead Agency, in conjunction with any appropriate agencies or departments, will

determine the adequacy of any proposed change or modification. This flexibility is necessary in light of the nature of the MMP and the need to protect the environment. No changes will be permitted unless the MMP continues to satisfy the requirements of CEQA, as determined by the Lead Agency.

The Project shall be in substantial conformance with the PDFs and MMs contained in this MMP. The enforcing departments or agencies may determine substantial conformance with PDFs and MMs in the MMP in their reasonable discretion. If the department or agency cannot find substantial conformance, a PDF or MM may be modified or deleted as follows: the enforcing department or agency, or the decision maker for a subsequent discretionary project related approval, finds that the modification or deletion complies with CEQA, including CEQA Guidelines Sections 15162 and 15164, which could include the preparation of an addendum or subsequent environmental clearance, if necessary, to analyze the impacts from the modifications to or deletion of the PDFs or MMs. Any addendum or subsequent CEQA clearance shall explain why the PDF or MM is no longer needed, not feasible, or the other basis for modifying or deleting the PDF or MM, and that the modification will not result in a new significant impact consistent with the requirements of CEQA. Under this process, the modification or deletion of a PDF or MM shall not in and of itself require a modification to any Project discretionary approval unless the Director of Planning also finds that the change to the PDF or MM results in a substantial change to the Project or the non-environmental conditions of approval.

5. Mitigation Monitoring Program

A. Cultural Resources

(1) Project Design Features

Project Design Feature CUL-PDF-1: A Preservation Plan will be prepared documenting the relocation and rehabilitation of the six bungalows in accordance with the Secretary of Interior's Standards for Rehabilitation. Specifically, the Preservation Plan will document through a combination of photographs and drawings those features such as concrete porches and brick chimneys that will be demolished and reconstructed after the bungalows are returned to the Project Site. The Preservation Plan will include guidelines for disassembling the bungalows (in the event they cannot be moved intact) and protecting them from vandalism while they are being stored off the Project Site. Interim protection measures may also include weatherproofing and treating active insect infestation. The Preservation Plan will address the possibility that the bungalows could be repurposed for restaurant uses or as residential units. In addition, the Preservation Plan will address a construction monitoring program to ensure all of the

aforementioned are carried out in accordance with the Secretary of the Interior's Standards for Rehabilitation. The Applicant will be required to retain a professional meeting the Secretary of the Interior's Professional Qualifications Standards for historic architecture with five years of demonstrated experience in rehabilitation planning, design and construction of the Project as it relates to the bungalows. Construction monitoring will include a meeting with the contractor prior to the relocation of the bungalows to discuss minimizing collateral damage, and at regular intervals during construction, including but not be necessarily limited to 50 percent, 90 percent, and 100 percent cconstruction. Memoranda will be prepared to summarize findings, make recommendations as necessary, and document construction with digital photographs as necessary but not necessarily limited to 50 percent, 90 percent, and 100 percent construction. The memoranda will be submitted to the Office of Historic Resources for concurrence.

- **Enforcement Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety, City of Los Angeles Office of Historic Resources
- **Monitoring Agency:** City of Los Angeles Department of City Planning, City of Los Angeles Department of Building and Safety, City of Los Angeles Office of Historic Resources
- **Monitoring Phase:** Pre-Construction; Construction; post-construction
- **Monitoring Frequency:** Prior to issuance of building permit for relocation off-site and prior to issuance of building permit for rehabilitation
- **Action Indicating Compliance:** Plan approval and issuance of applicable building permit and issuance of Certificate of Occupancy

Project Design Feature CUL-PDF-2: As one of the storefronts of the 1356 Vine Street building was once the home of Billy Berg’s legendary jazz nightclub, an interpretive program will be prepared to increase general public and patron appreciation for the important role the nightclub played in the history of jazz.

- **Enforcement Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety, City of Los Angeles Office of Historic Resources
- **Monitoring Agency:** City of Los Angeles Department of City Planning, City of Los Angeles Department of Building and Safety, City of Los Angeles Office of Historic Resources
- **Monitoring Phase:** Pre-Construction; post-construction
- **Monitoring Frequency:** Once at Project plan check (provide proof of compliance); once during field inspection

- **Action Indicating Compliance:** Program approval and issuance of Certificate of Occupancy

B. Greenhouse Gas Emissions

(1) Project Design Features

GHG-PDF-1: The design of the new buildings shall incorporate features of the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED®) program to be capable of meeting the standards of LEED Silver® or equivalent green building standards. Specific sustainability features that are integrated into the Project design to enable the Project to achieve LEED Silver® equivalence will include the following:

a. Use of Energy Star–labeled products and appliances.

b. Use of light-emitting diode (LED) lighting or other energy-efficient lighting technologies, such as occupancy sensors or daylight harvesting and dimming controls, where appropriate, to reduce electricity use.

c. Water-efficient plantings with drought-tolerant species;

d. Fenestration designed for solar orientation; and

e. Pedestrian- and bicycle-friendly design with short-term and long-term bicycle parking.

- **Enforcement Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction; pre-operation
- **Monitoring Frequency:** Once at Project plan check; once during field inspection
- **Action Indicating Compliance:** Plan check approval and issuance of applicable building permit; issuance of Certificate of Occupancy

GHG-PDF-2: The Project would prohibit the use of natural gas-fueled fireplaces in the proposed residential units.

- **Enforcement Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction; pre-operation

- **Monitoring Frequency:** Once at Project plan check; once during field inspection
- **Action Indicating Compliance:** Plan check approval and issuance of applicable building permit; issuance of Certificate of Occupancy

C. Noise

(1) Project Design Features

Project Design Feature NOI-PDF-1: Power construction equipment (including combustion engines), fixed or mobile, shall be equipped with state-of-the-art noise shielding and muffling devices (consistent with manufacturers' standards). All equipment shall be properly maintained to assure that no additional noise, due to worn or improperly maintained parts, would be generated.

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety; City of Los Angeles Department of City Planning
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Once at plan check (provide proof of compliance); Periodically during construction
- **Action Indicating Compliance:** Plan check approval and issuance of applicable building permit; Field inspection sign-off

Project Design Feature NOI-PDF-2: Project construction shall not include the use of driven (impact) pile systems.

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Once at Project plan check (provide proof of compliance); Periodically during construction
- **Action Indicating Compliance:** Plan check approval and issuance of applicable building permit; Field inspection sign-off

Project Design Feature NOI-PDF-3: All outdoor mounted mechanical equipment shall be enclosed or screened from off-site noise-sensitive receptors.

- **Enforcement Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction; post-construction
- **Monitoring Frequency:** Once at Project plan check (provide proof of compliance); once at field inspection
- **Action Indicating Compliance:** Plan check approval and issuance of applicable building permit; submittal of compliance report from noise consultant prior issuance of Certificate of Occupancy

Project Design Feature NOI-PDF-4: Outdoor amplified sound systems, if any, shall be designed so as not to exceed the maximum noise level of 65 dBA [$L_{eq\ (1\text{-}hour)}$] at a distance of 25 feet from the face of the amplified speaker sound systems at the Ground Level and 90 dBA [$L_{eq\ (1\text{-}hour)}$] at the Level 11 and Level 33 deck (Residential Option) and Level 17 deck (Office Option). No outdoor amplified sound systems would be permitted on Level 3 of the Residential Option. A qualified noise consultant shall provide written documentation that the design of the system complies with these maximum noise levels.

- **Enforcement Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Post-construction
- **Monitoring Frequency:** Once at Project plan check (provide proof of compliance); once at field inspection
- **Action Indicating Compliance:** Plan check approval and issuance of applicable building permit; submittal of compliance report from noise consultant prior to Certificate of Occupancy

Project Design Feature NOI-PDF-5: All loading docks shall be screened from off-site noise-sensitive receptors.

- **Enforcement Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction; post-construction
- **Monitoring Frequency:** Once at Project plan check (provide proof of compliance); once at field inspection

- **Action Indicating Compliance:** Plan check approval and issuance of applicable building permit; issuance of Certificate of Occupancy

Project Design Feature NOI-PDF-6: An 8-foot high solid (non-porous) property wall shall be constructed along the Project eastern property line.

- **Enforcement Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction; construction; post-construction
- **Monitoring Frequency:** Once at Project plan check (provide proof of compliance); once at field inspection
- **Action Indicating Compliance:** Plan check approval and issuance of applicable building permit; issuance of Certificate of Occupancy

(2) Mitigation Measures

Mitigation Measure NOI-MM-1: A temporary and impermeable sound barrier shall be erected at the locations listed below. At plan check, building plans shall include documentation prepared by a noise consultant verifying compliance with this measure.

- Along the southern property line of the Project Site between the construction areas and residential use on Afton Place south of the Project Site (receptor location R1). The temporary sound barrier shall be designed to provide a minimum 15-dBA noise reduction at the ground level of receptor location R1.
- Along the eastern property line of the Project Site between the construction areas and the residential uses on the east side of the Project Site (receptor location R2). The temporary sound barrier shall be designed to provide a minimum 15-dBA noise reduction at the ground level of receptor location R2.
- Along the northern property line of the Project Site between the construction areas and the residential use and the Southern California Hospital on De Longpre Avenue northeast of the Project Site (receptor location R3). The temporary sound barrier shall be designed to provide a minimum 15-dBA noise reduction at the ground level of receptor location R3.
- **Enforcement Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety

- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction; construction
- **Monitoring Frequency:** Once at Project plan check (provide proof of compliance); once during field inspection
- **Action Indicating Compliance:** Plan check approval and issuance of applicable building permit; submittal of compliance report from qualified noise consultant.

Mitigation Measure NOI-MM-2: Prior to start of construction, the Applicant shall retain the services of a structural engineer or qualified professional to visit the two existing historic single-family residential buildings adjacent to the Project Site to the east to inspect and document the apparent physical condition of the buildings' readily-visible features.

The Applicant shall retain the services of a qualified acoustical engineer to review proposed construction equipment and develop and implement a vibration monitoring program capable of documenting the construction-related ground vibration levels at the buildings during demolition and grading/excavation phases. The vibration monitoring system shall continuously measure and store the peak particle velocity (PPV) in inch/second. The system shall also be programmed for two preset velocity levels: a warning level of 0.1 PPV and a regulatory level of 0.12 PPV. The system shall also provide real-time alert when the vibration levels exceed the warning level.

In the event the warning level (0.1 PPV) is triggered, the contractor shall identify the source of vibration generation and provide feasible steps to reduce the vibration level, including but not limited to halting/staggering concurrent activities and utilizing lower vibratory techniques.

In the event the regulatory level (0.12 PPV) is triggered, the contractor shall halt construction activities in the vicinity of the buildings and visually inspect the buildings for any damage. Results of the inspection must be logged. The contractor shall identify the source of vibration generation and provide feasible steps to reduce the vibration level. Construction activities may then restart.

- **Enforcement Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction; construction
- **Monitoring Frequency:** Once at Project plan check (provide proof of compliance); once during field inspection

- **Action Indicating Compliance:** Plan approval and issuance of applicable building permit; submittal of compliance report from noise consultant

D. Public Services—Fire Protection

(1) Project Design Features

Project Design Feature FIR-PDF-1: Automatic fire sprinkler systems will be installed in the rehabilitated bungalows.

- **Enforcement Agency:** City of Los Angeles Fire Department; City of Los Angeles Department of Building and Safety; City of Los Angeles Department of City Planning
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety; City of Los Angeles Department of City Planning
- **Monitoring Phase:** Pre-construction; post-construction
- **Monitoring Frequency:** Once at Project plan check (provide proof of compliance); once during field inspection
- **Action Indicating Compliance:** Plan check approval and submittal of compliance documentation by Applicant; issuance of Certificate of Occupancy

E. Public Services—Police Protection

(1) Project Design Features

Project Design Feature POL-PDF-1: During construction, the Applicant will implement temporary security measures including security fencing, lighting, and locked entry.

- **Enforcement Agency:** City of Los Angeles Police Department; City of Los Angeles Department of Building and Safety; City of Los Angeles Department of City Planning
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction; construction
- **Monitoring Frequency:** Once at Project plan check (provide proof of compliance); once during field inspection
- **Action Indicating Compliance:** Plan check approval and issuance of applicable building permit; Field inspection sign-off

Project Design Feature POL-PDF-2: The Project will include a closed circuit camera system and keycard entry for the residential building and the residential parking areas.

- **Enforcement Agency:** City of Los Angeles Police Department; City of Los Angeles Department of Building and Safety; City of Los Angeles Department of City Planning
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety; City of Los Angeles Department of City Planning
- **Monitoring Phase:** Pre-construction; post-construction
- **Monitoring Frequency:** Once at Project plan check (provide proof of compliance); once during field inspection
- **Action Indicating Compliance:** Plan check approval and submittal of compliance documentation by Applicant; issuance of Certificate of Occupancy

Project Design Feature POL-PDF-3: The Project will provide proper lighting of buildings and walkways to provide for pedestrian orientation and clearly identify a secure route between parking areas and points of entry into buildings.

- **Enforcement Agency:** City of Los Angeles Police Department; City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction; post-construction
- **Monitoring Frequency:** Once at Project plan check; once during field inspection
- **Action Indicating Compliance:** Plan check approval and issuance of applicable building permit; issuance of Certificate of Occupancy

Project Design Feature POL-PDF-4: The Project will provide sufficient lighting of parking areas to maximize visibility and reduce areas of concealment.

- **Enforcement Agency:** City of Los Angeles Police Department; City of Los Angeles Department of Building and Safety; City of Los Angeles Department of City Planning
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction; post-construction
- **Monitoring Frequency:** Once at Project plan check (provide proof of compliance); once during field inspection

- **Action Indicating Compliance:** Plan check approval and issuance of applicable building permit; issuance of Certificate of Occupancy

Project Design Feature POL-PDF-5: The Project will design entrances to, and exits from buildings, open spaces around buildings, and pedestrian walkways to be open and in view of surrounding sites.

- **Enforcement Agency:** City of Los Angeles Police Department; City of Los Angeles Department of Building and Safety; City of Los Angeles Department of City Planning
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction; post-construction
- **Monitoring Frequency:** Once at Project plan check (provide proof of compliance); once during field inspection
- **Action Indicating Compliance:** Plan check approval and issuance of applicable building permit; issuance of Certificate of Occupancy

Project Design Feature POL-PDF-6: Prior to the issuance of a building permit, the Applicant will consult with LAPD's Crime Prevention Unit regarding the incorporation of feasible crime prevention features appropriate for the design of the Project.

- **Enforcement Agency:** City of Los Angeles Police Department; City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction; post-construction
- **Monitoring Frequency:** Once at Project plan check (provide proof of compliance); prior to the issuance of applicable building permit
- **Action Indicating Compliance:** Plan check approval and issuance of applicable building permit; issuance of Certificate of Occupancy

Project Design Feature POL-PDF-7: Upon completion of the Project and prior to the issuance of a certificate of occupancy, the Applicant will submit a diagram of the Project Site to the LAPD Hollywood Division's Commanding Officer that includes access routes and any additional information that might facilitate police response.

- **Enforcement Agency:** City of Los Angeles Police Department; City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety

- **Monitoring Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Post-construction
- **Monitoring Frequency:** Once following completion of the Project, but prior to issuance of certificate of occupancy
- **Action Indicating Compliance:** Issuance of Certificate of Occupancy

F. Transportation

(1) Project Design Features

Project Design Feature TR-PDF-1: At the exit of the subterranean parking garage, the Project will implement blind spot mirrors to improve driver visibility and warning sounds/lights to alert pedestrians of approaching vehicles.

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety; City of Los Angeles Department of City Planning
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety; City of Los Angeles Department of City Planning
- **Monitoring Phase:** Pre-construction; post-construction
- **Monitoring Frequency:** Once at Project plan check (provide proof of compliance); once during field inspection
- **Action Indicating Compliance:** Plan check approval and submittal of compliance documentation by Applicant; issuance of Certificate of Occupancy

Project Design Feature TR-PDF-2: Prior to the start of construction, the Project Applicant will prepare a Construction Traffic Management Plan and submit it to LADOT for review and approval. The Construction Traffic Management Plan will include a Worksite Traffic Control Plan, which will facilitate traffic and pedestrian movement, and minimize the potential conflicts between construction activities, street traffic, bicyclists, and pedestrians. Furthermore, the Construction Traffic Management Plan and Worksite Traffic Control Plan will include, but not be limited to, the following measures:

- Provide off-site truck staging in a permitted area furnished by the construction truck contractor;
- Truck access to the Project Site will be off Vine Street;

- Establish requirements for loading/unloading and storage of materials on the Project Site where parking spaces would be encumbered;
- Schedule deliveries and pick-ups of construction materials during non-peak travel periods to the extent possible and coordinate to reduce the potential of trucks waiting to load or unload for protracted periods;
- Provide all construction contractors with written information on where their workers and their subcontractors are permitted to park, and provide clear consequences to violators for failure to follow these regulations. This information will clearly state that no construction worker parking is permitted on residential streets;
- During construction activities when construction worker parking cannot be accommodated on the Project Site, the pan shall identify alternate parking location(s) for construction workers and the method of transportation to and from the Project Site (if beyond walking distance) for approval by the City 30 days prior to commencement of construction;
- Worksite Traffic Control Plan(s), approved by LADOT, will be implemented to route vehicular traffic, bicyclists, and pedestrians around any such closures;
- Maintain access for the surrounding uses in proximity to the Project Site during construction and post a hotline in several areas around the Site to enable the public to call and report non-compliance with the Construction Traffic Management Plan;
- Coordinate with the City and emergency service providers to ensure adequate access is maintained to the Project Site and neighboring businesses and residences.
- **Enforcement Agency:** City of Los Angeles Department of Transportation; City of Los Angeles Department of City Planning
- **Monitoring Agency:** City of Los Angeles Department of Transportation; City of Los Angeles Department of City Planning
- **Monitoring Phase:** Pre-construction; construction
- **Monitoring Frequency**: Once at Project plan check prior to issuance of grading or building permit (provide proof of compliance); once during field inspection
- **Action Indicating Compliance:** Plan check approval and issuance of grading permit; field inspection sign-off

Project Design Feature TR-PDF-3: The Applicant will work with the City of Los Angeles, Council District 13, and neighborhood residents living on Afton Place and De Longpre Avenue between Vine Street and

El Centro Avenue to fund the development and implementation of a traffic calming plan to minimize cut-through traffic on these streets. Traffic calming measures could involve physical measures such as changes in street alignment, installation of barriers, speed humps, speed tables, raised crosswalks, chicanes, chokers, and street closures and/or operational measures such as turn restrictions, speed limits, and installation of stop signs, as approved by LADOT. The total cost of such measures shall not exceed $100,000. The Applicant shall install such measures, as approved by LADOT Hollywood/Wilshire District Office, within 5 years of final Project approval.

- **Enforcement Agency:** City of Los Angeles Department of Transportation; City of Los Angeles Department of City Planning
- **Monitoring Agency:** City of Los Angeles Department of Transportation
- **Monitoring Phase:** Pre-construction, Construction
- **Monitoring Frequency**: Once prior to issuance of Certificate of Occupancy
- **Action Indicating Compliance:** Written verification of payment of fees to the City of Los Angeles Department of Transportation and subsequent issuance of building permit

(2) Mitigation Measures

Mitigation Measure TR-MM-1: Addition of a protected/permitted left-turn phase with reoptimized signal timing for westbound Sunset Boulevard at Van Ness Avenue.

- **Enforcement Agency:** City of Los Angeles Department of Transportation; City of Los Angeles Department of City Planning
- **Monitoring Agency:** City of Los Angeles Department of Transportation
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Once prior to issuance of Certificate of Occupancy
- **Action Indicating Compliance:** Issuance of Certificate of Occupancy

G. Utilities and Service Systems—Water Supply and Infrastructure

(1) Project Design Features

Project Design Feature WAT-PDF-1: The Project design shall incorporate the following design features to support water conservation in addition to those required by codes and ordinances for the entire Project:

- High Efficiency Toilets for residential units with a flush volume of 1.0 gallon per flush.
- Showerheads with flow rate of 1.5 gallons per minute, or less.
- Domestic Water Heating System located in close proximity to point(s) of use.
- Individual meeting and billing for water use for commercial space will be used.
- Drip/ Subsurface Irrigation (Micro-Irrigation).
- Proper Hydro-zoning/Zoned Irrigation (groups plants with similar water requirements together).
- Drought Tolerant Plants—72 percent of total landscaping.
- Installation of a meter on the pool make-up line so water use can be monitored and leaks can be identified and repaired.
- Leak Detection System for swimming pools and jacuzzi.
- Pool splash troughs around the perimeter that drain back into the pool.
- Pool/spa recirculating filtration equipment.
- Reuse of pool backwash water for irrigation.
- Water-Saving Pool Filter
- **Enforcement Agency:** City of Los Angeles Department of Water and Power; City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction; post-construction
- **Monitoring Frequency:** Once at Project plan check (provide proof of compliance); once prior to issuance of Certificate of Occupancy
- **Action Indicating Compliance:** Plan approval and issuance of applicable building permit; issuance of Certificate of Occupancy

H. Utilities and Service Systems—Wastewater

(1) Project Design Features

Project Design Feature WAS-PDF-1: During operation of the Project, if the proposed swimming pool is to be drained, the draining will occur over a minimum span of two days.

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety; City of Los Angeles Department of City Planning
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Post-construction
- **Monitoring Frequency:** Once at Project plan check (provide proof of compliance); once during field inspection

EXHIBIT C
Supporters Alliance for Environmental Responsibility (SAFER) Appeal VTT-74613-1A

APPLICATIONS

APPEAL APPLICATION
Instructions and Checklist

RELATED CODE SECTION

Refer to the Letter of Determination (LOD) for the subject case to identify the applicable Los Angeles Municipal Code (LAMC) Section for the entitlement and the appeal procedures.

PURPOSE

This application is for the appeal of Los Angeles City Planning determinations, as authorized by the LAMC, as well as first-level Building and Safety Appeals.

APPELLATE BODY

Check only one. If unsure of the Appellate Body, check with City Planning staff before submission.

☐ Area Planning Commission (APC) ☒ City Planning Commission (CPC) ☐ City Council

☐ Zoning Administrator (ZA) ☐ Director of Planning (DIR)

CASE INFORMATION

Case Number: VTTM No. 74613, CPC-2016-3777-VZC-HD-BL-DB-MCUP-ZAD-RDP-SPR

Project Address: 1330-1360 North Vine Street, 6254-6274 West De Longpre Avenue, and 6241-6265 West Afton Place

Final Date to Appeal: October 21, 2023

APPELLANT

For main entitlement cases, <u>except</u> for Building and Safety Appeals:

Check all that apply.

☒ Person, other than the Applicant, Owner or Operator claiming to be aggrieved

☐ Representative ☐ Property Owner ☐ Applicant ☐ Operator of the Use/Site

For Building and Safety Appeals <u>only</u>:

Check all that apply.

☐ Person claiming to be aggrieved by the determination made by **Building and Safety**[1]

☐ Representative ☐ Property Owner ☐ Applicant ☐ Operator of the Use/Site

[1] Appellants of a Building and Safety Appeal are considered the Applicant and must provide the Noticing Requirements identified on page 4 of this form at the time of filing. Pursuant to LAMC Section 12.26 K, an appeal fee shall be required pursuant to LAMC Section 19.01 B.2.

APPELLANT INFORMATION

Appellant Name: Supporters Alliance for Environmental Responsibility

Company/Organization: Lozeau Drury LLP (representing Appellant)

Mailing Address: 1123 Park View Drive, Suite 300

City: Covina **State:** CA **Zip Code:** 91724

Telephone: 510-836-4200 **E-mail:** richard@lozeaudrury.com

Is the appeal being filed on your behalf or on behalf of another party, organization, or company?

☒ Self ☐ Other:

Is the appeal being filed to support the original applicant's position? ☐ **YES** ☒ **NO**

REPRESENTATIVE / AGENT INFORMATION

Representative/Agent Name (if applicable): Richard Drury

Company: Lozeau Drury LLP

Mailing Address: 1939 Harrison Street, Suite 150

City: Oakland **State:** CA **Zip Code:** 94612

Telephone: (510) 836-4200 **E-mail:** richard@lozeaudrury.com

JUSTIFICATION / REASON FOR APPEAL

Is the decision being appealed in its entirety or in part? ☒ **Entire** ☐ **Part**

Are specific Conditions of Approval being appealed? ☒ **YES** ☐ **NO**

If Yes, list the Condition Number(s) here: All conditions

On a separate sheet provide the following:

☐ Reason(s) for the appeal

☐ Specific points at issue

☐ How you are aggrieved by the decision

☐ How the decision-maker erred or abused their decision

APPLICANT'S AFFIDAVIT

I certify that the statements contained in this application are complete and true.

Appellant Signature: **Date:** 10/19/2023

GENERAL NOTES

A Certified Neighborhood Council (CNC) or a person identified as a member of a CNC or as representing the CNC may not file an appeal on behalf of the Neighborhood Council; persons affiliated with a CNC may only file as an individual on behalf of self.

The appellate body must act on the appeal within a time period specified in the LAMC Section(s) pertaining to the type of appeal being filed. Los Angeles City Planning will make its best efforts to have appeals scheduled prior to the appellate body's last day to act in order to provide due process to the appellant. If the appellate body is unable to come to a consensus or is unable to hear and consider the appeal prior to the last day to act, the appeal is automatically deemed denied, and the original decision will stand. The last day to act as defined in the LAMC may only be extended if formally agreed upon by the applicant.

THIS SECTION FOR CITY PLANNING STAFF USE ONLY

Base Fee: $ 166

Reviewed & Accepted by (DSC Planner): J. Cuna

Receipt No.: 1902390 -C15BF534 **Date :** 12/12/23

☑ Determination authority notified ☐ Original receipt and BTC receipt (if original applicant)

GENERAL APPEAL FILING REQUIREMENTS

If dropping off an appeal at a Development Services Center (DSC), the following items are required. See also additional instructions for specific case types. To file online, visit our Online Application System (OAS).

APPEAL DOCUMENTS

1. Hard Copy

Provide three sets (one original, two duplicates) of the listed documents for each appeal filed.

- ☐ Appeal Application
- ☐ Justification/Reason for Appeal
- ☐ Copy of Letter of Determination (LOD) for the decision being appealed

2. Electronic Copy

- ☐ Provide an electronic copy of the appeal documents on a USB flash drive. The following items must be saved as individual PDFs and labeled accordingly (e.g., "Appeal Form", "Justification/ Reason Statement", or "Original Determination Letter"). No file should exceed 70 MB in size.

3. Appeal Fee

- ☐ *Original Applicant.* The fee charged shall be in accordance with LAMC Section 19.01 B.1(a), or a fee equal to 85% of the original base application fee. Provide a copy of the original application receipt(s) to calculate the fee.
- ☐ *Aggrieved Party.* The fee charged shall be in accordance with the LAMC Section 19.01 B.1(b).

4. Noticing Requirements (Applicant Appeals or Building and Safety Appeals Only)

- ☐ *Copy of Mailing Labels.* All appeals require noticing of the appeal hearing per the applicable LAMC Section(s). Original Applicants must provide noticing per the LAMC for all Applicant appeals. Appellants for BSAs are considered Original Applicants.
- ☐ *BTC Receipt.* Proof of payment by way of a BTC Receipt must be submitted to verify that mailing fees for the appeal hearing notice have been paid by the Applicant to City Planning's mailing contractor (BTC).

  See the Mailing Procedures Instructions (CP-2074) for applicable requirements.

SPECIFIC CASE TYPES
ADDITIONAL APPEAL FILING REQUIREMENTS AND / OR LIMITATIONS

DENSITY BONUS (DB) / TRANSIT ORIENTED COMMUNITES (TOC)

Appeal procedures for DB/TOC cases are pursuant to LAMC Section 12.22 A.25(g).

- Off-Menu Incentives or Waiver of Development Standards are not appealable.
- Appeals of On-Menu Density Bonus or Additional Incentives for TOC cases can only be filed by adjacent owners or tenants and is appealable to the City Planning Commission.

  ☐ Provide documentation confirming adjacent owner or tenant status is required (e.g., a lease agreement, rent receipt, utility bill, property tax bill, ZIMAS, driver's license, bill statement).

WAIVER OF DEDICATION AND / OR IMPROVEMENT

Procedures for appeals of Waiver of Dedication and/or Improvements (WDIs) are pursuant to LAMC Section 12.37 I.

- WDIs for by-right projects can only be appealed by the Property Owner.
- If the WDI is part of a larger discretionary project, the applicant may appeal pursuant to the procedures which govern the main entitlement.

[VESTING] TENTATIVE TRACT MAP

Procedures for appeals of [Vesting] Tentative Tract Maps are pursuant LAMC Section 17.54 A.

- Appeals must be filed within 10 days of the date of the written determination of the decision-maker.

BUILDING AND SAFETY APPEAL

First Level Appeal

Procedures for an appeal of a determination by the Los Angeles Department of Building and Safety (LADBS) (i.e., Building and Safety Appeal, or BSA) are pursuant LAMC Section 12.26 K.1.

- The Appellant is considered the **Original Applicant** and must provide noticing and pay mailing fees.

1. Appeal Fee

   ☐ Appeal fee shall be in accordance with LAMC Section 19.01 B.2 (i.e., the fee specified in Table 4-A, Section 98.0403.2 of the City of Los Angeles Building Code, plus surcharges).

2. Noticing Requirement

   ☐ *Copy of Mailing Labels.* All appeals require noticing of the appeal hearing per the applicable LAMC Section(s). Original Applicants must provide noticing per LAMC Section 12.26 K.3. Appellants for BSAs are considered Original Applicants.

☐ *BTC Receipt.* Proof of payment by way of a BTC Receipt must be submitted to verify that mailing fees for the appeal hearing notice have been paid by the Applicant to City Planning's mailing contractor (BTC).

See the Mailing Procedures Instructions (CP-2074) for applicable requirements.

Second Level Appeal

Procedures for a appeal of the Director's Decision on a BSA Appeal are pursuant to LAMC Section 12.26 K.6. The original Appellant or any other aggrieved person may file an appeal to the APC or CPC, as noted in the LOD.

1. Appeal Fee

   ☐ *Original Applicant.* Fees shall be in accordance with the LAMC Section 19.01 B.1(a).

2. Noticing Requirement

   ☐ *Copy of Mailing Labels.* All appeals require noticing of the appeal hearing per the applicable LAMC Section(s). Original Applicants must provide noticing per LAMC Section 12.26 K.7. Appellants for BSAs are considered Original Original Applicants.

   ☐ *BTC Receipt.* Proof of payment by way of a BTC Receipt must be submitted to verify that mailing fees for the appeal hearing notice have been paid by the Applicant to City Planning's mailing contractor (BTC).

See the Mailing Procedures Instructions (CP-2074) for applicable requirements.

NUISANCE ABATEMENT / REVOCATIONS

Appeal procedures for Nuisance Abatement/Revocations are pursuant to LAMC Section 12.27.1 C.4. Nuisance Abatement/Revocations cases are only appealable to the City Council.

1. Appeal Fee

   ☐ *Applicant (Owner/Operator).* The fee charged shall be in accordance with the LAMC Section 19.01 B.1(a).

   For appeals filed by the property owner and/or business owner/operator, or any individuals/ agents/representatives/associates affiliated with the property and business, who files the appeal on behalf of the property owner and/or business owner/operator, appeal application fees listed under LAMC Section 19.01 B.1(a) shall be paid, at the time the appeal application is submitted, or the appeal application will not be accepted.

   ☐ *Aggrieved Party.* The fee charged shall be in accordance with the LAMC Section 19.01 B.1(b).

Justification/Reason for Appeal

1360 North Vine Street Project

VTTM No. 74613, CPC-2016-3777-VZC-HD-BL-DB-MCUP-ZAD-RDP-SPR,
CPC-2016-5003-GPA-VZC-HD-BL-MCUP-RDP-SPR

I. REASON FOR THE APPEAL

Supporters Alliance for Environmental Responsibility ("SAFER") appeals the Advisory Agency's approval of the Vesting Tentative Tract Map (VTT-74613) for the 1360 North Vine Street Project (CPC-2016-3777-VZC-HD-BL-DB-MCUP-ZAD-RDP-SPR, CPC-2016-5003-GPA-VZC-HD-BL-MCUP-RDP-SPR) ("Project"). The Vesting Tentative Tract Map approval is invalid because it is based upon incorrect findings. In particular, the Environmental Impact Report ("EIR") prepared for the Project fails to comply with the California Environmental Quality Act ("CEQA").

The City of Los Angeles ("City") must set aside all Project approvals and circulate a revised EIR prior to considering approvals for the Project.

II. SPECIFICALLY THE POINTS AT ISSUE

Specifically, for the reasons described in the attached comment letters dated October 2, 2023 and October 3, 2023, the EIR fails to adequately analyze the Project's environmental impacts and fails to impose all feasible mitigation measures to reduce the Project's impacts including, but not limited to, impacts to air quality. A revised EIR must be prepared to remedy these issues.

Because the EIR prepared for the Project fails to comply with CEQA, the approval of the Project's Vesting Tentative Tract Map was in error. Proper CEQA review must be complete *before* the City approves the Project's entitlements. (*Orinda Ass'n. v. Bd. of Supervisors* (1986) 182 Cal.App.3d 1145, 1171 ["No agency may approve a project subject to CEQA until the entire CEQA process is completed and the overall project is lawfully approved."].) Additionally, by failing to properly conduct environmental review under CEQA, the City lacks substantial evidence to support its findings for the Vesting Tentative Tract Map approvals. The City must comply with CEQA prior to *any approvals* in furtherance of the Project.

III. HOW YOU ARE AGGRIEVED BY THE DECISION

Members of appellant Supporters Alliance for Environmental Responsibility ("SAFER") live and/or work in the vicinity of the proposed Project. They breathe the air, suffer traffic congestion, and will suffer other environmental impacts of the Project unless it is properly mitigated.

IV. WHY YOU BELIEVE THE DECISION-MAKER ERRED OR ABUSED THEIR DISCRETION

The Advisory Agency adopted the EIR and approved a Vesting Tentative Tract Map for the Project despite a lack of substantial evidence that impacts would be less than significant and a failure to impose all feasible mitigation measures to reduce the Project's impacts. The Department of City Planning should therefore have prepared a revised EIR and recirculated the revised document prior to consideration of approvals for the Project. The City is not permitted to make any approvals in furtherance of the Project until the EIR's deficiencies are remedied.

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October 2, 2023

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Re: Comment on Final Environmental Impact Report, 1360 N. Vine Street Project (SCH 2017061063; ENV-2016-3778-EIR)

Dear Mr. Fukuda and the Advisory Agency:

I am writing on behalf of Supporters Alliance for Environmental Responsibility ("SAFER") regarding the Final Environmental Impact Report ("FEIR") prepared for the 1360 N. Vine Street Project (SCH 2017061063; ENV-2016-3778-EIR), including all actions related or referring to the proposed construction of a 361-foot high-rise building with four levels of subterranean parking consisting of up to 429 residential units or 303-foot high rise office building with eight levels of subterranean parking and associated bungalows located at 1360 North Vine Street in the City of Los Angeles ("Project").

SAFER previously comments on the DEIR on July 25, 2023 stating that the DEIR failed as an informational document and failed to impose all feasible mitigation measures to reduce the Project's impacts. The purpose of this comment is to clarify the deficiencies previously noted that remain in the FEIR and raise additional issues presented in the FEIR.

SAFER's review of the EIR has been assisted by air quality experts Matt Hagemann, P.G., C.Hg. and Paul E. Rosenfeld, Ph.D., of the environmental consulting firm, Soil/Water/Air Protection Enterprise ("SWAPE") (CV and comments attached as Exhibit A). The expert comments further reveal that the FEIR fails to adequately evaluate the Project's air quality, health, risk, and greenhouse gas impacts and fails to implement all feasible mitigation measures regarding significant and unavoidable noise and vibration impacts.

A revised EIR must be prepared with a finite and stable project description, adequate evaluation of air, health risk, and greenhouse gas impacts, and implements all feasible mitigation measures where risks are significant.

PROJECT DESCRIPTION

The Project proposed to develop a mixed-use building on a 81,050 square-foot site at 1360 North Vine Street located within the Hollywood Community of City of Los Angeles with one of two options: a Residential Option and an Office Option. Both options would demolish 32,844 square feet of commercial and vacant residential uses while retaining and rehabilitating six existing bungalows, which are protected as part of the Afton Square Historic District. That is where the similarities end.

The Residential Option would develop a new 33-story high-rise building with four levels of subterranean parking consisting of up to 429 new residential units, including 36 low income unites, a 55,000 square feet ("SF") grocery store, approximately 5,000 SF of retail uses in addition to the bungalows, which would be stored off-site, relocated, rehabilitated and adapted for restaurant use or as 12 residential units. The Residential Option would provide approximately 484,421 square feet of floor area within the Project Site.

The Office Option would develop a new 17-story high-rise building with eight levels of subterranean parking with approximately 463,521 SF of office uses and 11,914 SF of restaurant uses, as well as the bungalows, which would be stored off-site, relocated, rehabilitated and adapted for restaurant use or as 9 residential units. The Office Option would provide approximately 484,423 square feet of floor area within the Project Site.

Thus, while the Project description lists 2 options, there are in fact four distinct scenarios, each with unique characteristics, uses, and associated project impacts:

- Residential Option with Residential Bungalows
- Residential Option with Restaurant Bungalows
- Office Option with Residential Bungalows
- Office Option with Restaurant Bungalows

LEGAL STANDARD

I. CEQA and Environmental Impact Report

CEQA has two primary purposes. First, CEQA is designed to inform decision makers and the public about the potential, significant environmental effects of a project. (14 CCR § 15002(a)(1).) "Its purpose is to inform the public and its responsible officials of the environmental consequences of their decisions before they are made. Thus, the EIR 'protects not only the environment but also informed self-government.'" (*Citizens of Goleta Valley v. Board of Supervisors* (1990) 52 Cal.3d 553, 564.) Second, CEQA requires public agencies to avoid or reduce environmental damage when "feasible" by requiring "environmentally superior" alternatives and all feasible mitigation measures. (14 CCR § 15002(a)(2) and (3); see also *Berkeley Jets Over the Bay Com. v. Board of Port Cmrs.* (2001) 91 Cal.App.4th

1349,1354; *Citizens of Goleta Valley v. Board of Supervisors* (1990) 52 Cal.3d 553, 564.)

CEQA requires that an agency analyze the potential environmental impacts of its proposed actions in an Environmental Impact Report (EIR) except in certain limited circumstances. (See, e.g., Pub. Resources Code, § 21100.) The EIR is the very heart of CEQA. (*Dunn-Edwards v. BAAQMD* (1992) 9 Cal.App.4th 644, 652. The EIR is an "environmental 'alarm bell' whose purpose is to alert the public and its responsible officials to environmental changes before they have reached the ecological points of no return." (*Bakersfield Citizens for Local Control v. City of Bakersfield* (2004), 124 Cal.App.4th 1184, 1220.) The EIR also functions as a "document of accountability," intended to "demonstrate to an apprehensive citizenry that the agency has, in fact, analyzed and considered the ecological implications of its action." (*Laurel Heights Improvements Assn. v. Regents of Univ. of Cal*. (1988) 47 Cal.3d 376, 392.)

The EIR serves to provide agencies and the public with information about the environmental impacts of a proposed project and to "identify ways that environmental damage can be avoided or significantly reduced." (14 CCR § 15002(a)(2).) Critical to this purpose, the EIR must contain an "accurate and stable project description." (*County of Inyo v. City of Los Angeles* (1977) 71 Cal.App.3d 185 at 192-93 ("An accurate, stable and finite project description is the *sine qua non* of an informative and legally sufficient EIR.") The project description must contain (a) the precise location and boundaries of the proposed project, (b) a statement of the project objectives, and (c) a general description of the project's technical, economic, and environmental characteristics. (Cal. Code Regs., tit. 14, ("CEQA Guidelines") § 15124.)

II. Standard of Review

While the courts review an EIR using an "abuse of discretion" standard, "the reviewing court is not to 'uncritically rely on every study or analysis presented by a project proponent in support of its position. A 'clearly inadequate or unsupported study is entitled to no judicial deference.'" (*Berkeley Jets*, 91 Cal.App.4th at 1355 [quoting, *Laurel Heights Improvement Assn.*, 47 Cal. 3d at 391, 409, n. 12.) As the court stated in *Berkeley Jets*, 91 Cal.App.4th at 1355:

> A prejudicial abuse of discretion occurs "if the failure to include relevant information precludes informed decisionmaking and informed public participation, thereby thwarting the statutory goals of the EIR process." (*San Joaquin Raptor/Wildlife Rescue Center v. County of Stanislaus* (1994) 27 Cal.App.4th 713, 722; *Galante Vineyards v. Monterey Peninsula Water Management Dist*. (1997) 60 Cal. App. 4th 1109, 1117; *County of Amador v. El Dorado County Water Agency* (1999) 76 Cal. App. 4th 931, 946.)

More recently, the California Supreme Court has emphasized that:

> When reviewing whether a discussion is sufficient to satisfy CEQA, a court

> must be satisfied that the EIR (1) includes sufficient detail to enable those who did not participate in its preparation to understand and to consider meaningfully the issues the proposed project raises [citation omitted]....

(*Sierra Club v. Cty. of Fresno* (2018) 6 Cal.5th 502, 510 (2018) [citing *Laurel Heights Improvement Assn.*, 47 Cal.3d at 405].) The Court in *Sierra Club v. Cty. of Fresno* also emphasized at another primary consideration of sufficiency is whether the EIR "makes a reasonable effort to substantively connect a project's air quality impacts to likely health consequences." (*Id.* at 510.) "Whether or not the alleged inadequacy is the complete omission of a required discussion or a patently inadequate one-paragraph discussion devoid of analysis, the reviewing court must decide whether the EIR serves its purpose as an informational document." (*Id*. at 516.)

Although an agency has discretion to decide the manner of discussing potentially significant effects in an EIR, "a reviewing court must determine whether the discussion of a potentially significant effect is sufficient or insufficient, i.e., whether the EIR comports with its intended function of including 'detail sufficient to enable those who did not participate in its preparation to understand and to consider meaningfully the issues raised by the proposed project.'" (*Sierra Club,* 6 Cal.5th at 516, [citing *Bakersfield Citizens for Local Control v. City of Bakersfield* (2004) 124 Cal.App.4th 1184, 1197].) "The determination whether a discussion is sufficient is not solely a matter of discerning whether there is substantial evidence to support the agency's factual conclusions." (*Id.* at 516.) As the Court emphasized:

> [W]hether a description of an environmental impact is insufficient because it lacks analysis or omits the magnitude of the impact is not a substantial evidence question. A conclusory discussion of an environmental impact that an EIR deems significant can be determined by a court to be inadequate as an informational document without reference to substantial evidence.

(*Id.* at 514.)

III. Mitigation Measures

In general, mitigation measures must be designed to minimize, reduce or avoid an identified environmental impact or to rectify or compensate for that impact. (14 CCR § 15370.) Where several mitigation measures are available to mitigate an impact, each should be discussed and the basis for selecting a particular measure should be identified. (14 CCR § 15126.4(a)(1)(B).) A lead agency may not make the required CEQA findings unless the administrative record clearly shows that all uncertainties regarding the mitigation of significant environmental impacts have been resolved.

If the project will have a significant effect on the environment, the agency may approve the project only if it finds that it has "eliminated or substantially lessened all significant effects on the environment where feasible" and that any unavoidable significant

effects on the environment are "acceptable due to overriding concerns." (Pub. Res. Code, § 21081; 14 CCR § 15092(b)(2)(A) and (B).)

IV. Response to comments

When a significant environmental issue is raised in comments that object to the draft EIR's analysis, the response must be detailed and must provide a reasoned, good faith analysis. (14 CCR §15088(c); *Banning Ranch Conservancy v. City of Newport Beach* (2017) 2 Cal.5th 918, 940; *Covington v. Great Basin Unified Air Pollution Control Dist*. (2019) 43 Cal.App.5th 867, 878 [rejecting adequacy of response that did not explain why suggested mitigation was infeasible].) The failure of a lead agency to respond to comments raising significant environmental issues before approving a project frustrates CEQA's informational purpose and may render the EIR legally inadequate. (See *Flanders Found. v. City of Carmel-by-the-Sea* (2012) 202 Cal.App.4th 603, 615; *Rural Landowners Ass'n v. City Council* (1983) 143 Cal.App.3d 1013, 1020.)

DISCUSSION

I. The FEIR Fails to Provide a Stable and Accurate Project Description and is thus Legally Inadequate.

For over forty years the courts have consistently held that an accurate and stable project description is a bedrock requirement of an adequate CEQA document:

> Only through an accurate view of the project may affected outsiders and public decision-makers balance the proposal's benefit against its environmental cost, consider mitigation measures, assess the advantage of terminating the proposal (i.e., the "no project" alternative) and weigh other alternatives in the balance. An accurate, stable and finite project description is the *sine qua non* of an informative and legally sufficient EIR.

(*County of Inyo v. City of Los Angeles* (1977) 71 Cal.App.3d 185 at 192-93. *See also, id.* at 192 ("A curtailed or distorted project description may stultify the objectives of the [CEQA] process.")

The project description must contain (a) the precise location and boundaries of the proposed project, (b) a statement of the project objectives, and (c) a general description of the project's technical, economic, and environmental characteristics. (CEQA Guidelines, § 15124.) Courts have repeatedly recognized that "that a project description that gives conflicting signals to decision makers and the public about the nature and scope of the project is fundamentally inadequate and misleading." (*Washoe Meadows*, 17 Cal.App.5th at 285.)

In order to provide an accurate and stable project description that allows for meaningful public participation, the City must select a preferred project rather than a range of distinct proposed projects. (*See id.* at 290 (DEIR analyzing a range of significantly different alternatives for a golf course reconfiguration project "without the designation of a stable project was an obstacle to informed public participation" rendering the document legally inadequate.) The FEIR, as with the DEIR, fails to provide a stable project description by proposing two alternatives, each with additional alternatives concerning the use of bungalows, amounting to four distinct scenarios. The Residential Option would develop a new 33-story high-rise building of up to 429 new residential units with four levels of subterranean parking, a 55,000 sf grocery store, and only approximately 5,000 sf of retail uses. The Office Option on the other hand is a 17-story high-rise building with eight levels of subterranean parking, 463,521 sf of office uses and 11,914 sf of restaurant uses. The only potential residential uses would be the bungalows, which may be used as restaurants in which case there would be no residential use whatsoever. Aside from the maintenance of the six pre-existing bungalows, these options are completely different in every way. One structure is twice the size and half the subterranean footprint from the other. Beyond the generalized attribute of being "mixed-use," the designated uses are completely distinct.

The City's presentation of two completely distinct alternatives without designation of a stable project description or objectives gives "conflicting signals to decision makers and the public about the nature and scope of the project" rendering the FEIR fundamentally inadequate and misleading. (*Citizens for a Sustainable Treasure Island v. City and County of San Francisco* (2014) 227 Cal.App.4th 1036, 1045, ("*Treasure Island*"). While there may be instances where the basic characteristics of a project are provided and certain specifics are left for further review, it does not relieve the lead agency's responsibility to identify the project being proposed. *See Washoe Meadows*, 17 Cal.App.5th at 289 (discussing *Treasure Island,* 227 Cal.App.4th 1036.) Indeed, the Court of Appeal found in *Washoe Meadows,* that is did not matter that the alternative ultimately selected had been thoroughly analyzed in the final EIR. "[T]he problem with an agency's failure to propose a stable project is not confined to 'the informative quality of the EIR's environmental forecasts.'" (*Washoe Meadows*, 17 Cal.App.5th at 288.) Rather, a failure to identify or select a project at all "impairs the public's right and ability to participate in the environmental review process." (*Id*.) The failure of the City to identify a preferred alternative has precluded informed decision-making and informed public participation.

This issue was raised in the DEIR comments in two instances. (See FEIR Sec. II Response to Comments, Comment No. 4-13 and Comment 8-42). In the first instance, the City, without any supporting authority, responded that "CEQA does not require identification of a preferred option." (*Id.* at Response to Comments No. 4-13). For the reasons discussed above, this blanket statement is without merit.

Further, the City explained that "Throughout the Draft EIR, the more severe impacts are analyzed to present the most conservative analysis possible." (*Id.* at Response to Comments No. 4-13). The City previously made this argument related to another

development on Vine Street in *Stopthemillenniumhollywood.com v. City of Los Angeles*, 39 Cal.App.5th 1 (2019) to no avail. In finding that the City had failed to meet CEQA's basic Guidelines requirement, the Court of Appeal emphasized that courts have "roundly rejected" the assertion that so long as the worst-case-scenario environmental effects have been assessed and mitigated, CEQA's purpose has been satisfied. *Stopthemillenniumhollywood.com v. City of Los Angeles*, 39 Cal.App.5th 1, 18 (2019) (Citing *County of Inyo*, and *Washoe Meadows*).

In the second instance that this issue was raised by commenters, the City only responded by discussing requirements pertaining to "environmental superior alternatives." The City failed to respond to the issue raised of the lack a stable and accurate project description under *Washoe Meadows*. (FEIR Sec. II at Response to Comments No. 8-42).

The fact remains that a 33-story high rise, with 5 levels of subterranean parking, a grocery and only 5,000 sf of retail create distinct impacts in type and severity from a 17-story office park with no grocery store. As stated in the comments to the DEIR, the failure to select a preferred alternative presents a "moving target" and prejudicially impairs informed decision-making, in addition to meaningful public participation required by CEQA.

The project options are also distinct, that the EIR provides unique Project Objectives for each option. For example, among other objectives, the Residential option is supporting the demand for housing and affordable housing and locating residential uses close to transit stations; locating residential uses in close proximity to transit stations. (FEIR Project, Page II-12.) The Office Option's objectives on the other hand include locating commercial uses close to transit stations. (*Id.*) Providing alternative Project Objectives with unique objectives pertaining to distinct uses fail to conform with CEQA Guidelines Section 15124.

The FEIR must be set aside and Revised DEIR must be prepared outlining one preferred project to allow for meaningful and informed evaluation among decision makers and adequate public participation.

II. The EIR's Findings on Significance of Air Quality Impacts are Not Supported by Substantial Evidence.

Air quality experts Matt Hagemann, P.G., C.Hg. and Dr. Paul E. Rosenfeld, Ph.D. of the environmental consulting firm SWAPE reviewed the EIR and concluded that the Project will likely have significant air quality, human health, and greenhouse gas impacts. SWAPE's comments and expert CVs are attached as Exhibit A.

a. The City Failed to Provide Complete Output Files Supporting Air Quality Findings.

The California Emissions Estimator Model ("CalEEMOD"), which was used by the City to calculate air quality impacts, provides recommended default values. While these

values can be changed based on project-specific values, the basis for such changes must be justified such that the inputs are supported by substantial evidence as required by CEQA. *See* CalEEMod User's Guide p.13-14.[1] The "Output files" disclose to the reader what parameters were utilized and provide the justification where alternative values are selected. (Ex. A, p. 2.)

The version of CalEEMod used by the City, CalEEMod Version 2022.1, does not provide complete output files, as it fails to provide quantitative counterparts to changes to default values, only providing the characteristic and justification; therefore, the FEIR fails to disclose the exact parameters used to calculate Project emissions. (Ex. A, p.2.) Consequently, neither the assumptions underling the models or the justification for such changes can be verified.

Because the FEIR fails to disclose exact parameters prevents verification of modeling and justification for specific parameters utilized, the FEIR is not supported by substantial evidence. A revised EIR must be prepared to include complete output files to allow for meaningful public participation and comment.

b. Modeling Inputs Utilized to Determine the Project's Air Quality are Not Supported by Substantial Evidence and May Underestimate Significance of Project Impacts.

In the instances where SWAPE was able to identify model inputs despite the failure to provide complete output files, SWAPE found several model inputs that are inconsistent with the information in the DEIR and FEIR such that the FEIR may underestimate air and climate impacts.[2]

First, the Carbon Intensity factors were adjusted based on State renewable energy goals. (Ex. A, p. 4.) However, the City fails to substantiate this change with any evidence that these goals will be achieved locally on the Project site or the Project's utility company. Without substantial evidence supporting this aspirational figure, the Carbon Intensity Factor should have remained based on currently achieved power mixes. (*Id*.) The unsubstantiated reduction of the Carbon Intensity Factor may result in the model underestimating greenhouse gas impacts and may not be relied upon to determine Project significance.

Second, the model includes substantial changes to the default construction schedule to extend construction time over four years. (*Id.* at 5.) However, the individual construction phases were not extended proportionately to match the total duration intended by the EIR. Thus, there is not substantial evidence supporting the *individual* construction phase lengths used in the models. *(Id.*) By improperly spreading out construction emissions over a longer period of time for some phases disproportionately, the model assumes there are greater

[1] Available at https://www.aqmd.gov/docs/default-source/caleemod/user-guide-2021/01_user-39-s-guide2020-4-0.pdf?sfvrsn=6

[2] In the interest of simplicity, SWAPE only reviewed the Residential Detailed Report in its comment, but notes that all models have similar errors and require revision and recirculation of the EIR.

number of days to complete construction activities, thereby assuming less pollution each day. (*Id.*) Without a complete construction schedule, the accuracy of the model is not supported by substantial evidence and may underestimate Project impacts.

Third, the model underestimates demolition required for Project completion. It only includes 29,569 SF of building demolition, while the FEIR states that 32,844 SF of existing buildings would be demolished for the Project. Therefore, demolition is underestimated by 3,275 SF (*Id.* at 9.) Failure to include full demolition figures means that the model underestimate emissions associated with fugitive dust, debris removal, and exhaust from hauling truck traveling to and from the site thereby underestimating the Projects' air quality impacts. (*Id.*)

Fourth, the model reduces default values to account for zero hearths on the Project site without adequate justification. The basis for this change is that hearths are not permitted as part of the Project Design Features ("PDF"). (FEIR Sec. IV, E-47.) It is best practice for design features that are important to environmental impact be included as mitigation measures, as mitigation measures sometimes are the only information accompanying building and construction plans throughout the permit process. (Ex. A, p.10, *citing* Association of Environmental Professionals*, CEQA Portal Topic Paper on Mitigation Measures*.) However, this PDF is not included as a formal mitigation measure and thus may not be guaranteed to be enforced on the Project Site.

Finally, SWAPE identified that the CalEEMod inputs included changes to several additional inputs, including off-road construction equipment parameters, construction trips, and Vehicles Miles Traveled ("VMT") without any explanation whatsoever. (Ex. A, p. 7-8.) Without the specific assumption utilized or any justification for such changes, the modeling parameters are not supported by substantial evidence and prejudicially impair meaningful public comment and informed decision-making.

c. Substantial Evidence Shows That the Project May Have Significant Air Quality Impacts.

SWAPE prepared an updated CalEEMod model using the Project-specific information provided by the FEIR and the DEIR, proportionally altering individual construction phase lengths, including the correct amount of demolition, and omitting unsubstantiated changes to the Carbon Intensity Factor, off-road construction equipment input parameters, trips and VMT, and number of hearths. (Ex. A, p.10.) This updated analysis found that the Project's construction-related VOC and NOx emissions were 127% and 365% greater than estimated by the EIR, respectively. (*Id.* at 11.) Counter to the findings of the DEIR, the updated estimates revealed that the Project's construction-related VOC and NOx emissions would substantially exceed the South Coast Air Quality Management District's ("SCAQMD") threshold of 75- and 100- pounds per day respectively. (*Id.*) Thus, the updated model demonstrates that the Project would result in potentially significant air quality and climate impacts not identified by the FEIR or DEIR. A revised EIR must be

circulated to account for potentially significant impacts and incorporate feasible mitigation measures (*See* Ex. A, Air Quality Project Level Mitigation Measures p.25-28.)

III. The EIR's Finding that the Project's Impact on Human Health is Less Than Significant Is Not Supported by Substantial Evidence.

a. The EIR's Basis for Its Finding Pertaining to the Project's Impact on Human Health is Flawed and Not Based on Adequate Analysis.

The FEIR fails to address potential health-related impacts resulting from the Project's likely air emissions. Operation of construction equipment during construction of the proposed Project, as well as vehicle trips during future operations, will release diesel particulate matter ("DPM") emissions into the air, affecting local and regional air quality. DPM is a known human carcinogen which poses unique health risks to nearby sensitive receptors.

The FEIR made no changes or additions to the DEIR with respect to health risk assessment. (FEIR p.III-25.) The DEIR concluded the project would have less than significant health risk impacts without the preparate of a quantified a health risk analysis ("HRA") evaluating impacts resulting from exposure to DPM emissions during Project construction or operation.

SWAPE found that the DEIR's evaluation and finding of no significant impacts is flawed for four reasons. First, the DEIR incorrectly asserts that the Project Site would not exceed 100 trucks per day. (Ex. A, p.12.) The Residential Option with Restaurant Bungalows is expected to generate 5,371 daily vehicle trips and the model's fleet mix is comprised of 7.38% trucks. Therefore, there would be approximately 397 trucks per day, which exceeds SCAQMD's 100 truck per day threshold by almost 4X. (*Id.* at 13.) The Office Option similarly exceeds 100 trucks per day. (*Id.*)

Second, failing to prepare a quantified construction or operational HRA is inconsistent with CEQA's requirement to make "a reasonable effort to substantively connect a project's air quality impacts to likely health consequences." (*Sierra Club v. County of Fresno* (2018) 6 Cal.5th 502, 510.) The DEIR acknowledges the Project would produce DPM emissions through construction operations over a four-year period, but fails to connect toxic air contaminant ("TAC") emissions to nearby receptors. As such, the EIR fails to comply with CEQA's requirement to correlate Project-generated emissions with potential adverse impacts on human health. (Ex. A, p.14.)

Third, current guidance by the Office of Environmental Health Hazard Assessment ("OEHHA"), the agency responsible for setting statewide standards to measure health risks under CEQA, recommends that a quantified Health Risk Assessment ("HRA") be prepared to evaluate potential cancer risks for any short-term construction project lasting more than two months, and for the lifetime of any long-term project lasting more than six months. OEHHA

guidance also recommends that an exposure duration of 30 years should be used to estimate the individual cancer risk affecting the maximally exposed individual resident ("MEIR") near a proposed Project site. (*Id*. at14.) A project's creation of health risks for impacted MEIRs must be further evaluated according to various sensitive receptors' age and pregnancy status. (*Id*.)

As discussed above, construction is meant to far exceed 2 months. And, while the DEIR does not specify, it is reasonable to assume, in the absence of any contrary assertion by the EIR, that Project operations will last for at least 30 years. Therefore, as SWAPE observes, the Project should be evaluated for the entire 30-year exposure duration, as recommended by OEHHA guidance. "These recommendations reflect the most recent state health risk policies, and a revised EIR should be prepared to include an analysis of health risk impacts posed to nearby sensitive receptors from Project-generated DPM emissions." (*Id*.)

Finally, by claiming a less-than-significant impact without conducting a quantified HRA for nearby, existing sensitive receptors, the EIR additionally "fails to compare the Project's excess cancer risk" as it compares to the SCAQMD's established significance threshold of 10 per million. (*Id*. at 14-15.)

b. Substantial Evidence Shows That the Project Will Likely Create a Significant Health Risk for Impacted Sensitive Receptors.

In order to analyze the potential for significant health risk impacts, SWAPE conducted a screening-level risk assessment using AERSCREEN, a modeling tool which is recommended by both OEHHA and the California Air Pollution Control Officers Association ("CAPCOA") for the development of Level 2 Health Risk Screening Assessments ("Level 2 HRSA"). According to SWAPE, "A Level 2 HRSA utilizes a limited amount of site-specific information to generate maximum reasonable downwind concentrations of air contaminants to which nearby sensitive receptors may be exposed. If an unacceptable air quality hazard is determined to be possible using AERSCREEN, a more refined modeling approach is required prior to approval of the Project." (Ex. A, p. 15.)

Following this recommended approach for modeling potential future health risks, SWAPE found excess cancer risks to 3rd trimester of pregnancy, infants, children, and adults at the MEIR located approximately 50 meters away, over the course of Project construction and operation are approximately 11.6, 280, 218, and 23.5 in on million, respectively. (*Id*.) The excess cancer risk over the course of a residential lifetime (30 years) is approximately 533 in one million, which exceeds the SCQMD threshold of 10 in one million and thus results in a potentially significant impact not previously identified or addressed by the FEIR or DEIR. (*Id*.)

The findings of potentially significant impacts in the screening-level HRA warrant further evaluation in a refined modeling approach. (*Id*. at 18-19.) A revised EIR including a more refined modeling approach should be circulated to accurately and adequately evaluate

health risk impacts associated with Project construction and operation. (*Id*. at 19.) Should the refined analysis reach similar conclusions of potential health risks as the screening-level HRA, the mitigation measures set forth by SWAPE should be incorporated. (*See Id*. at 25-30.)

IV. The EIR's Finding that the Project's Greenhouse Gas (GHG) Impacts are Less Than Significant Is Not Supported by Substantial Evidence.

a. Modeling Inputs Utilized to Determine the Project's Greenhouse Gas Impacts are Not Supported by Substantial Evidence and May Underestimate Significance of Project Impacts.

The FEIR recalculated the Project's GHG emissions. While the estimated emissions of metric carbon dioxide equivalent (MT $C0_2e$) from the Project under all four scenarios increased in the recalculation, the FEIR still found no significant GHG impacts. (FEIR II-119.) The finding of no significance is flawed and not supported by substantial evidence.

As discussed above in Section II, the FEIR relies on CalEEMod Version 2022.1, which does not provide complete output files. (Ex. A, p.21-22.) Consequently, neither the parameters or the justification for such changes can be verified.

Further, when reviewing the Projects' model, SWAPE found that several of the values input into the model were not consistent with information disclosed in the project documents and may result in underestimating the Project's GHG impacts. Without complete input files, the findings are not supported by substantial evidence and prevent meaningful public comment.

b. Substantial Evidence Shows That the Project May Have Significant Air Quality Impacts.

The GHG emissions estimates from both the DEIR and FEIR are potentially significant. SWAPE provided two meaningful thresholds for evaluation. First, SCAQMD's *2008 Interim CEQA Significance Threshold for Stationary Sources, Rules, and Plans* report sets an interim bright-line threshold of 3,000 MT $CO2_e$/year for the year 2020. (*Id.* at 22.) The Project's GHG emissions for all scenarios exceed the SCAQMD interim threshold. (*Id.* at 23.) Even the option with the lowest GHG emissions, the Office Option with Residential Bungalows was estimated to generate net annual GHG emissions of 5,704 MT, exceeding this bright-line threshold by nearly 2Xs. (*Id.*) Thus, the Project's air models (even though they may underestimate impacts) indicate potentially significant GHG impacts.

SWAPE also compared the Project's estimated GHG emissions to the SCAQMD 2035 service population efficiency target of 3 MT CO_2e. (*Id.* at 23.) The service population efficiency values for both Residential Options and the Office Option with Restaurant Bungalows exceed the 2035 target. (*Id.* at 24.) By this standard too, the Project's models

indicate potentially significant GHG impacts. A revised EIR must be prepared with an updated GHG analysis incorporating mitigation measures and complete output files. (*See* Ex. A, Greenhouse Gas Project Level Mitigation Measures p.28-30.)

V. The City Lacks Substantial Evidence to Adopt a Statement of Overriding Considerations Because the EIR Fails to Adopt All Feasible Mitigation Measures for the Project's Significant and Unavoidable Noise and Vibration Impacts.

CEQA requires that the City apply all feasible mitigation measures for the Project's significant and unavoidable noise and vibration impacts. When approving a project with significant and unavoidable environmental impacts, the City Council will be required to make findings that additional mitigation measures or alternatives are infeasible. (Pub. Resources Code, § 21081(a); 14 CCR § 15043.) If all feasible mitigation measures have been applied and the City Council finds that "specific overriding economic, legal, social, technological, or other benefits of the project outweigh the significant effects on the environment," the Council can adopt a Statement of Overriding Considerations and approve the Project. (Pub. Resources Code, § 21081(b); 14 CCR §§ 15091, 15093.)

The EIR concluded that the Project's noise and vibration impacts would result in a significant and unavoidable impact. (DEIR, p. I-22; IV.H-27; IV.H-42.) The EIR requires mitigation measures NOI-MM-1. (DEIR, p. IV.H-45). However, noise impacts will remain significant and unmitigated. (Id. at 47). Construction noise will also remain significant and unmitigated despite imposition of mitigation measures NOI-MM-2. (Id. at 52).

Due to the significant and unavoidable cumulative noise and vibration impacts, the City Council is required to determine that "[t]here is no feasible way to lessen or avoid the significant effect." (14 CCR § 15043.) However, there are additional feasible ways to further reduce the Project's excess impacts prior to Project approval.

Regarding on-site construction noise sources, the City should require implementation of the following feasible mitigation measures that have been successfully implemented elsewhere:

- Scaffolding to support construction noise control blankets should be erected at the façades of those receptors which will still have a significant impact due to height limitations of traditional noise barriers, receptors R1 to R3. Clear panels should be implemented as needed to minimize impacts on light or views.
- For the older buildings in the project area, offer to upgrade the windows to acoustically rated insulated window assemblies.
- Offer to temporarily enclose balconies and breezeways of those receivers that still have a significant impact after implementation of NOM-MM-1. These enclosures can be made with clear panels to minimize impact on light or views.

Regarding vibration impacts associated with human annoyance:

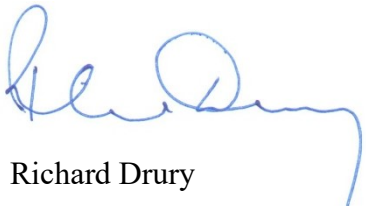
- Offer to relocate persons that either work from home or sleep during daytime hours due to night shift work hours to temporary office spaces or hotel rooms during high vibration activities during construction.

The measures discussed above are all feasible and would reduce the Project's significant noise and vibration impact. Without incorporating some or all of the above measures, the City lacks the substantial evidence needed to make the findings required by CEQA and to adopt a Statement of Overriding Considerations. (Pub. Resources Code, § 21081; 14 CCR §§ 15091, 15093.)

CONCLUSION

SAFER respectfully requests that the Hearing Officer recommend that the Hearing Officer deny the tract map until a revised EIR has been circulated to address the issues and deficiencies raised in this comment to ensure compliance with CEQA.

Sincerely,



Richard Drury

EXHIBIT A

SWAPE Technical Consultation, Data Analysis and Litigation Support for the Environment

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September 28, 2023

Richard Drury
Lozeau | Drury LLP
1939 Harrison Street, Suite 150
Oakland, CA 94618

Subject: Comments on the 1360 N. Vine Street Project (SCH No. 2017061063)

Dear Mr. Drury,

We have reviewed the September 2023 Final Environmental Impact Report ("FEIR") and June 2022 Draft Environmental Impact Report ("DEIR") for the 1360 N. Vine Street Project ("Project") located in the City of Los Angeles ("City"). The Project proposes to construct demolish 32,844-square-feet ("SF") of commercial and vacant residential uses and develop a 484,421-SF to 484,423-SF mixed-use building with one of two options: a Residential Option and an Office Option. Both options would include bungalows and would be rehabilitated and adapted for reuse as either restaurants or residential units, for a total of four potential end land uses on a 1.86-acre site.

Our review concludes that the FEIR and DEIR fail to adequately evaluate the Project's air quality, health risk, and greenhouse gas impacts. As a result, emissions and health risk impacts associated with construction and operation of the proposed Project may be underestimated and inadequately addressed. A revised EIR should be prepared to adequately assess and mitigate the potential air quality, health risk, and greenhouse gas impacts that the project may have on the environment.

Air Quality

Failure to Provide Complete CalEEMod Output Files

Land use development projects under the California Environmental Quality Act ("CEQA") typically evaluate air quality impacts and calculate potential criteria air pollutant emissions using the California Emissions Estimator Model ("CalEEMod"). [1] CalEEMod provides recommended default values based on

[1] "CalEEMod User's Guide." California Air Pollution Control Officers Association (CAPCOA), May 2021, *available at:* https://www.aqmd.gov/caleemod/user's-guide.

site-specific information, such as land use type, meteorological data, total lot acreage, project type and typical equipment associated with project type. If more specific project information is known, the user can change the default values and input project-specific values, but CEQA requires that such changes be justified by substantial evidence. Once all of the values are inputted into the model, the Project's construction and operational emissions are calculated, and "output files" are generated. These output files disclose to the reader what parameters are utilized in calculating the Project's air pollutant emissions and make known which default values are changed as well as provide justification for the values selected.

According to the FEIR, CalEEMod Version 2022.1 is relied upon to estimate Project emissions (p. II-119). However, this poses a problem as the version of CalEEMod 2022.1 currently available is described as a "soft release" which fails to provide complete output files.[2] Specifically, the "User Changes to Default Data" table no longer provides the quantitative counterparts to the changes to the default values (see excerpt below) (Appendix FEIR-3, pp. 142):

Screen	Justification
Characteristics: Utility Information	Carbon Intensity for 2025
Land Use	see construction assumptions
Construction: Construction Phases	see construction assumptions
Construction: Off-Road Equipment	see construction assumptions
Construction: Trips and VMT	see construction assumptions
Operations: Hearths	No Hearths
Operations: Energy Use	adjustment for garage ventilation
Operations: Emergency Generators and Fire Pumps	One per day for testing

However, previous CalEEMod Versions, such as 2020.4.0, include the specific numeric changes to the model's default values (see example excerpt below):

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	230.00	167.00
tblConstructionPhase	PhaseEndDate	11/22/2023	8/25/2023
tblConstructionPhase	PhaseEndDate	9/27/2023	6/30/2023
tblConstructionPhase	PhaseEndDate	10/25/2023	7/28/2023
tblConstructionPhase	PhaseStartDate	10/26/2023	7/29/2023
tblConstructionPhase	PhaseStartDate	9/28/2023	7/1/2023
tblLandUse	LandUseSquareFeet	160,000.00	160,371.00
tblLandUse	LandUseSquareFeet	119,000.00	41,155.00
tblLandUse	LotAcreage	3.67	3.68
tblLandUse	LotAcreage	2.73	2.74

The output files associated with CalEEMod Version 2022.1 fail to present the exact parameters used to calculate Project emissions. To remedy this issue, the FEIR should have provided access to the model's

[2] "CalEEMod California Emissions Estimator Model Soft Release." California Air Pollution Control Officers Association (CAPCOA), 2022, *available at:* https://caleemod.com/.

".JSON" output files, which allow third parties to review the model's revised input parameters.[3] Without access to the complete output files, including the specific numeric changes to the default values, we cannot verify that the FEIR's air modeling and subsequent analysis is an accurate reflection of the proposed Project. As a result, a revised EIR should be prepared to include an updated air quality analysis that correctly provides the complete output files for CalEEMod Version 2022.1, or includes an updated air model using an older release of CalEEMod.[4]

Unsubstantiated Input Parameters Used to Estimate Project Emissions

As previously discussed, the FEIR relies on CalEEMod Version 2022.1 to estimate the Project's air quality emissions and fails to provide the complete output files required to adequately evaluate model's analysis (p. II-119). Regardless, when reviewing the Project's CalEEMod output files, provided in Appendix FEIR-3, we were able to identify several model inputs that are inconsistent with information disclosed in the FEIR and DEIR. As such, the Project's construction and operational emissions may be underestimated. In the interest of simplicity, we only reviewed the model for one end land use: the "1360 Vine – Residential Detailed Report" model (Appendix-3, pp. 50). However, all models have similar errors as those described below. A revised EIR should be prepared to include an updated air quality analysis that adequately evaluates the impacts that construction and operation of the Project will have on local and regional air quality.

Unsubstantiated Reduction to CO_2 Intensity Factor

Review of the CalEEMod output files demonstrates that the "1360 Vine - Residential Detailed Report" model includes a change to the default CO_2 intensity factor (see excerpt below) (Appendix FEIR-3, pp. 140).

Screen	Justification
Characteristics: Utility Information	Carbon Intensity for 2025
Land Use	see construction assumptions
Construction: Construction Phases	see construction assumptions
Construction: Off-Road Equipment	see construction assumptions
Construction: Trips and VMT	see construction assumptions
Operations: Hearths	No Hearths
Operations: Energy Use	adjustment for garage ventilation
Operations: Emergency Generators and Fire Pumps	One per day for testing

The CalEEMod User's Guide requires any changes to model defaults be justified.[5] As demonstrated above, the justification provided in the "User Changes to Default Data" table is:

> "Carbon Intensity for 2025" (Appendix FEIR-3, pp. 142).

Additionally, regarding the carbon intensity factors, the DEIR states:

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[3] "Video Tutorials for CalEEMod Version 2022.1." California Air Pollution Control Officers Association (CAPCOA), May 2022, *available at:* https://www.caleemod.com/tutorials.

[4] "CalEEMod Version 2020.4.0." California Air Pollution Control Officers Association (CAPCOA), May 2021, *available at:* http://www.aqmd.gov/caleemod/download-model.

[5] "CalEEMod User's Guide." California Air Pollution Control Officers Association (CAPCOA), May 2021, *available at:* https://www.aqmd.gov/caleemod/user's-guide, p. 2, 9.

> "The carbon intensity (lbs/MWh) for electricity generation was calculated for the Project buildout year based on LADWP projections for year 2025 (616 lbs CO2 per MWh). LADWP's carbon intensity projections also take into account SB 350 RPS requirements for renewable energy" (p. IV.E-45).

However, this change remains unsubstantiated. Simply because the State has renewable energy goals, such as 50% renewable energy by 2026, does not ensure that these goals will be achieved locally on the Project site, or by the Project's specific utility company, the Los Angeles Department of Water and Power ("LADWP"). Instead, the CO_2 intensity factor should be based on currently achieved power mixes from LADWP, rather than future estimates based on statewide targets.

This unsubstantiated reduction presents an issue, as CalEEMod uses the CO_2 intensity factor to calculate the Project's greenhouse gas ("GHG") emissions associated with electricity use.[6] By including an unsubstantiated reduction to the default CO_2 intensity factor, the model may underestimate the Project's GHG emissions and should not be relied upon to determine Project significance.

Unsubstantiated Changes to Individual Construction Phase Lengths

Review of the CalEEMod output files demonstrates that the "1360 Vine - Residential Detailed Report" model includes changes to the default construction schedule (see excerpt below) (Appendix FEIR-3, pp. 142).

Screen	Justification
Characteristics: Utility Information	Carbon Intensity for 2025
Land Use	see construction assumptions
Construction: Construction Phases	see construction assumptions
Construction: Off-Road Equipment	see construction assumptions
Construction: Trips and VMT	see construction assumptions
Operations: Hearths	No Hearths
Operations: Energy Use	adjustment for garage ventilation
Operations: Emergency Generators and Fire Pumps	One per day for testing

As a result of these changes, the model includes the following construction schedule (see excerpt below) (Appendix FEIR-3, pp. 121):

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase
Demolition	Demolition	12/16/2021	2/16/2022	6.00	54.0
Grading	Grading	2/17/2022	8/31/2022	6.00	168
Mat Foundation	Building Construction	9/1/2022	9/6/2022	6.00	5.00
Foundation	Building Construction	9/7/2022	1/31/2023	6.00	126
Building Construction	Building Construction	2/1/2023	2/10/2025	6.00	635
Paving	Paving	1/10/2025	2/10/2025	6.00	27.0
Architectural Coating	Architectural Coating	11/1/2024	2/10/2025	6.00	87.0

[6] "CalEEMod User's Guide." California Air Pollution Control Officers Association (CAPCOA), May 2021, *available at:* https://www.aqmd.gov/caleemod/user's-guide, p. 17.

Here, while the 2022.1 CalEEMod output files fail to provide the exact changes, the 2020.4 CalEEMod output files, provided in Appendix B to the DEIR, model using a similar construction schedule and display the changes (see excerpt below) (Appendix B, pp. 42).

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	20.00	87.00
tblConstructionPhase	NumDays	300.00	4.00
tblConstructionPhase	NumDays	300.00	635.00
tblConstructionPhase	NumDays	20.00	54.00
tblConstructionPhase	NumDays	30.00	168.00
tblConstructionPhase	NumDays	20.00	27.00
tblConstructionPhase	NumDays	10.00	131.00

As demonstrated above, the demolition phase is increased by 170%, from the default value of 20 to 54 days; the grading phase is increased by 460%, from the default value of 30 to 168 days; the mat foundation phase is decreased by 98%, from the default value of 300 to 5 days; the foundation phase is increased by 1,160%, from the default value of 10 to 126 days; the building construction phase is increased by 112%, from the default value of 300 to 635 days; the paving phase is increased by 35%, from the default value of 20 to 27 days; and the architectural coating phase is increased by 335%, from the default value of 20 to 87 days.

The CalEEMod User's Guide requires any changes to model defaults be justified.[7] As demonstrated above, the justification provided in the "User Changes to Default Data" table is:

> "See construction assumptions" (Appendix FEIR-3, pp. 142).

Regarding the Project's anticipated construction duration, the DEIR states:

> "Project construction is anticipated to begin in 2023 and be completed in 2027" (p. II-39).

However, the changes to the individual construction phase lengths remain unsubstantiated for two reasons.

First, while the DEIR states that the total length of Project construction would be over four calendar years, the DEIR fails to substantiate the *individual* construction phase lengths whatsoever. According to the CalEEMod User's Guide:

> "CalEEMod was also designed to allow the user to change the defaults to reflect site- or project-specific information, when available, provided that the information is supported by substantial evidence as required by CEQA." [8]

[7] "CalEEMod User's Guide." California Air Pollution Control Officers Association (CAPCOA), May 2021, *available at:* https://www.aqmd.gov/caleemod/user's-guide, p. 1, 14.
[8] "CalEEMod User's Guide." California Air Pollution Control Officers Association (CAPCOA), May 2021, *available at:* https://www.aqmd.gov/caleemod/user's-guide, p. 13, 14.

As the FEIR, DEIR, and associated documents fail to provide substantial evidence to support the revised individual construction phase lengths, we cannot verify the changes. Instead, the model should have included proportionately altered individual phase lengths to match the proposed construction duration.

Second, the FEIR fails to provide the purported construction assumptions, as mentioned in the justification provided by the "User Changes to Default Data" table. As such, we cannot verify the construction schedule included in the model is accurate.

The construction schedule included in the model presents an issue, as the construction emissions are improperly spread out over a longer period of time for some phases, but not for others. According to the CalEEMod User's Guide, each construction phase is associated with different emissions activities (see excerpt below).[9]

> *Demolition* involves removing buildings or structures.
>
> *Site Preparation* involves clearing vegetation (grubbing and tree/stump removal) and removing stones and other unwanted material or debris prior to grading.
>
> *Grading* involves the cut and fill of land to ensure that the proper base and slope is created for the foundation.
>
> *Building Construction* involves the construction of the foundation, structures and buildings.
>
> *Architectural Coating* involves the application of coatings to both the interior and exterior of buildings or structures, the painting of parking lot or parking garage striping, associated signage and curbs, and the painting of the walls or other components such as stair railings inside parking structures.
>
> *Paving* involves the laying of concrete or asphalt such as in parking lots, roads, driveways, or sidewalks.

By disproportionately altering and extending some of the individual construction phase lengths without proper justification, the model assumes there are a greater number of days to complete the construction activities required by the prolonged phases. As a result, there will be less construction activities required per day and, consequently, less pollutants emitted per day. Until we are able to verify the revised construction schedule, the model may underestimate the peak daily emissions associated with some phases of construction and should not be relied upon to determine Project significance.

Unsubstantiated Changes to Off-Road Construction Equipment Input Parameters

Review of the CalEEMod output files demonstrates that the "1360 Vine - Residential Detailed Report" model includes changes to the off-road construction equipment input parameters (see excerpt below) (Appendix FEIR-3, pp. 142).

[9] "CalEEMod User's Guide." California Air Pollution Control Officers Association (CAPCOA), May 2021, *available at:* https://www.aqmd.gov/caleemod/user's-guide, p. 32.

Screen	Justification
Characteristics: Utility Information	Carbon Intensity for 2025
Land Use	see construction assumptions
Construction: Construction Phases	see construction assumptions
Construction: Off-Road Equipment	see construction assumptions
Construction: Trips and VMT	see construction assumptions
Operations: Hearths	No Hearths
Operations: Energy Use	adjustment for garage ventilation
Operations: Emergency Generators and Fire Pumps	One per day for testing

The CalEEMod User's Guide requires any changes to model defaults be justified.[10] As demonstrated above, the justification provided in the "User Changes to Default Data" table is:

> "See construction assumptions" (Appendix FEIR-3, pp. 142).

However, these changes remain unsupported for two reasons. First, the FEIR, DEIR, and associated documents fail to discuss the revisions to the construction off-road equipment parameters whatsoever. As previously discussed, the CalEEMod User's Guide requires changes to be supported by substantial evidence.[11] As the Project documents fail to provide substantial evidence to support the updated construction equipment list, we cannot verify the changes.

Second, the FEIR fails to provide the purported construction assumptions, as mentioned in the justification provided by the "User Changes to Default Data" table. As such, we cannot verify the off-road construction equipment included in the model is accurate.

These unsubstantiated changes present an issue, as CalEEMod uses the off-road equipment unit amounts, horsepower, and hours of use per day values to calculate the emissions associated with off-road construction equipment.[12] By including unsubstantiated changes to the default off-road construction equipment values, the model may underestimate the Project's construction-related emissions and should not be relied upon to determine Project significance.

Unsubstantiated Changes to Construction Trips and VMT Parameters

Review of the CalEEMod output files demonstrates that the "1360 Vine - Residential Detailed Report" model includes changes to the construction trips and VMT values (see excerpt below) (Appendix FEIR-3, pp. 142).

[10] "CalEEMod User's Guide." CAPCOA, November 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/01_user-39-s-guide2016-3-2_15november2017.pdf?sfvrsn=4, p. 2, 9

[11] "CalEEMod User's Guide." California Air Pollution Control Officers Association (CAPCOA), May 2021, *available at:* https://www.aqmd.gov/caleemod/user's-guide, p. 13, 14.

[12] "CalEEMod User's Guide." CAPCOA, November 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/01_user-39-s-guide2016-3-2_15november2017.pdf?sfvrsn=4, p. 32

Screen	Justification
Characteristics: Utility Information	Carbon Intensity for 2025
Land Use	see construction assumptions
Construction: Construction Phases	see construction assumptions
Construction: Off-Road Equipment	see construction assumptions
Construction: Trips and VMT	see construction assumptions
Operations: Hearths	No Hearths
Operations: Energy Use	adjustment for garage ventilation
Operations: Emergency Generators and Fire Pumps	One per day for testing

The CalEEMod User's Guide requires any changes to model defaults be justified.[13] As demonstrated above, the justification provided in the "User Changes to Default Data" table is:

> "See construction assumptions" (Appendix FEIR-3, pp. 140).

These changes remain unsupported for two reasons.

First, the FEIR, DEIR, and associated documents fail to discuss the revisions to the construction trips and VMT values whatsoever. As previously discussed, the CalEEMod User's Guide requires changes to be supported by substantial evidence.[14] As the Project documents fail to provide substantial evidence to support the updated construction trips and VMT values, we cannot verify the changes.

Second, the FEIR fails to provide the purported construction assumptions, as mentioned in the justification provided by the "User Changes to Default Data" table. Consequently, we cannot verify that the construction trips and VMT values included in the model is accurate.

These unsubstantiated reductions present an issue, as CalEEMod uses the trips and VMT values to estimate the construction-related emissions associated with on-road vehicles.[15] By including unsubstantiated changes to the construction trips and VMT values, the model may underestimate the Project's mobile-source construction-related emissions and should not be relied upon to determine Project significance.

Underestimated Amount of Required Demolition

Regarding the amount of demolition required for Project construction, the FEIR states:

> "The Project proposes to develop a mixed-use building on an 87,087-square-foot site with one of two options: a Residential Option and an Office Option. Both options would demolish 32,844 square feet of commercial and vacant residential uses" (p. 1).

[13] "CalEEMod User's Guide." CAPCOA, November 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/01_user-39-s-guide2016-3-2_15november2017.pdf?sfvrsn=4, p. 2, 9

[14] "CalEEMod User's Guide." California Air Pollution Control Officers Association (CAPCOA), May 2021, *available at:* https://www.aqmd.gov/caleemod/user's-guide, p. 13, 14.

[15] "CalEEMod User's Guide." California Air Pollution Control Officers Association (CAPCOA), May 2021, *available at:* https://www.aqmd.gov/caleemod/user's-guide, p. 34.

As discussed above, the FEIR states that 32,844-SF of existing buildings would be demolished. However, review of the CalEEMod output files demonstrates that the "1360 Vine - Residential Detailed Report" model only includes 29,569-SF of demolition (Appendix FEIR-3, pp. 128).

Phase Name	Material Imported (Cubic Yards)	Material Exported (Cubic Yards)	Acres Graded (acres)	Material Demolished (Building Square Footage)	Acres Paved (acres)
Demolition	0.00	0.00	0.00	29,569	—
Grading	—	142,000	0.00	0.00	—
Paving	0.00	0.00	0.00	0.00	0.13

As demonstrated above, the model underestimates the amount of demolition required for Project construction by 3,275-SF.[16]

This potential underestimation presents an issue, as the total amount of demolition material is used by CalEEMod to determine emissions associated with the demolition phase of construction. By failing to include the full amount of required demolition, the model underestimates emissions associated with fugitive dust, debris removal, as well as exhaust from hauling trucks traveling to and from the Project site.[17] Consequently, the model underestimates the Project's construction-related emissions and should not be relied upon to determine Project significance.

Unsubstantiated Reduction to Number of Hearths

Review of the CalEEMod output files demonstrates that "1360 Vine - Residential Detailed Report" model includes changes to the default hearth values (see excerpt below) (Appendix FEIR-3, pp. 142).

Screen	Justification
Characteristics: Utility Information	Carbon Intensity for 2025
Land Use	see construction assumptions
Construction: Construction Phases	see construction assumptions
Construction: Off-Road Equipment	see construction assumptions
Construction: Trips and VMT	see construction assumptions
Operations: Hearths	No Hearths
Operations: Energy Use	adjustment for garage ventilation
Operations: Emergency Generators and Fire Pumps	One per day for testing

As previously mentioned, the CalEEMod User's Guide requires any changes to model defaults be justified.[18] As demonstrated above, the justification provided in the "User Changes to Default Data" table is:

> "No hearths" (Appendix FEIR-3, pp. 140).

Furthermore, the DEIR incorporates a Project Design Feature ("PDF"), GHG-PDF-2, which states:

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[16] Calculated: 32,844-SF required demolition – 29,569-SF modeled demolition = 3,275-SF underestimated demolition.

[17] "CalEEMod User's Guide Version 2020.4.0." California Air Pollution Control Officers Association (CAPCOA), May 2021, *available at:* https://www.aqmd.gov/caleemod/user's-guide, p. 11.

[18] "CalEEMod User's Guide." California Air Pollution Control Officers Association (CAPCOA), May 2021, *available at:* https://www.aqmd.gov/caleemod/user's-guide, p. 1, 14.

> "The Project would prohibit the use of natural gas-fueled fireplaces in the proposed residential units" (p. IV.E-47).

However, the exclusion of natural gas-fueled hearths in the model remains unsupported. According to the Association of Environmental Professionals ("AEP") *CEQA Portal Topic Paper* on Mitigation Measures:

> "While not 'mitigation', a good practice is to include those project design feature(s) that address environmental impacts in the mitigation monitoring and reporting program (MMRP). Often the MMRP is all that accompanies building and construction plans through the permit process. If the design features are not listed as important to addressing an environmental impact, it is easy for someone not involved in the original environmental process to approve a change to the project that could eliminate one or more of the design features without understanding the resulting environmental impact."[19]

As demonstrated above, PDFs that are not formally included in a mitigation monitoring and reporting program ("MMRP") may be eliminated from the Project's design altogether. As the prohibition of natural gas-fueled hearths in the Project design is not included as a formal mitigation measure, we cannot guarantee that it would be implemented, monitored, and enforced on the Project site. Therefore, the lack of hearths in the model may be incorrect.

This inaccuracy presents an issue, as CalEEMod uses the number of hearths to calculate the Project's area-source operational emissions.[20] By including incorrect reductions to the number of hearths, the model may underestimate the Project's area-source operational emissions and should not be relied upon to determine Project significance.

Updated Analysis Indicates a Potentially Significant Air Quality Impact

In an effort to more accurately estimate the Project's construction-related and operational emissions associated with the "1360 Vine – Residential Detailed Report" model, we prepared an updated CalEEMod 2020.4.0 model using the Project-specific information provided by the FEIR and DEIR. In our updated model, we proportionately altered the individual construction phase lengths to match the total duration included in the FEIR's model, included the correct amount of demolition, and omitted the unsubstantiated changes to the CO_2 intensity factor, off-road construction equipment input parameters, trips and VMT values, and number of hearths.[21]

Our updated analysis estimates that the Project's construction-related VOC and NO_X emissions would exceed the applicable South Coast Air Quality Management District ("SCAQMD") threshold of 75- and

[19] "CEQA Portal Topic Paper Mitigation Measures." AEP, February 2020, *available at:* https://ceqaportal.org/tp/CEQA%20Mitigation%202020.pdf, p. 6.
[20] "CalEEMod User's Guide." California Air Pollution Control Officers Association (CAPCOA), May 2021, *available at:* https://www.aqmd.gov/caleemod/user's-guide, p. 40-41.
[21] See Attachment B for updated air modeling.

100-pounds per day ("lbs/day"), respectively, as referenced by the DEIR (p. IV.A-32, Table IV.A-4) (see table below).[22]

Project Criteria Air Pollutant Emissions		
Construction	**VOC** (lbs/day)	**NO_X** (lbs/day)
DEIR	44	55
SWAPE	100	256
% Increase	127%	365%
SCAQMD Threshold	**75**	**100**
Exceeds?	***Yes***	***Yes***

As demonstrated above, the Project's construction-related VOC and NO_X emissions, as estimated by SWAPE, increase by approximately 127% and 365%, respectively, and exceed the applicable SCAQMD significance thresholds. The updated model demonstrates that the Project would result in a potentially significant air quality impact that was not previously identified or addressed in the FEIR or DEIR. A revised EIR should be prepared to adequately assess and mitigate the potential air quality impacts that the Project may have on the environment.

Diesel Particulate Matter Emissions Inadequately Evaluated

Regarding the air quality section, the FEIR states that "no additional corrections or additions… have been made to this section of the Draft EIR" (p. III-25). Consequently, we rely on the DEIR for the Project's health risk argument. Specifically, the DEIR concludes that the Project would have a less-than-significant health risk impact without conducting a quantified construction or operational health risk analysis ("HRA"). Regarding the health risk impacts associated with the Project construction, the DEIR states:

> "The greatest potential for TAC emissions during construction would be from diesel particulate emissions associated with heavy equipment operations. According to SCAQMD methodology, health effects from carcinogenic air toxics are usually described in terms of individual cancer risk. "Individual Cancer Risk" is the likelihood that a person continuously exposed to concentrations of TACs over a 70-year lifetime will contract cancer based on the use of standard risk assessment methodology. Given the short-term construction schedule of approximately 38 months, the Project would not result in a long-term (i.e., 70-year) source of TAC emissions. Additionally, the SCAQMD CEQA guidance does not require a health risk assessment (HRA) for short-term construction emissions. It is, therefore, not necessary to evaluate long-term cancer impacts from construction activities which occur over a relatively short duration. In addition, there would be no residual emissions or corresponding individual cancer risk after construction.

[22] "South Coast AQMD Air Quality Significance Thresholds." SCAQMD, April 2019, *available at*: http://www.aqmd.gov/docs/default-source/ceqa/handbook/south-coast-aqmd-air-quality-significance-thresholds.pdf?sfvrsn=25.

As such, Project-related TAC impacts during construction would be less than significant" (p. IV.A-58 – IV.A-59).

Regarding the health risk impacts associated with the Project operation, the DEIR states:

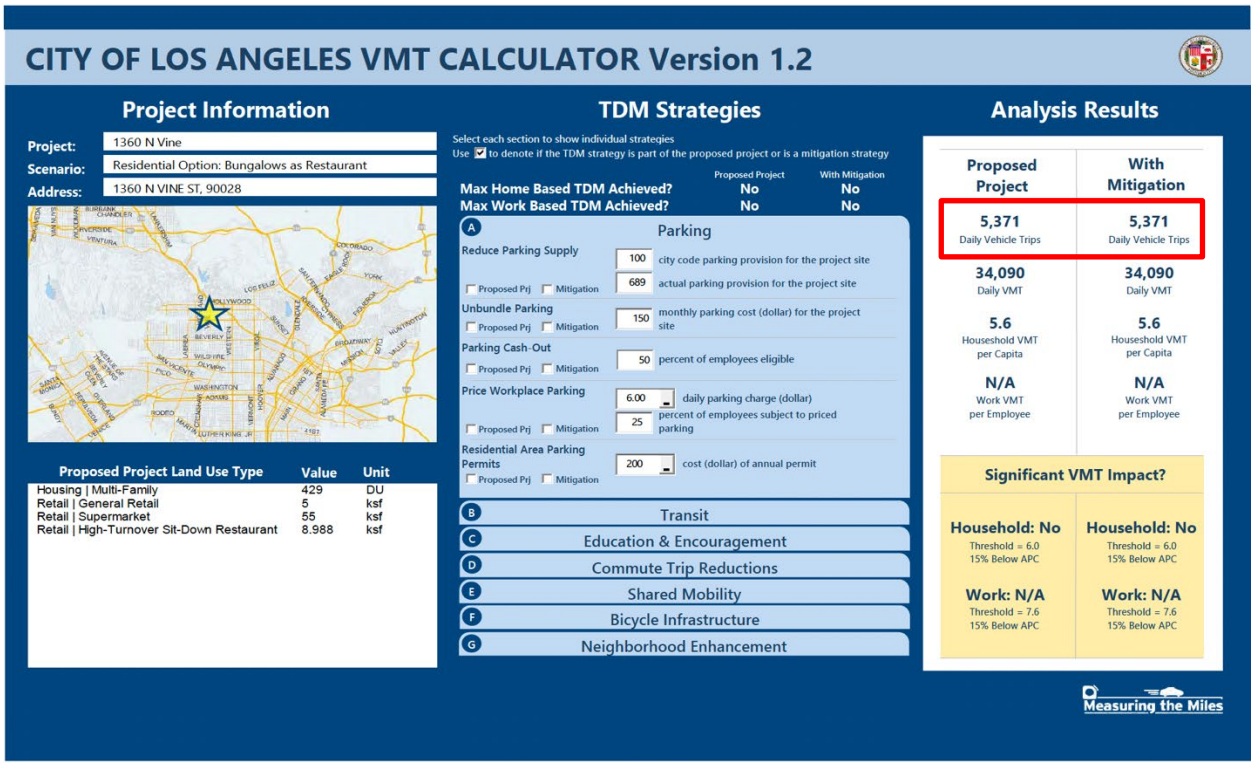
> "The primary sources of potential air toxics associated with Project operations include diesel particulate matter from delivery trucks (e.g., truck traffic on local streets and idling on adjacent streets) and, to a lesser extent, facility operations (e.g., natural gas fired boilers). However, these activities, and the land uses associated with the Project, are not considered land uses that generate substantial TAC emissions. It should be noted that the SCAQMD recommends that HRAs be conducted for substantial individual sources of diesel particulate matter (e.g., truck stops and warehouse distribution facilities that generate more than 100 trucks per day or more than 40 trucks with operating transport refrigeration units) and has provided guidance for analyzing mobile source diesel emissions. The Project would not include these types of land uses and is not considered to be a substantial source of diesel particulate matter warranting a refined HRA since daily truck trips to the Project Site would not exceed 100 trucks per day or more than 40 trucks with operating transport refrigeration units. In addition, the CARB-mandated ATCM limits diesel-fueled commercial vehicles (delivery trucks) to idle for no more than five minutes at any given time, which would further limit diesel particulate emissions" (p. IV.A-63)

The DEIR continues, stating:

> "As the Project would not contain substantial TAC sources and is consistent with the CARB and SCAQMD guidelines, the Project would not result in the exposure of off-site sensitive receptors to carcinogenic or toxic air contaminants that exceed the maximum incremental cancer risk of 10 in one million or an acute or chronic hazard index of 1.0, and potential TAC impacts would be less than significant" (p. IV.A-64).

However, the DEIR's evaluation of the Project's potential health risk impacts, as well as the subsequent less-than-significant impact conclusion, is incorrect for four reasons.

First, the DEIR's claim that "the Project Site would not exceed 100 trucks per day" is incorrect (p. IV.A-63). According to the Transportation Assessment ("TA"), provided as Appendix R to the DEIR, the Residential Option with Restaurant Bungalows is expected to generate 5,371 average daily vehicle trips (see excerpt below) (p. 30, Figure 5A).



Furthermore, the model's fleet mix is comprised of approximately 7.38% trucks[23] (see excerpt below) (Appendix B, pp. 85).[24]

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments High Rise	0.544880	0.044491	0.207704	0.117752	0.014693	0.006272	0.020732	0.032141	0.002572	0.001984	0.005239	0.000700	0.000841
Enclosed Parking with Elevator	0.544880	0.044491	0.207704	0.117752	0.014693	0.006272	0.020732	0.032141	0.002572	0.001984	0.005239	0.000700	0.000841
High Turnover (Sit Down Restaurant)	0.544880	0.044491	0.207704	0.117752	0.014693	0.006272	0.020732	0.032141	0.002572	0.001984	0.005239	0.000700	0.000841
Strip Mall	0.544880	0.044491	0.207704	0.117752	0.014693	0.006272	0.020732	0.032141	0.002572	0.001984	0.005239	0.000700	0.000841
Supermarket	0.544880	0.044491	0.207704	0.117752	0.014693	0.006272	0.020732	0.032141	0.002572	0.001984	0.005239	0.000700	0.000841
User Defined Commercial	0.544880	0.044491	0.207704	0.117752	0.014693	0.006272	0.020732	0.032141	0.002572	0.001984	0.005239	0.000700	0.000841

Operation of the Project would therefore result in approximately 397 truck trips per day, which exceeds the SCAQMD 100 truck per day threshold.[25] As previously stated, we calculated the number of truck trips expected for the Residential Option with Restaurant Bungalows; however, the other proposed end land uses similarly exceed 100 trucks per day when following the same methodology. An operational mobile-source HRA consequently should have been prepared per SCAQMD guidance.

Second, by failing to prepare a quantified construction and operational HRA, the Project is inconsistent with CEQA's requirement to make "a reasonable effort to substantively connect a project's air quality

[23] Calculated: 1.4693% + 0.6272% + 2.0732% + 3.2141% = 7.3838%.
[24] We utilized the fleet mix in the DEIR's CalEEMod output files because the FEIR's CalEEMod 2022.1. output files do not disclose the Project's fleet mix.
[25] Calculated: (5,371 average daily vehicle trips) * (7.38% trucks) = 396.58 truck trips per day

impacts to likely health consequences."[26] This poses a problem, as according to the DEIR, construction of the Project would produce DPM emissions through the exhaust stacks of construction equipment over a duration starting in 2023 and ending in 2027 (p. II-39). However, the DEIR fails to evaluate the TAC emissions associated with Project construction and operation or indicate the concentrations at which such pollutants would trigger adverse health effects. Without making a reasonable effort to connect the Project's TAC emissions to the potential health risks posed to nearby receptors, the DEIR is inconsistent with CEQA's requirement to correlate Project-generated emissions with potential adverse impacts on human health.

Third, the Office of Environmental Health Hazard Assessment ("OEHHA"), the organization responsible for providing guidance on conducting HRAs in California, released its most recent *Risk Assessment Guidelines: Guidance Manual for Preparation of Health Risk Assessments* in February 2015. This guidance document describes the types of projects that warrant the preparation of an HRA. Specifically, OEHHA recommends that all short-term projects lasting at least 2 months assess cancer risks.[27] Furthermore, according to OEHHA:

> "Exposure from projects lasting more than 6 months should be evaluated for the duration of the project. In all cases, for assessing risk to residential receptors, the exposure should be assumed to start in the third trimester to allow for the use of the ASFs (OEHHA, 2009)."[28]

As the Project's anticipated construction duration exceeds the 2-month and 6-month requirements set forth by OEHHA, construction of the Project meets the threshold warranting a quantified HRA under OEHHA guidance and should be evaluated for the entire construction period. Furthermore, OEHHA recommends that an exposure duration of 30 years should be used to estimate the individual cancer risk at the maximally exposed individual resident ("MEIR").[29] While the DEIR fails to provide the expected lifetime of the proposed Project, we can reasonably assume that the Project would operate for at least 30 years, if not more. Therefore, operation of the Project also exceeds the 2-month and 6-month requirements set forth by OEHHA and should be evaluated for the entire 30-year residential exposure duration, as indicated by OEHHA guidance. These recommendations reflect the most recent state health risk policies, and a revised EIR should be prepared to include an analysis of health risk impacts posed to nearby sensitive receptors from Project-generated DPM emissions.

Fourth, by claiming a less-than-significant impact without conducting a quantified construction or operational HRA for nearby, existing sensitive receptors, the DEIR fails to compare the Project's excess

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[26] "Sierra Club v. County of Fresno." Supreme Court of California, December 2018, a*vailable at:* https://ceqaportal.org/decisions/1907/Sierra%20Club%20v.%20County%20of%20Fresno.pdf.
[27] "Risk Assessment Guidelines: Guidance Manual for Preparation of Health Risk Assessments." OEHHA, February 2015, *available at:* https://oehha.ca.gov/media/downloads/crnr/2015guidancemanual.pdf, p. 8-18.
[28] "Risk Assessment Guidelines: Guidance Manual for Preparation of Health Risk Assessments." OEHHA, February 2015, *available at:* https://oehha.ca.gov/media/downloads/crnr/2015guidancemanual.pdf, p. 8-18.
[29] "Risk Assessment Guidelines: Guidance Manual for Preparation of Health Risk Assessments." OEHHA, February 2015, *available at:* https://oehha.ca.gov/media/downloads/crnr/2015guidancemanual.pdf, p. 2-4.

cancer risk to the SCAQMD's specific numeric threshold of 10 in one million.[30] In accordance with the most relevant guidance, an assessment of the health risk posed to nearby, existing receptors as a result of Project construction and operation should be conducted.

Screening-Level Analysis Demonstrates Potentially Significant Health Risk Impact

In order to conduct our screening-level risk assessment we relied upon AERSCREEN, which is a screening level air quality dispersion model.[31] The model replaced SCREEN3, and AERSCREEN is included in the OEHHA and the California Air Pollution Control Officers Associated ("CAPCOA") guidance as the appropriate air dispersion model for Level 2 health risk screening assessments ("HRSAs").[32, 33] A Level 2 HRSA utilizes a limited amount of site-specific information to generate maximum reasonable downwind concentrations of air contaminants to which nearby sensitive receptors may be exposed. If an unacceptable air quality hazard is determined to be possible using AERSCREEN, a more refined modeling approach should be conducted prior to the approval of the Project.

We prepared a preliminary HRA of the "1360 Vine – Residential Detailed Report" model's construction and operational health risk impact to residential sensitive receptors using the annual PM_{10} exhaust estimates from the FEIR's CalEEMod output files. Consistent with recommendations set forth by OEHHA, we assumed residential exposure begins during the third trimester stage of life.[34] The FEIR's CalEEMod model indicates that construction activities will generate approximately 643 pounds of DPM over the 1,152-day construction period.[35] The AERSCREEN model relies on a continuous average emission rate to simulate maximum downward concentrations from point, area, and volume emission sources. To account for the variability in equipment usage and truck trips over Project construction, we calculated an average DPM emission rate by the following equation:

$$Emission\ Rate\ \left(\frac{grams}{second}\right) = \frac{643.2\ lbs}{1{,}152\ days} \times \frac{453.6\ grams}{lbs} \times \frac{1\ day}{24\ hours} \times \frac{1\ hour}{3{,}600\ seconds} = \mathbf{0.00293\ g/s}$$

Using this equation, we estimated a construction emission rate of 0.00293 grams per second ("g/s"). Subtracting the 1,152-day construction period from the total residential duration of 30 years, we assumed that after Project construction, the sensitive receptor would be exposed to the Project's operational DPM for an additional 26.94 years. The FEIR's operational CalEEMod emissions indicate that operational activities will generate approximately 140 pounds of DPM per year throughout operation.

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[30] "South Coast AQMD Air Quality Significance Thresholds." SCAQMD, April 2019, *available at:* http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf.
[31] "Air Quality Dispersion Modeling - Screening Models," U.S. EPA, *available at:* https://www.epa.gov/scram/air-quality-dispersion-modeling-screening-models.
[32] "Risk Assessment Guidelines: Guidance Manual for Preparation of Health Risk Assessments." OEHHA, February 2015, *available at:* https://oehha.ca.gov/media/downloads/crnr/2015guidancemanual.pdf.
[33] "Health Risk Assessments for Proposed Land Use Projects." CAPCOA, July 2009, *available at:* http://www.valleyair.org/transportation/CAPCOA_HRA_LU_Guidelines_8-6-09.pdf.
[34] "Risk Assessment Guidelines: Guidance Manual for Preparation of Health Risk Assessments." OEHHA, February 2015, *available at:* https://oehha.ca.gov/media/downloads/crnr/2015guidancemanual.pdf, p. 8-18.
[35] See Attachment C for health risk calculations.

Applying the same equation used to estimate the construction DPM rate, we estimated the following emission rate for Project operation:

$$Emission\ Rate\ \left(\frac{grams}{second}\right) = \frac{140\ lbs}{365\ days} \times \frac{453.6\ grams}{lbs} \times \frac{1\ day}{24\ hours} \times \frac{1\ hour}{3{,}600\ seconds} = \mathbf{0.00201\ g/s}$$

Using this equation, we estimated an operational emission rate of 0.00201 g/s. Construction and operation were simulated as a 1.86-acre rectangular area source in AERSCREEN, with approximate dimensions of 123- by 61-meters. A release height of three meters was selected to represent the height of stacks of operational equipment and other heavy-duty vehicles, and an initial vertical dimension of one and a half meters was used to simulate instantaneous plume dispersion upon release. An urban meteorological setting was selected with model-default inputs for wind speed and direction distribution. The population of Los Angeles was obtained from U.S. 2020 Census data.[36]

The AERSCREEN model generates maximum reasonable estimates of single-hour DPM concentrations from the Project Site. The United States Environmental Protection Agency ("U.S. EPA") suggests that the annualized average concentration of an air pollutant be estimated by multiplying the single-hour concentration by 10% in screening procedures.[37] According to the DEIR, "the closest sensitive land uses to the Project Site are residential uses directly adjacent and east of the Project Site" (p. IV.A-28). However, according to the AERSCREEN output files, the Maximally Exposed Individual Receptor ("MEIR") is located approximately 50 meters downwind of the Project site. Thus, the single-hour concentration estimated by AERSCREEN for Project construction is approximately 8.519 µg/m^3 DPM at approximately 50 meters downwind. Multiplying this single-hour concentration by 10%, we get an annualized average concentration of 0.8519 µg/m^3 for Project construction at the MEIR. For Project operation, the single-hour concentration estimated by AERSCREEN is 5.852 µg/m^3 DPM at approximately 50 meters downwind. Multiplying this single-hour concentration by 10%, we get an annualized average concentration of 0.5852 µg/m^3 for Project operation at the MEIR.[38]

We calculated the excess cancer risk to the MEIR using applicable HRA methodologies prescribed by OEHHA, as recommended by SCAQMD.[39] Specifically, guidance from OEHHA and CARB recommends the use of a standard point estimate approach, including high-point estimate (i.e. 95th percentile) breathing rates and age sensitivity factors ("ASF") in order to account for the increased sensitivity to carcinogens during early-in-life exposure and accurately assess risk for susceptible subpopulations such as children. The residential exposure parameters utilized for the various age groups in our screening-level HRA are as follows:

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[36] "Los Angeles." U.S. Census Bureau, 2020, *available at:* https://datacommons.org/place/geoId/0644000.
[37] "Screening Procedures for Estimating the Air Quality Impact of Stationary Sources Revised." U.S. EPA, October 1992, *available at:* http://www.epa.gov/ttn/scram/guidance/guide/EPA-454R-92-019_OCR.pdf.
[38] See Attachment D for AERSCREEN output files.
[39] "AB 2588 and Rule 1402 Supplemental Guidelines." SCAQMD, October 2020, *available at:* http://www.aqmd.gov/docs/default-source/planning/risk-assessment/ab-2588-supplemental-guidelines.pdf?sfvrsn=19, p. 2.

Exposure Assumptions for Residential Individual Cancer Risk						
Age Group	**Breathing Rate** (L/kg-day)[40]	**Age Sensitivity Factor**[41]	**Exposure Duration** (years)	**Fraction of Time at Home**[42]	**Exposure Frequency** (days/year)[43]	**Exposure Time** (hours/day)
3rd Trimester	361	10	0.25	1	350	24
Infant (0 - 2)	1090	10	2	1	350	24
Child (2 - 16)	572	3	14	1	350	24
Adult (16 - 30)	261	1	14	0.73	350	24

For the inhalation pathway, the procedure requires the incorporation of several discrete variates to effectively quantify dose for each age group. Once determined, contaminant dose is multiplied by the cancer potency factor ("CPF") in units of inverse dose expressed in milligrams per kilogram per day ($mg/kg/day^{-1}$) to derive the cancer risk estimate. Therefore, to assess exposures, we utilized the following dose algorithm:

$$Dose_{AIR,per\ age\ group} = C_{air} \times EF \times \left[\frac{BR}{BW}\right] \times A \times CF$$

where:

$Dose_{AIR}$ = dose by inhalation (mg/kg/day), per age group
C_{air} = concentration of contaminant in air (µg/m3)
EF = exposure frequency (number of days/365 days)
BR/BW = daily breathing rate normalized to body weight (L/kg/day)
A = inhalation absorption factor (default = 1)
CF = conversion factor (1x10-6, µg to mg, L to m3)

To calculate the overall cancer risk, we used the following equation for each appropriate age group:

$$Cancer\ Risk_{AIR} = Dose_{AIR} \times CPF \times ASF \times FAH \times \frac{ED}{AT}$$

[40] "Supplemental Guidelines for Preparing Risk Assessments for the Air Toxics 'Hot Spots' Information and Assessment Act." SCAQMD, October 2020, available at: http://www.aqmd.gov/docs/default-source/planning/risk-assessment/ab-2588-supplemental-guidelines.pdf?sfvrsn=19, p. 19; see also "Risk Assessment Guidelines Guidance Manual for Preparation of Health Risk Assessments." OEHHA, February 2015, available at: https://oehha.ca.gov/media/downloads/crnr/2015guidancemanual.pdf.
[41] "Risk Assessment Guidelines Guidance Manual for Preparation of Health Risk Assessments." OEHHA, February 2015, available at: https://oehha.ca.gov/media/downloads/crnr/2015guidancemanual.pdf, p. 8-5 Table 8.3.
[42] "Risk Assessment Procedures." SCAQMD, August 2017, available at: http://www.aqmd.gov/docs/default-source/rule-book/Proposed-Rules/1401/riskassessmentprocedures_2017_080717.pdf, p. 7.
[43] "Risk Assessment Guidelines Guidance Manual for Preparation of Health Risk Assessments." OEHHA, February 2015, available at: https://oehha.ca.gov/media/downloads/crnr/2015guidancemanual.pdf, p. 5-24.

where:

$Dose_{AIR}$ = dose by inhalation (mg/kg/day), per age group
CPF = cancer potency factor, chemical-specific $(mg/kg/day)^{-1}$
ASF = age sensitivity factor, per age group
FAH = fraction of time at home, per age group (for residential receptors only)
ED = exposure duration (years)
AT = averaging time period over which exposure duration is averaged (always 70 years)

Consistent with the 1,152-day construction schedule, the annualized average concentration for construction was used for the entire third trimester of pregnancy (0.25 years), infantile stage of life (0 – 2 years) and the first 0.91 years of the child stage of life (2 – 16 years). The annualized average concentration for operation was used for the remainder of the 30-year exposure period, which makes up the latter 13.09 years of the child stage of life, as well as the entire adult (16 – 30 years) stage of life. The results of our calculations are shown in the table below.

The Maximally Exposed Individual at an Existing Residential Receptor

Age Group	**Emissions Source**	**Duration** (years)	**Concentration** (ug/m3)	**Cancer Risk**
3rd Trimester	Construction	0.25	0.8519	1.16E-05
Infant (0 - 2)	Construction	2	0.8519	2.80E-04
	Construction	*0.91*	*0.8519*	*2.00E-05*
	Operation	*13.09*	*0.5852*	*1.98E-04*
Child (2 - 16)	Total	14		2.18E-04
Adult (16 - 30)	Operation	14	0.5852	2.35E-05
Lifetime		**30**		**5.33E-04**

As demonstrated in the table above, the excess cancer risks for the 3rd trimester of pregnancy, infants, children, and adults at the MEIR located approximately 50 meters away, over the course of Project construction and operation, are approximately 11.6, 280, 218, and 23.5 in one million, respectively. The excess cancer risk over the course of a residential lifetime (30 years) is approximately 533 in one million, which exceeds the SCAQMD threshold of 10 in one million and results in a potentially significant impact not previously addressed or identified by the FEIR or DEIR.

Our analysis represents a screening-level HRA, which is known to be conservative and tends to err on the side of health protection. The purpose of the screening-level HRA is to demonstrate the potential link between Project-generated emissions and adverse health risk impacts. According to the U.S. EPA:

> "EPA's Exposure Assessment Guidelines recommend completing exposure assessments iteratively using a tiered approach to 'strike a balance between the costs of adding detail and refinement to an assessment and the benefits associated with that additional refinement' (U.S. EPA, 1992).
>
> In other words, an assessment using basic tools (e.g., simple exposure calculations, default values, rules of thumb, conservative assumptions) can be conducted as the first phase (or tier) of the overall assessment (i.e., a screening-level assessment).
>
> The exposure assessor or risk manager can then determine whether the results of the screening-level assessment warrant further evaluation through refinements of the input data and exposure assumptions or by using more advanced models."

As demonstrated above, screening-level analyses warrant further evaluation in a refined modeling approach. As our screening-level HRA demonstrates that construction and operation of the Project could result in a potentially significant health risk impact, a revised EIR should be prepared to include a refined health risk analysis which adequately and accurately evaluates health risk impacts associated with both Project construction and operation. If the refined analysis similarly concludes that the Project would result in a significant health risk impact, then mitigation measures should be incorporated, as described below in the "Feasible Mitigation Measures Available to Reduce Emissions" section.

Greenhouse Gas

Failure to Adequately Evaluate Greenhouse Gas Impacts

The DEIR estimates that the Residential Option with Residential Bungalows, and the Residential Option with Restaurant Bungalows, would generate net annual greenhouse gas ("GHG") emissions of 5,825- and 6,469-metric tons of carbon dioxide equivalents per year ("MT CO_2e/year"), respectively, with reducing measures (see excerpt below) (p. IV.E-74, Table IV.E-10).

Table IV.E-10
Annual GHG Emissions Summary—Residential Option Net Increase (Buildout minus Existing)[a]
(metric tons of carbon dioxide equivalent [$MTCO_2e$])

Scope	Buildout without Reducing Measures	Buildout with Reducing Measures	Percent Reduction from Measures (Buildout)[b]
Residential Option with Residential Bungalows			
Area[c]	101	11	-89%
Energy[d]	1,405	1,316	-6%
Mobile[e]	7,243	4,168	-42%
EV Charger Credit	(48)	(48)	--
Stationary[f]	1	1	0%
Solid Waste[g]	59	59	0%
Water/Wastewater[h]	207	160	-23%
Construction	158	158	0%
Total Emissions	**9,127**	**5,825**	-36%
Residential Option with Restaurant Bungalows			
Area[c]	101	7	-93%
Energy[d]	1,600	1,506	-6%
Mobile[e]	7,933	4,613	-42%
EV Charger Credit	(53)	(53)	--
Stationary[f]	1	1	0%
Solid Waste[g]	70	70	0%
Water/Wastewater[h]	216	167	-23%
Construction	158	158	0%
Total Emissions	**10,025**	**6,469**	-35%

Furthermore, the DEIR estimates that the Office Option with Residential Bungalows, and the Office Option with Restaurant Bungalows, would generate net annual GHG emissions of 5,704- and 6,382-MT CO_2e/year, respectively, with reducing measures (see excerpt below) (p. IV.E-76, Table IV.E-11).

Table IV.E-11
Annual GHG Emissions Summary—Office Option Net Increase (Buildout minus Existing) (metric tons of carbon dioxide equivalent [$MTCO_2e$])[a]

Scope	Buildout without Reducing Measures	Buildout with Reducing Measures	Percent Reduction from Measures (Buildout)[b]
Office Option with Residential Bungalows			
Area[c]	4	4	0%
Energy[d]	2,610	2,368	-9%
Mobile[e]	5,288	2,756	-48%
EV Charger Credit	(91)	(91)	—
Stationary[f]	1	1	0%
Solid Waste[g]	51	51	0%
Water/Wastewater[h]	564	445	-21%
Construction	169	169	0%
Total Emissions	**8,597**	**5,704**	-34%
Office Option with Restaurant Bungalows			
Area[c]	0	0	0%
Energy[d]	2,782	2,537	-9%
Mobile[e]	5,957	3,307	-44%
EV Charger Credit	(122)	(122)	—
Stationary[f]	1	1	0%
Solid Waste[g]	49	49	0%
Water/Wastewater[h]	559	441	-21%
Construction	169	169	0%
Total Emissions	**9,395**	**6,382**	-32%

However, the FEIR recalculates the Project's estimated GHG emissions, stating:

> "[C]alculation of Project emissions using CalEEMod 2022.1 was prepared as part of the Final EIR for informational purposes. The updated analysis confirms the Draft EIR's conclusions that both winter and summer daily pollutant emissions would be below the applicable significance thresholds. Therefore, no significant air quality and GHG impacts would occur from the Project" (p. II-119).

As demonstrated above, the FEIR states that the Project would not exceed applicable significant thresholds and concludes that the Project would result in a less-than-significant GHG impact. However, the DEIR's and FEIR's analyses, as well as the subsequent less-than-significant impact conclusion, are incorrect for two reasons.

(1) The FEIR's quantitative GHG analysis relies upon a flawed air model; and
(2) The FEIR fails to identify a potentially significant GHG impact.

1) *Incorrect and Unsubstantiated Quantitative Analysis of Emissions*

As previously stated, the DEIR estimates that the Project would generate net annual GHG emissions ranging from 5,704 to 6,469 MT CO_2e/year (p. IV.E-76, Table IV.E-11; p. IV.E-74, Table IV.E-10). However, the DEIR's and FEIR's quantitative GHG analysis is unsubstantiated. As previously discussed, the FEIR relies on CalEEMod Version 2022.1 to estimate the Project's air quality emissions and fails to provide the complete output files required to adequately evaluate model's analysis (p. 29).[44] Furthermore, when reviewing the Project's CalEEMod model, provided as Appendix FEIR-3, we found that we found that several of the values input into the model were not consistent with information disclosed in the Project documents. As a result, the model may underestimate the Project's emissions, and the FEIR's quantitative GHG analysis should not be relied upon to determine Project significance. A revised EIR should be prepared that adequately assesses the potential GHG impacts that construction and operation of the proposed Project may have on the environment.

2) *Failure to Identify a Potentially Significant GHG Impact*

In an effort to quantitatively evaluate the Project's GHG emissions, we compared the Project's GHG emissions, as estimated by the DEIR, to the SCAQMD interim bright-line threshold of 3,000 MT CO_2e/year for the year 2020.[45] For simplicity's sake, we utilized the emissions estimates as indicated by the DEIR rather than those calculated in the FEIR's updated CalEEMod output files; however, these estimates are underestimated as the FEIR's emissions estimates are higher than those reported by the DEIR. The guidance that provided the 3,000 MT CO_2e/year threshold, SCAQMD's 2008 *Interim CEQA GHG Significance Threshold for Stationary Sources, Rules, and Plans* report, was developed when the Global Warming Solutions Act of 2006, commonly known as "AB 32", was the governing statute for GHG reductions and required California to reduce GHG emissions to 1990 levels by 2020.[46]

As previously stated, the DEIR estimates that the Residential Option with Residential Bungalows, and the Residential Option with Restaurant Bungalows, would generate net annual GHG emissions of 5,825- and 6,469- MT CO_2e/year, respectively, while the DEIR estimates that the Office Option with Residential Bungalows, and the Office Option with Restaurant Bungalows, would generate net annual GHG emissions of 5,704- and 6,382-MT CO_2e/year, respectively (p. IV.E-76, Table IV.E-11; p. IV.E-74, Table IV.E-10). When applying this threshold, the Project's air models indicate a potentially significant GHG impact (see table below).

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[44] "CalEEMod Version 2022.1.0." California Air Pollution Control Officers Association (CAPCOA), May 2022, *available at:* https://www.caleemod.com/.

[45] "Minutes for the GHG CEQA Significance Threshold Stakeholder Working Group #15." SCAQMD, September 2010, *available at:* http://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-(ghg)-ceqa-significance-thresholds/year-2008-2009/ghg-meeting-15/ghg-meeting-15-minutes.pdf, p. 2.

[46] HEALTH & SAFETY CODE 38550, *available at:* https://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?lawCode=HSC&sectionNum=38550.

DEIR Annual Greenhouse Gas Emissions	
Residential Option with Residential Bungalows	
Total Net Annual GHG Emissions (MT CO_2e/year)	5,825
SCAQMD Interim Threshold (MT CO_2e/year)	3,000
Exceeds?	***Yes***
Residential Option with Restaurant Bungalows	
Total Net Annual GHG Emissions (MT CO_2e/year)	6,469
SCAQMD Interim Threshold (MT CO_2e/year)	3,000
Exceeds?	***Yes***
Office Option with Residential Bungalows	
Total Net Annual GHG Emissions (MT CO_2e/year)	5,704
SCAQMD Interim Threshold (MT CO_2e/year)	3,000
Exceeds?	***Yes***
Office Option with Restaurant Bungalows	
Total Net Annual GHG Emissions (MT CO_2e/year)	6,382
SCAQMD Interim Threshold (MT CO_2e/year)	3,000
Exceeds?	***Yes***

As demonstrated above, the Project's estimated annual GHG emissions for all scenarios exceed the SCAQMD interim threshold of 3,000 MT CO_2e/year, thus resulting in a significant impact not previously addressed or mitigated in the DEIR or FEIR.

Furthermore, we compared the Project's GHG emissions, as estimated by the DEIR, to the SCAQMD 2035 service population efficiency target of metric tons of carbon dioxide equivalents per service population per year ("MT CO_2e/SP/year"), which was calculated by applying a 40% reduction to the 2020 targets.[47] According to CAPCOA's *CEQA & Climate Change* report, a service population ("SP") is defined as "the sum of the number of residents and the number of jobs supported by the project."[48]

According to the DEIR, the Residential Option would support 966 residents and 266 employees, while the Office Option would support approximately 29 residents and 1,938 employees (p. IV.A-45 – IV.A-46).

[47] "Minutes for the GHG CEQA Significance Threshold Stakeholder Working Group #15." SCAQMD, September 2010, *available at:* http://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-(ghg)-ceqa-significance-thresholds/year-2008-2009/ghg-meeting-15/ghg-meeting-15-minutes.pdf, p. 2.
[48] "CEQA & Climate Change." California Air Pollution Control Officers Association (CAPCOA), January 2008, *available at:* http://www.capcoa.org/wp-content/uploads/2012/03/CAPCOA-White-Paper.pdf, p. 71-72.

Thus, we estimate a SP of 1,232- and 1,967-people for the Residential and Office Options, respectively. When dividing the Project's net annual GHG emissions, as estimated by the DEIR, by the associated SPs, we find that the four scenarios would emit the following efficiency values (see table below).

DEIR Service Population Efficiency Values	
Residential Option with Residential Bungalows	
Total Net Annual GHG Emissions (MT CO_2e/year)	5,825
Service Population	1,232
Service Population Efficiency (MT CO_2e/SP/year)	4.7
SCAQMD Threshold	3.0
Exceeds?	***Yes***
Residential Option with Restaurant Bungalows	
Total Net Annual GHG Emissions (MT CO_2e/year)	6,469
Service Population	1,232
Service Population Efficiency (MT CO_2e/SP/year)	5.3
SCAQMD Threshold	3.0
Exceeds?	***Yes***
Office Option with Residential Bungalows	
Total Net Annual GHG Emissions (MT CO_2e/year)	5,704
Service Population	1,967
Service Population Efficiency (MT CO_2e/SP/year)	2.9
SCAQMD Threshold	3.0
Exceeds?	***No***
Office Option with Restaurant Bungalows	
Total Net Annual GHG Emissions (MT CO_2e/year)	6,382
Service Population	1,967
Service Population Efficiency (MT CO_2e/SP/year)	3.2
SCAQMD Threshold	3.0
Exceeds?	***Yes***

As demonstrated above, the service population efficiency values for the Residential Options and the Office Option with Restaurant Bungalows, as estimated by the DEIR's net annual GHG emissions estimates and SP, exceed the SCAQMD 2035 efficiency target of 3.0 MT CO_2e/SP/year, indicating a potentially significant impact not previously identified or addressed by the DEIR or FEIR. As a result, the

DEIR's less-than-significant GHG impact conclusion should not be relied upon. A revised EIR should be prepared, including an updated GHG analysis and incorporating additional mitigation measures to reduce the Project's GHG emissions to less-than-significant levels.

Mitigation

Feasible Mitigation Measures Available to Reduce Emissions

Our analysis demonstrates that the Project would result in potentially significant air quality, health risk, and GHG impacts that should be mitigated further. As such, in an effort to reduce the Project's emissions, we identified several mitigation measures that are applicable to the proposed Project. Therefore, to reduce the Project's emissions, we recommend consideration of SCAG's 2020 *RTP/SCS* PEIR's Air Quality Project Level Mitigation Measures ("PMM-AQ-1") and Greenhouse Gas Project Level Mitigation Measures ("PMM-GHG-1"), as described below: [49]

SCAG RTP/SCS 2020-2045
Air Quality Project Level Mitigation Measures – PMM-AQ-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the *State CEQA Guidelines*, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to violating air quality standards. Such measures may include the following or other comparable measures identified by the Lead Agency:
a) Minimize land disturbance.
b) Suspend grading and earth moving when wind gusts exceed 25 miles per hour unless the soil is wet enough to prevent dust plumes.
c) Cover trucks when hauling dirt.
d) Stabilize the surface of dirt piles if not removed immediately.
e) Limit vehicular paths on unpaved surfaces and stabilize any temporary roads.
f) Minimize unnecessary vehicular and machinery activities.
g) Sweep paved streets at least once per day where there is evidence of dirt that has been carried on to the roadway.
h) Revegetate disturbed land, including vehicular paths created during construction to avoid future off-road vehicular activities.
i) On Caltrans projects, Caltrans Standard Specifications 10-Dust Control, 17-Watering, and 18-Dust Palliative shall be incorporated into project specifications.
j) Require contractors to assemble a comprehensive inventory list (i.e., make, model, engine year, horsepower, emission rates) of all heavy-duty off-road (portable and mobile) equipment (50 horsepower and greater) that could be used an aggregate of 40 or more hours for the construction project. Prepare a plan for approval by the applicable air district demonstrating achievement of the applicable percent reduction for a CARB-approved fleet.

[49] "4.0 Mitigation Measures." Connect SoCal Program Environmental Impact Report Addendum #1, September 2020, available at: https://scag.ca.gov/sites/main/files/file-attachments/fpeir_connectsocal_addendum_4_mitigationmeasures.pdf?1606004420, p. 4.0-2 – 4.0-10; 4.0-19 – 4.0-23; See also: "Certified Final Connect SoCal Program Environmental Impact Report." Southern California Association of Governments (SCAG), May 2020, *available at:* https://scag.ca.gov/peir.

k) Ensure that all construction equipment is properly tuned and maintained.
l) Minimize idling time to 5 minutes—saves fuel and reduces emissions.
m) Provide an operational water truck on-site at all times. Use watering trucks to minimize dust; watering should be sufficient to confine dust plumes to the project work areas. Sweep paved streets at least once per day where there is evidence of dirt that has been carried on to the roadway.
n) Utilize existing power sources (e.g., power poles) or clean fuel generators rather than temporary power generators.
o) Develop a traffic plan to minimize traffic flow interference from construction activities. The plan may include advance public notice of routing, use of public transportation, and satellite parking areas with a shuttle service. Schedule operations affecting traffic for off-peak hours. Minimize obstruction of through-traffic lanes. Provide a flag person to guide traffic properly and ensure safety at construction sites.
p) As appropriate require that portable engines and portable engine-driven equipment units used at the project work site, with the exception of on-road and off-road motor vehicles, obtain CARB Portable Equipment Registration with the state or a local district permit. Arrange appropriate consultations with the CARB or the District to determine registration and permitting requirements prior to equipment operation at the site.
q) Require projects within 500 feet of residences, hospitals, or schools to use Tier 4 equipment for all engines above 50 horsepower (hp) unless the individual project can demonstrate that Tier 4 engines would not be required to mitigate emissions below significance thresholds.
r) Projects located within the South Coast Air Basin should consider applying for South Coast AQMD "SOON" funds which provides funds to applicable fleets for the purchase of commercially available low-emission heavy-duty engines to achieve near-term reduction of NOx emissions from in-use off-road diesel vehicles.
s) Projects located within AB 617 communities should review the applicable Community Emissions Reduction Plan (CERP) for additional mitigation that can be applied to individual projects.
t) Where applicable, projects should provide information about air quality related programs to schools, including the Environmental Justice Community Partnerships (EJCP), Clean Air Ranger Education (CARE), and Why Air Quality Matters programs.
u) Projects should work with local cities and counties to install adequate signage that prohibits truck idling in certain locations (e.g., near schools and sensitive receptors).
y) Projects that will introduce sensitive receptors within 500 feet of freeways and other sources should consider installing high efficiency of enhanced filtration units, such as Minimum Efficiency Reporting Value (MERV) 13 or better. Installation of enhanced filtration units can be verified during occupancy inspection prior to the issuance of an occupancy permit.
z) Develop an ongoing monitoring, inspection, and maintenance program for the MERV filters.
aa) Consult the SCAG Environmental Justice Toolbox for potential measures to address impacts to low-income and/or minority communities.
bb) The following criteria related to diesel emissions shall be implemented on by individual project sponsors as appropriate and feasible: - Diesel nonroad vehicles on site for more than 10 total days shall have either (1) engines that meet EPA on road emissions standards or (2) emission control technology verified by EPA or CARB to reduce PM emissions by a minimum of 85% - Diesel generators on site for more than 10 total days shall be equipped with emission control technology verified by EPA or CARB to reduce PM emissions by a minimum of 85%. - Nonroad diesel engines on site shall be Tier 2 or higher. - Diesel nonroad construction equipment on site for more than 10 total days shall have either (1) engines meeting EPA Tier 4 nonroad emissions standards or (2) emission control technology verified by EPA or CARB for use with nonroad engines to reduce PM emissions by a minimum of 85% for engines for 50 hp and greater and by a minimum of 20% for engines less than 50 hp. - Emission control technology shall be operated, maintained, and serviced as recommended by the emission control technology manufacturer.

- Diesel vehicles, construction equipment, and generators on site shall be fueled with ultra-low sulfur diesel fuel (ULSD) or a biodiesel blend approved by the original engine manufacturer with sulfur content of 15 ppm or less.
- The construction contractor shall maintain a list of all diesel vehicles, construction equipment, and generators to be used on site. The list shall include the following:
    i. Contractor and subcontractor name and address, plus contact person responsible for the vehicles or equipment.
    ii. Equipment type, equipment manufacturer, equipment serial number, engine manufacturer, engine model year, engine certification (Tier rating), horsepower, engine serial number, and expected fuel usage and hours of operation.
    iii. For the emission control technology installed: technology type, serial number, make, model, manufacturer, EPA/CARB verification number/level, and installation date and hour-meter reading on installation date.
- The contractor shall establish generator sites and truck-staging zones for vehicles waiting to load or unload material on site. Such zones shall be located where diesel emissions have the least impact on abutters, the general public, and especially sensitive receptors such as hospitals, schools, daycare facilities, elderly housing, and convalescent facilities.
- The contractor shall maintain a monthly report that, for each on road diesel vehicle, nonroad construction equipment, or generator onsite, includes:
    i. Hour-meter readings on arrival on-site, the first and last day of every month, and on off-site date.
    ii. Any problems with the equipment or emission controls.
    iii. Certified copies of fuel deliveries for the time period that identify:
        1. Source of supply
        2. Quantity of fuel
        3. Quantity of fuel, including sulfur content (percent by weight)

cc) Project should exceed Title-24 Building Envelope Energy Efficiency Standards (California Building Standards Code). The following measures can be used to increase energy efficiency:

- Provide pedestrian network improvements, such as interconnected street network, narrower roadways and shorter block lengths, sidewalks, accessibility to transit and transit shelters, traffic calming measures, parks and public spaces, minimize pedestrian barriers.
- Provide traffic calming measures, such as:
    i. Marked crosswalks
    ii. Count-down signal timers
    iii. Curb extensions iv. Speed tables
    iv. Raised crosswalks
    v. Raised intersections
    vi. Median islands
    vii. Tight corner radii
    viii. Roundabouts or mini-circles
    ix. On-street parking
    x. Chicanes/chokers
- Create urban non-motorized zones
- Provide bike parking in non-residential and multi-unit residential projects
- Dedicate land for bike trails
- Limit parking supply through:
    i. Elimination (or reduction) of minimum parking requirements
    ii. Creation of maximum parking requirements
    iii. Provision of shared parking
- Require residential area parking permit.
- Provide ride-sharing programs
    i. Designate a certain percentage of parking spacing for ride sharing vehicles

ii. Designating adequate passenger loading and unloading and waiting areas for ride-sharing vehicles
iii. Providing a web site or messaging board for coordinating rides
iv. Permanent transportation management association membership and finding requirement.

Greenhouse Gas Project Level Mitigation Measures – PMM-GHG-1

In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the *State CEQA Guidelines*, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to violating air quality standards. Such measures may include the following or other comparable measures identified by the Lead Agency:

b) Reduce emissions resulting from projects through implementation of project features, project design, or other measures, such as those described in Appendix F of the State CEQA Guidelines.

c) Include off-site measures to mitigate a project's emissions.

d) Measures that consider incorporation of Best Available Control Technology (BACT) during design, construction and operation of projects to minimize GHG emissions, including but not limited to:

i. Use energy and fuel-efficient vehicles and equipment;
ii. Deployment of zero- and/or near zero emission technologies;
iii. Use lighting systems that are energy efficient, such as LED technology;
iv. Use the minimum feasible amount of GHG-emitting construction materials;
v. Use cement blended with the maximum feasible amount of flash or other materials that reduce GHG emissions from cement production;
vi. Incorporate design measures to reduce GHG emissions from solid waste management through encouraging solid waste recycling and reuse;
vii. Incorporate design measures to reduce energy consumption and increase use of renewable energy;
viii. Incorporate design measures to reduce water consumption;
ix. Use lighter-colored pavement where feasible;
x. Recycle construction debris to maximum extent feasible;
xi. Plant shade trees in or near construction projects where feasible; and
xii. Solicit bids that include concepts listed above.

e) Measures that encourage transit use, carpooling, bike-share and car-share programs, active transportation, and parking strategies, including, but not limited to the following:

i. Promote transit-active transportation coordinated strategies;
ii. Increase bicycle carrying capacity on transit and rail vehicles;
iii. Improve or increase access to transit;
iv. Increase access to common goods and services, such as groceries, schools, and day care;
v. Incorporate affordable housing into the project;
vi. Incorporate the neighborhood electric vehicle network;
vii. Orient the project toward transit, bicycle and pedestrian facilities;
viii. Improve pedestrian or bicycle networks, or transit service;
ix. Provide traffic calming measures;
x. Provide bicycle parking;
xi. Limit or eliminate park supply;
xii. Unbundle parking costs;
xiii. Provide parking cash-out programs;

xiv. Implement or provide access to commute reduction program;

f) Incorporate bicycle and pedestrian facilities into project designs, maintaining these facilities, and providing amenities incentivizing their use; and planning for and building local bicycle projects that connect with the regional network;

g) Improving transit access to rail and bus routes by incentives for construction and transit facilities within developments, and/or providing dedicated shuttle service to transit stations; and

h) Adopting employer trip reduction measures to reduce employee trips such as vanpool and carpool programs, providing end-of-trip facilities, and telecommuting programs including but not limited to measures that:

i. Provide car-sharing, bike sharing, and ride-sharing programs;
ii. Provide transit passes;
iii. Shift single occupancy vehicle trips to carpooling or vanpooling, for example providing ride-matching services;
iv. Provide incentives or subsidies that increase that use of modes other than single-occupancy vehicle;
v. Provide on-site amenities at places of work, such as priority parking for carpools and vanpools, secure bike parking, and showers and locker rooms;
vi. Provide employee transportation coordinators at employment sites;
vii. Provide a guaranteed ride home service to users of non-auto modes.

i) Designate a percentage of parking spaces for ride-sharing vehicles or high-occupancy vehicles, and provide adequate passenger loading and unloading for those vehicles;

j) Land use siting and design measures that reduce GHG emissions, including:

i. Developing on infill and brownfields sites;
ii. Building compact and mixed-use developments near transit;
iii. Retaining on-site mature trees and vegetation, and planting new canopy trees;
iv. Measures that increase vehicle efficiency, encourage use of zero and low emissions vehicles, or reduce the carbon content of fuels, including constructing or encouraging construction of electric vehicle charging stations or neighborhood electric vehicle networks, or charging for electric bicycles; and
v. Measures to reduce GHG emissions from solid waste management through encouraging solid waste recycling and reuse.

k) Consult the SCAG Environmental Justice Toolbox for potential measures to address impacts to low-income and/or minority communities. The measures provided above are also intended to be applied in low income and minority communities as applicable and feasible.

l) Require at least five percent of all vehicle parking spaces include electric vehicle charging stations, or at a minimum, require the appropriate infrastructure to facilitate sufficient electric charging for passenger vehicles and trucks to plug-in.

m) Encourage telecommuting and alternative work schedules, such as:

i. Staggered starting times
ii. Flexible schedules
iii. Compressed work weeks

n) Implement commute trip reduction marketing, such as:

i. New employee orientation of trip reduction and alternative mode options
ii. Event promotions
iii. Publications

o) Implement preferential parking permit program

p) Implement school pool and bus programs

q) Price workplace parking, such as:

i. Explicitly charging for parking for its employees;
ii. Implementing above market rate pricing;
iii. Validating parking only for invited guests;
iv. Not providing employee parking and transportation allowances; and
v. Educating employees about available alternatives.

These measures offer a cost-effective, feasible way to incorporate lower-emitting design features into the proposed Project, which subsequently, reduce emissions released during Project construction and operation.

As it is policy of the State that eligible renewable energy resources and zero-carbon resources supply 100% of retail sales of electricity to California end-use customers by December 31, 2045, we emphasize the applicability of incorporating solar power system into the Project design. Until the feasibility of incorporating on-site renewable energy production is considered, the Project should not be approved.

A revised EIR should be prepared to include all feasible mitigation measures, as well as include updated health risk and GHG analyses to ensure that the necessary mitigation measures are implemented to reduce emissions to below thresholds. The revised EIR should also demonstrate a commitment to the implementation of these measures prior to Project approval, to ensure that the Project's significant emissions are reduced to the maximum extent possible.

Disclaimer

SWAPE has received limited discovery regarding this project. Additional information may become available in the future; thus, we retain the right to revise or amend this report when additional information becomes available. Our professional services have been performed using that degree of care and skill ordinarily exercised, under similar circumstances, by reputable environmental consultants practicing in this or similar localities at the time of service. No other warranty, expressed or implied, is made as to the scope of work, work methodologies and protocols, site conditions, analytical testing results, and findings presented. This report reflects efforts which were limited to information that was reasonably accessible at the time of the work, and may contain informational gaps, inconsistencies, or otherwise be incomplete due to the unavailability or uncertainty of information obtained or provided by third parties.

Sincerely,

Matt Hagemann, P.G., C.Hg.

Attachment A: Updated Construction Schedule

Attachment B: Updated CalEEMod Output Files

Attachment C: Health Risk Calculations

Attachment D: AERSCREEN Output Files

Attachment E: Matt Hagemann CV

Attachment F: Paul Rosenfeld CV

Construction Schedule Calculations						
Phase	Default Phase Length	Construction Duration	%	Construction Duration	Revised Phase Length	
Demolition	20	316	0.0633	1058	67	
Site Preparation	2	316	0.0063	1058	7	
Grading	4	316	0.0127	1058	13	
Construction	200	316	0.6329	1058	670	
Paving	10	316	0.0316	1058	33	
Architectural Coating	10	316	0.0316	1058	33	

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	Total Default Construction Duration		Revised Construction Duration	
Start Date	10/18/2023		12/16/2021	
End Date	8/29/2024		11/8/2024	33
Total Days	316		1058	

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1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Enclosed Parking with Elevator	764.00	Space	0.00	305,600.00	0
Apartments High Rise	417.00	Dwelling Unit	1.80	400,320.00	1193
Single Family Housing	12.00	Dwelling Unit	0.00	23,400.00	34
Strip Mall	5.00	1000sqft	0.00	5,000.00	0
Supermarket	55.00	1000sqft	0.00	55,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2025
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	390.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics - See comment regarding "Unsubstantiated Reduction to CO2 Intensity Factor"

Land Use - Consistent with the FEIR's model.

Construction Phase - Total construction duration consistent with the FEIR's model. See SWAPE comment regarding "Unsubstantiated Changes to Individual Construction Phase Lengths"

Off-road Equipment - See SWAPE comment regarding "Unsubstantiated Changes to Off-Road Construction Equipment Input Parameters"

Trips and VMT - See SWAPE comment regarding "Unsubstantiated Changes to Construction Trips and VMT Parameters"

Demolition - See SWAPE comment regarding "Underestimated Amount of Required Demolition"

Grading - Consistent with the FEIR's model.

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Woodstoves - See SWAPE comment regarding "Unsubstantiated Reduction to Number of Hearths." Reduced wood-burning appliances to zero.

Energy Use - The exact changes to the energy use values in the FEIR's model to adjust for garage ventilation are unclear, so no changes were made.

Construction Off-road Equipment Mitigation - Consistent with the FEIR's model.

Stationary Sources - Emergency Generators and Fire Pumps - Consistent with the FEIR's model.

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	10.00	33.00
tblConstructionPhase	NumDays	200.00	670.00
tblConstructionPhase	NumDays	20.00	67.00
tblConstructionPhase	NumDays	4.00	13.00
tblConstructionPhase	NumDays	10.00	33.00
tblConstructionPhase	NumDays	2.00	7.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberWood	20.85	0.00
tblFireplaces	NumberWood	0.60	0.00
tblGrading	MaterialExported	0.00	142,000.00
tblLandUse	LandUseSquareFeet	417,000.00	400,320.00
tblLandUse	LandUseSquareFeet	21,600.00	23,400.00
tblLandUse	LotAcreage	6.88	0.00
tblLandUse	LotAcreage	6.73	1.80
tblLandUse	LotAcreage	3.90	0.00
tblLandUse	LotAcreage	0.11	0.00
tblLandUse	LotAcreage	1.26	0.00
tblStationaryGeneratorsPumpsUse	HorsePowerValue	0.00	300.00
tblStationaryGeneratorsPumpsUse	HoursPerDay	0.00	1.00
tblStationaryGeneratorsPumpsUse	HoursPerYear	0.00	200.00
tblStationaryGeneratorsPumpsUse	NumberOfEquipment	0.00	1.00
tblWoodstoves	NumberCatalytic	20.85	0.00

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tblWoodstoves	NumberCatalytic	0.60	0.00
tblWoodstoves	NumberNoncatalytic	20.85	0.00
tblWoodstoves	NumberNoncatalytic	0.60	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

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					
2021	0.0123	0.1211	0.0907	1.6000e-004	3.9800e-003	6.2800e-003	0.0103	7.3000e-004	5.8600e-003	6.5900e-003	0.0000	14.2150	14.2150	3.3000e-003	1.6000e-004	14.3437
2022	0.4187	3.9807	3.7322	0.0145	0.7679	0.1033	0.8712	0.2191	0.0984	0.3175	0.0000	1,363.0378	1,363.0378	0.0960	0.1250	1,402.6870
2023	0.4000	2.2257	3.8493	0.0110	0.7307	0.0735	0.8042	0.1961	0.0708	0.2669	0.0000	999.1604	999.1604	0.0621	0.0494	1,015.4337
2024	0.5346	1.9405	3.3570	9.6300e-003	0.6367	0.0611	0.6978	0.1708	0.0586	0.2294	0.0000	872.1592	872.1592	0.0583	0.0416	886.0065
2025	1.4528	0.0192	0.0647	1.6000e-004	0.0143	8.3000e-004	0.0151	3.8000e-003	8.2000e-004	4.6200e-003	0.0000	14.3873	14.3873	4.5000e-004	2.6000e-004	14.4752
Maximum	**1.4528**	**3.9807**	**3.8493**	**0.0145**	**0.7679**	**0.1033**	**0.8712**	**0.2191**	**0.0984**	**0.3175**	**0.0000**	**1,363.0378**	**1,363.0378**	**0.0960**	**0.1250**	**1,402.6870**

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2.1 Overall Construction

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					
2021	0.0123	0.1211	0.0907	1.6000e-004	2.2100e-003	6.2800e-003	8.4900e-003	4.6000e-004	5.8600e-003	6.3200e-003	0.0000	14.2150	14.2150	3.3000e-003	1.6000e-004	14.3437
2022	0.4187	3.9807	3.7322	0.0145	0.7134	0.1033	0.8167	0.1971	0.0984	0.2955	0.0000	1,363.0376	1,363.0376	0.0960	0.1250	1,402.6867
2023	0.4000	2.2257	3.8493	0.0110	0.7307	0.0735	0.8042	0.1961	0.0708	0.2669	0.0000	999.1601	999.1601	0.0621	0.0494	1,015.4334
2024	0.5346	1.9405	3.3570	9.6300e-003	0.6367	0.0611	0.6978	0.1708	0.0586	0.2294	0.0000	872.1590	872.1590	0.0583	0.0416	886.0062
2025	1.4528	0.0192	0.0647	1.6000e-004	0.0143	8.3000e-004	0.0151	3.8000e-003	8.2000e-004	4.6200e-003	0.0000	14.3873	14.3873	4.5000e-004	2.6000e-004	14.4752
Maximum	**1.4528**	**3.9807**	**3.8493**	**0.0145**	**0.7307**	**0.1033**	**0.8167**	**0.1971**	**0.0984**	**0.2955**	**0.0000**	**1,363.0376**	**1,363.0376**	**0.0960**	**0.1250**	**1,402.6867**

	ROG	NOx	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**	**2.61**	**0.00**	**2.34**	**3.76**	**0.00**	**2.69**	**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	**9-21-2023**	**12-20-2023**	0.6576	0.6576
2	**12-21-2023**	**3-20-2024**	0.6315	0.6315
3	**3-21-2024**	**6-20-2024**	0.6234	0.6234
4	**6-21-2024**	**9-20-2024**	0.6219	0.6219
5	**9-21-2024**	**12-20-2024**	0.4348	0.4348
6	**12-21-2024**	**3-20-2025**	1.7163	1.7163
		Highest	1.7163	1.7163

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

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	2.0748	0.1266	4.4626	7.2000e-004		0.0307	0.0307		0.0307	0.0307	0.0000	94.8132	94.8132	8.6500e-003	1.6100e-003	95.5079
Energy	0.0285	0.2468	0.1298	1.5500e-003		0.0197	0.0197		0.0197	0.0197	0.0000	1,247.5601	1,247.5601	0.0869	0.0151	1,254.2168
Mobile	3.3744	3.2000	28.8627	0.0562	6.0317	0.0432	6.0749	1.6093	0.0401	1.6493	0.0000	5,203.0043	5,203.0043	0.4279	0.2597	5,291.0778
Stationary	0.0492	0.1376	0.1255	2.4000e-004		7.2400e-003	7.2400e-003		7.2400e-003	7.2400e-003	0.0000	22.8478	22.8478	3.2000e-003	0.0000	22.9279
Waste						0.0000	0.0000		0.0000	0.0000	105.8009	0.0000	105.8009	6.2527	0.0000	262.1173
Water						0.0000	0.0000		0.0000	0.0000	11.1360	116.6361	127.7721	1.1536	0.0282	165.0162
Total	**5.5269**	**3.7110**	**33.5806**	**0.0587**	**6.0317**	**0.1007**	**6.1325**	**1.6093**	**0.0977**	**1.7069**	**116.9369**	**6,684.8615**	**6,801.7984**	**7.9330**	**0.3045**	**7,090.8639**

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

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	2.0748	0.1266	4.4626	7.2000e-004		0.0307	0.0307		0.0307	0.0307	0.0000	94.8132	94.8132	8.6500e-003	1.6100e-003	95.5079
Energy	0.0285	0.2468	0.1298	1.5500e-003		0.0197	0.0197		0.0197	0.0197	0.0000	1,247.5601	1,247.5601	0.0869	0.0151	1,254.2168
Mobile	3.3744	3.2000	28.8627	0.0562	6.0317	0.0432	6.0749	1.6093	0.0401	1.6493	0.0000	5,203.0043	5,203.0043	0.4279	0.2597	5,291.0778
Stationary	0.0492	0.1376	0.1255	2.4000e-004		7.2400e-003	7.2400e-003		7.2400e-003	7.2400e-003	0.0000	22.8478	22.8478	3.2000e-003	0.0000	22.9279
Waste						0.0000	0.0000		0.0000	0.0000	105.8009	0.0000	105.8009	6.2527	0.0000	262.1173
Water						0.0000	0.0000		0.0000	0.0000	11.1360	116.6361	127.7721	1.1536	0.0282	165.0162
Total	**5.5269**	**3.7110**	**33.5806**	**0.0587**	**6.0317**	**0.1007**	**6.1325**	**1.6093**	**0.0977**	**1.7069**	**116.9369**	**6,684.8615**	**6,801.7984**	**7.9330**	**0.3045**	**7,090.8639**

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

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	12/16/2021	3/18/2022	5	67	
2	Site Preparation	Site Preparation	3/19/2022	3/29/2022	5	7	

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

3	Grading	Grading	3/30/2022	4/15/2022	5	13	
4	Building Construction	Building Construction	4/16/2022	11/8/2024	5	670	
5	Paving	Paving	11/9/2024	12/25/2024	5	33	
6	Architectural Coating	Architectural Coating	12/26/2024	2/10/2025	5	33	

Acres of Grading (Site Preparation Phase): 6.56

Acres of Grading (Grading Phase): 13

Acres of Paving: 0

Residential Indoor: 858,033; Residential Outdoor: 286,011; Non-Residential Indoor: 90,000; Non-Residential Outdoor: 30,000; Striped Parking Area: 18,336 (Architectural Coating – sqft)

OffRoad Equipment

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

1360 Vine - Residential Detailed Report - Los Angeles-South Coast County, Annual

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

Paving	Paving Equipment	1	8.00	132	0.36
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	13.00	0.00	149.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	17,750.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	452.00	106.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	13.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	90.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

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

3.2 Demolition - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.9000e-003	0.0000	2.9000e-003	4.4000e-004	0.0000	4.4000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0120	0.1182	0.0870	1.4000e-004		6.2500e-003	6.2500e-003		5.8300e-003	5.8300e-003	0.0000	12.6428	12.6428	3.2300e-003	0.0000	12.7236
Total	**0.0120**	**0.1182**	**0.0870**	**1.4000e-004**	**2.9000e-003**	**6.2500e-003**	**9.1500e-003**	**4.4000e-004**	**5.8300e-003**	**6.2700e-003**	**0.0000**	**12.6428**	**12.6428**	**3.2300e-003**	**0.0000**	**12.7236**

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	9.0000e-005	2.6900e-003	5.9000e-004	1.0000e-005	2.3000e-004	3.0000e-005	2.6000e-004	6.0000e-005	3.0000e-005	9.0000e-005	0.0000	0.8466	0.8466	4.0000e-005	1.3000e-004	0.8877
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.9000e-004	2.5000e-004	3.1600e-003	1.0000e-005	8.5000e-004	1.0000e-005	8.6000e-004	2.3000e-004	1.0000e-005	2.3000e-004	0.0000	0.7256	0.7256	2.0000e-005	2.0000e-005	0.7324
Total	**3.8000e-004**	**2.9400e-003**	**3.7500e-003**	**2.0000e-005**	**1.0800e-003**	**4.0000e-005**	**1.1200e-003**	**2.9000e-004**	**4.0000e-005**	**3.2000e-004**	**0.0000**	**1.5722**	**1.5722**	**6.0000e-005**	**1.5000e-004**	**1.6201**

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

3.2 Demolition - 2021

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					1.1300e-003	0.0000	1.1300e-003	1.7000e-004	0.0000	1.7000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0120	0.1182	0.0870	1.4000e-004		6.2500e-003	6.2500e-003		5.8300e-003	5.8300e-003	0.0000	12.6428	12.6428	3.2300e-003	0.0000	12.7236
Total	**0.0120**	**0.1182**	**0.0870**	**1.4000e-004**	**1.1300e-003**	**6.2500e-003**	**7.3800e-003**	**1.7000e-004**	**5.8300e-003**	**6.0000e-003**	**0.0000**	**12.6428**	**12.6428**	**3.2300e-003**	**0.0000**	**12.7236**

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	9.0000e-005	2.6900e-003	5.9000e-004	1.0000e-005	2.3000e-004	3.0000e-005	2.6000e-004	6.0000e-005	3.0000e-005	9.0000e-005	0.0000	0.8466	0.8466	4.0000e-005	1.3000e-004	0.8877
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.9000e-004	2.5000e-004	3.1600e-003	1.0000e-005	8.5000e-004	1.0000e-005	8.6000e-004	2.3000e-004	1.0000e-005	2.3000e-004	0.0000	0.7256	0.7256	2.0000e-005	2.0000e-005	0.7324
Total	**3.8000e-004**	**2.9400e-003**	**3.7500e-003**	**2.0000e-005**	**1.0800e-003**	**4.0000e-005**	**1.1200e-003**	**2.9000e-004**	**4.0000e-005**	**3.2000e-004**	**0.0000**	**1.5722**	**1.5722**	**6.0000e-005**	**1.5000e-004**	**1.6201**

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

3.2 Demolition - 2022

Unmitigated Construction 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					0.0133	0.0000	0.0133	2.0100e-003	0.0000	2.0100e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0465	0.4571	0.3839	6.6000e-004		0.0230	0.0230		0.0215	0.0215	0.0000	57.9636	57.9636	0.0148	0.0000	58.3329
Total	**0.0465**	**0.4571**	**0.3839**	**6.6000e-004**	**0.0133**	**0.0230**	**0.0363**	**2.0100e-003**	**0.0215**	**0.0235**	**0.0000**	**57.9636**	**57.9636**	**0.0148**	**0.0000**	**58.3329**

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	2.8000e-004	0.0108	2.4100e-003	4.0000e-005	1.0500e-003	8.0000e-005	1.1300e-003	2.9000e-004	7.0000e-005	3.6000e-004	0.0000	3.7774	3.7774	2.0000e-004	6.0000e-004	3.9611
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	1.2200e-003	1.0200e-003	0.0133	4.0000e-005	3.9200e-003	3.0000e-005	3.9400e-003	1.0400e-003	2.0000e-005	1.0600e-003	0.0000	3.2219	3.2219	9.0000e-005	9.0000e-005	3.2505
Total	**1.5000e-003**	**0.0118**	**0.0157**	**8.0000e-005**	**4.9700e-003**	**1.1000e-004**	**5.0700e-003**	**1.3300e-003**	**9.0000e-005**	**1.4200e-003**	**0.0000**	**6.9994**	**6.9994**	**2.9000e-004**	**6.9000e-004**	**7.2116**

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

3.2 Demolition - 2022

Mitigated Construction 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					5.1800e-003	0.0000	5.1800e-003	7.8000e-004	0.0000	7.8000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0465	0.4571	0.3839	6.6000e-004		0.0230	0.0230		0.0215	0.0215	0.0000	57.9636	57.9636	0.0148	0.0000	58.3328
Total	**0.0465**	**0.4571**	**0.3839**	**6.6000e-004**	**5.1800e-003**	**0.0230**	**0.0282**	**7.8000e-004**	**0.0215**	**0.0223**	**0.0000**	**57.9636**	**57.9636**	**0.0148**	**0.0000**	**58.3328**

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	2.8000e-004	0.0108	2.4100e-003	4.0000e-005	1.0500e-003	8.0000e-005	1.1300e-003	2.9000e-004	7.0000e-005	3.6000e-004	0.0000	3.7774	3.7774	2.0000e-004	6.0000e-004	3.9611
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	1.2200e-003	1.0200e-003	0.0133	4.0000e-005	3.9200e-003	3.0000e-005	3.9400e-003	1.0400e-003	2.0000e-005	1.0600e-003	0.0000	3.2219	3.2219	9.0000e-005	9.0000e-005	3.2505
Total	**1.5000e-003**	**0.0118**	**0.0157**	**8.0000e-005**	**4.9700e-003**	**1.1000e-004**	**5.0700e-003**	**1.3300e-003**	**9.0000e-005**	**1.4200e-003**	**0.0000**	**6.9994**	**6.9994**	**2.9000e-004**	**6.9000e-004**	**7.2116**

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

3.3 Site Preparation - 2022

Unmitigated Construction 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					0.0219	0.0000	0.0219	0.0105	0.0000	0.0105	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.5900e-003	0.0512	0.0248	6.0000e-005		2.1800e-003	2.1800e-003		2.0000e-003	2.0000e-003	0.0000	5.2904	5.2904	1.7100e-003	0.0000	5.3331
Total	**4.5900e-003**	**0.0512**	**0.0248**	**6.0000e-005**	**0.0219**	**2.1800e-003**	**0.0241**	**0.0105**	**2.0000e-003**	**0.0125**	**0.0000**	**5.2904**	**5.2904**	**1.7100e-003**	**0.0000**	**5.3331**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-004	8.0000e-005	1.0400e-003	0.0000	3.1000e-004	0.0000	3.1000e-004	8.0000e-005	0.0000	8.0000e-005	0.0000	0.2524	0.2524	1.0000e-005	1.0000e-005	0.2546
Total	**1.0000e-004**	**8.0000e-005**	**1.0400e-003**	**0.0000**	**3.1000e-004**	**0.0000**	**3.1000e-004**	**8.0000e-005**	**0.0000**	**8.0000e-005**	**0.0000**	**0.2524**	**0.2524**	**1.0000e-005**	**1.0000e-005**	**0.2546**

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

3.3 Site Preparation - 2022

Mitigated Construction 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					8.5500e-003	0.0000	8.5500e-003	4.1000e-003	0.0000	4.1000e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.5900e-003	0.0512	0.0248	6.0000e-005		2.1800e-003	2.1800e-003		2.0000e-003	2.0000e-003	0.0000	5.2903	5.2903	1.7100e-003	0.0000	5.3331
Total	**4.5900e-003**	**0.0512**	**0.0248**	**6.0000e-005**	**8.5500e-003**	**2.1800e-003**	**0.0107**	**4.1000e-003**	**2.0000e-003**	**6.1000e-003**	**0.0000**	**5.2903**	**5.2903**	**1.7100e-003**	**0.0000**	**5.3331**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-004	8.0000e-005	1.0400e-003	0.0000	3.1000e-004	0.0000	3.1000e-004	8.0000e-005	0.0000	8.0000e-005	0.0000	0.2524	0.2524	1.0000e-005	1.0000e-005	0.2546
Total	**1.0000e-004**	**8.0000e-005**	**1.0400e-003**	**0.0000**	**3.1000e-004**	**0.0000**	**3.1000e-004**	**8.0000e-005**	**0.0000**	**8.0000e-005**	**0.0000**	**0.2524**	**0.2524**	**1.0000e-005**	**1.0000e-005**	**0.2546**

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

3.4 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0541	0.0000	0.0541	0.0235	0.0000	0.0235	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0100	0.1104	0.0599	1.3000e-004		4.8200e-003	4.8200e-003		4.4400e-003	4.4400e-003	0.0000	11.7668	11.7668	3.8100e-003	0.0000	11.8619
Total	**0.0100**	**0.1104**	**0.0599**	**1.3000e-004**	**0.0541**	**4.8200e-003**	**0.0589**	**0.0235**	**4.4400e-003**	**0.0279**	**0.0000**	**11.7668**	**11.7668**	**3.8100e-003**	**0.0000**	**11.8619**

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	0.0409	1.5699	0.3500	5.5200e-003	0.1527	0.0111	0.1638	0.0419	0.0106	0.0525	0.0000	548.1778	548.1778	0.0291	0.0870	574.8249
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.2000e-004	1.9000e-004	2.4100e-003	1.0000e-005	7.1000e-004	0.0000	7.2000e-004	1.9000e-004	0.0000	1.9000e-004	0.0000	0.5858	0.5858	2.0000e-005	2.0000e-005	0.5910
Total	**0.0412**	**1.5701**	**0.3524**	**5.5300e-003**	**0.1534**	**0.0111**	**0.1645**	**0.0421**	**0.0106**	**0.0527**	**0.0000**	**548.7636**	**548.7636**	**0.0291**	**0.0870**	**575.4159**

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

3.4 Grading - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0211	0.0000	0.0211	9.1600e-003	0.0000	9.1600e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0100	0.1104	0.0599	1.3000e-004		4.8200e-003	4.8200e-003		4.4400e-003	4.4400e-003	0.0000	11.7668	11.7668	3.8100e-003	0.0000	11.8619
Total	**0.0100**	**0.1104**	**0.0599**	**1.3000e-004**	**0.0211**	**4.8200e-003**	**0.0259**	**9.1600e-003**	**4.4400e-003**	**0.0136**	**0.0000**	**11.7668**	**11.7668**	**3.8100e-003**	**0.0000**	**11.8619**

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	0.0409	1.5699	0.3500	5.5200e-003	0.1527	0.0111	0.1638	0.0419	0.0106	0.0525	0.0000	548.1778	548.1778	0.0291	0.0870	574.8249
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.2000e-004	1.9000e-004	2.4100e-003	1.0000e-005	7.1000e-004	0.0000	7.2000e-004	1.9000e-004	0.0000	1.9000e-004	0.0000	0.5858	0.5858	2.0000e-005	2.0000e-005	0.5910
Total	**0.0412**	**1.5701**	**0.3524**	**5.5300e-003**	**0.1534**	**0.0111**	**0.1645**	**0.0421**	**0.0106**	**0.0527**	**0.0000**	**548.7636**	**548.7636**	**0.0291**	**0.0870**	**575.4159**

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

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1525	1.1565	1.1772	2.0400e-003		0.0545	0.0545		0.0526	0.0526	0.0000	167.9586	167.9586	0.0293	0.0000	168.6900
Total	**0.1525**	**1.1565**	**1.1772**	**2.0400e-003**		**0.0545**	**0.0545**		**0.0526**	**0.0526**	**0.0000**	**167.9586**	**167.9586**	**0.0293**	**0.0000**	**168.6900**

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	0.0191	0.5042	0.1672	1.9200e-003	0.0618	4.5800e-003	0.0664	0.0178	4.3800e-003	0.0222	0.0000	187.2343	187.2343	6.2500e-003	0.0270	195.4389
Worker	0.1432	0.1193	1.5500	4.1100e-003	0.4582	2.9900e-003	0.4611	0.1217	2.7500e-003	0.1244	0.0000	376.8089	376.8089	0.0108	0.0103	380.1482
Total	**0.1624**	**0.6235**	**1.7173**	**6.0300e-003**	**0.5199**	**7.5700e-003**	**0.5275**	**0.1395**	**7.1300e-003**	**0.1467**	**0.0000**	**564.0432**	**564.0432**	**0.0171**	**0.0373**	**575.5871**

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

3.5 Building Construction - 2022

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	0.1525	1.1565	1.1772	2.0400e-003		0.0545	0.0545		0.0526	0.0526	0.0000	167.9584	167.9584	0.0293	0.0000	168.6898
Total	**0.1525**	**1.1565**	**1.1772**	**2.0400e-003**		**0.0545**	**0.0545**		**0.0526**	**0.0526**	**0.0000**	**167.9584**	**167.9584**	**0.0293**	**0.0000**	**168.6898**

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	0.0191	0.5042	0.1672	1.9200e-003	0.0618	4.5800e-003	0.0664	0.0178	4.3800e-003	0.0222	0.0000	187.2343	187.2343	6.2500e-003	0.0270	195.4389
Worker	0.1432	0.1193	1.5500	4.1100e-003	0.4582	2.9900e-003	0.4611	0.1217	2.7500e-003	0.1244	0.0000	376.8089	376.8089	0.0108	0.0103	380.1482
Total	**0.1624**	**0.6235**	**1.7173**	**6.0300e-003**	**0.5199**	**7.5700e-003**	**0.5275**	**0.1395**	**7.1300e-003**	**0.1467**	**0.0000**	**564.0432**	**564.0432**	**0.0171**	**0.0373**	**575.5871**

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

3.5 Building Construction - 2023

Unmitigated Construction 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	0.1980	1.5224	1.6394	2.8700e-003		0.0669	0.0669		0.0646	0.0646	0.0000	236.0789	236.0789	0.0401	0.0000	237.0811
Total	**0.1980**	**1.5224**	**1.6394**	**2.8700e-003**		**0.0669**	**0.0669**		**0.0646**	**0.0646**	**0.0000**	**236.0789**	**236.0789**	**0.0401**	**0.0000**	**237.0811**

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	0.0156	0.5553	0.2079	2.5700e-003	0.0869	2.6700e-003	0.0895	0.0251	2.5500e-003	0.0276	0.0000	250.5511	250.5511	8.3800e-003	0.0361	261.5057
Worker	0.1864	0.1480	2.0020	5.5900e-003	0.6439	3.9500e-003	0.6478	0.1710	3.6400e-003	0.1747	0.0000	512.5305	512.5305	0.0136	0.0133	516.8470
Total	**0.2020**	**0.7034**	**2.2099**	**8.1600e-003**	**0.7307**	**6.6200e-003**	**0.7374**	**0.1961**	**6.1900e-003**	**0.2023**	**0.0000**	**763.0815**	**763.0815**	**0.0220**	**0.0494**	**778.3527**

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

3.5 Building Construction - 2023

Mitigated Construction 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	0.1980	1.5224	1.6394	2.8700e-003		0.0669	0.0669		0.0646	0.0646	0.0000	236.0786	236.0786	0.0401	0.0000	237.0808
Total	**0.1980**	**1.5224**	**1.6394**	**2.8700e-003**		**0.0669**	**0.0669**		**0.0646**	**0.0646**	**0.0000**	**236.0786**	**236.0786**	**0.0401**	**0.0000**	**237.0808**

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	0.0156	0.5553	0.2079	2.5700e-003	0.0869	2.6700e-003	0.0895	0.0251	2.5500e-003	0.0276	0.0000	250.5511	250.5511	8.3800e-003	0.0361	261.5057
Worker	0.1864	0.1480	2.0020	5.5900e-003	0.6439	3.9500e-003	0.6478	0.1710	3.6400e-003	0.1747	0.0000	512.5305	512.5305	0.0136	0.0133	516.8470
Total	**0.2020**	**0.7034**	**2.2099**	**8.1600e-003**	**0.7307**	**6.6200e-003**	**0.7374**	**0.1961**	**6.1900e-003**	**0.2023**	**0.0000**	**763.0815**	**763.0815**	**0.0220**	**0.0494**	**778.3527**

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

3.5 Building Construction - 2024

Unmitigated Construction 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	0.1598	1.2447	1.4082	2.4800e-003		0.0507	0.0507		0.0489	0.0489	0.0000	204.3127	204.3127	0.0340	0.0000	205.1633
Total	**0.1598**	**1.2447**	**1.4082**	**2.4800e-003**		**0.0507**	**0.0507**		**0.0489**	**0.0489**	**0.0000**	**204.3127**	**204.3127**	**0.0340**	**0.0000**	**205.1633**

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	0.0131	0.4816	0.1761	2.1900e-003	0.0752	2.3200e-003	0.0775	0.0217	2.2200e-003	0.0239	0.0000	213.5699	213.5699	7.2700e-003	0.0308	222.9200
Worker	0.1505	0.1143	1.6110	4.7000e-003	0.5572	3.2700e-003	0.5605	0.1480	3.0100e-003	0.1510	0.0000	430.9951	430.9951	0.0107	0.0107	434.4601
Total	**0.1636**	**0.5958**	**1.7871**	**6.8900e-003**	**0.6324**	**5.5900e-003**	**0.6380**	**0.1697**	**5.2300e-003**	**0.1749**	**0.0000**	**644.5650**	**644.5650**	**0.0180**	**0.0415**	**657.3800**

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

3.5 Building Construction - 2024

Mitigated Construction 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	0.1598	1.2447	1.4082	2.4800e-003		0.0507	0.0507		0.0489	0.0489	0.0000	204.3124	204.3124	0.0340	0.0000	205.1631
Total	**0.1598**	**1.2447**	**1.4082**	**2.4800e-003**		**0.0507**	**0.0507**		**0.0489**	**0.0489**	**0.0000**	**204.3124**	**204.3124**	**0.0340**	**0.0000**	**205.1631**

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	0.0131	0.4816	0.1761	2.1900e-003	0.0752	2.3200e-003	0.0775	0.0217	2.2200e-003	0.0239	0.0000	213.5699	213.5699	7.2700e-003	0.0308	222.9200
Worker	0.1505	0.1143	1.6110	4.7000e-003	0.5572	3.2700e-003	0.5605	0.1480	3.0100e-003	0.1510	0.0000	430.9951	430.9951	0.0107	0.0107	434.4601
Total	**0.1636**	**0.5958**	**1.7871**	**6.8900e-003**	**0.6324**	**5.5900e-003**	**0.6380**	**0.1697**	**5.2300e-003**	**0.1749**	**0.0000**	**644.5650**	**644.5650**	**0.0180**	**0.0415**	**657.3800**

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

3.6 Paving - 2024

Unmitigated Construction 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	0.0102	0.0967	0.1456	2.2000e-004		4.6400e-003	4.6400e-003		4.2800e-003	4.2800e-003	0.0000	19.4272	19.4272	6.1600e-003	0.0000	19.5812
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0102**	**0.0967**	**0.1456**	**2.2000e-004**		**4.6400e-003**	**4.6400e-003**		**4.2800e-003**	**4.2800e-003**	**0.0000**	**19.4272**	**19.4272**	**6.1600e-003**	**0.0000**	**19.5812**

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	6.3000e-004	4.8000e-004	6.8000e-003	2.0000e-005	2.3500e-003	1.0000e-005	2.3600e-003	6.2000e-004	1.0000e-005	6.4000e-004	0.0000	1.8181	1.8181	5.0000e-005	5.0000e-005	1.8327
Total	**6.3000e-004**	**4.8000e-004**	**6.8000e-003**	**2.0000e-005**	**2.3500e-003**	**1.0000e-005**	**2.3600e-003**	**6.2000e-004**	**1.0000e-005**	**6.4000e-004**	**0.0000**	**1.8181**	**1.8181**	**5.0000e-005**	**5.0000e-005**	**1.8327**

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

3.6 Paving - 2024

Mitigated Construction 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	0.0102	0.0967	0.1456	2.2000e-004		4.6400e-003	4.6400e-003		4.2800e-003	4.2800e-003	0.0000	19.4272	19.4272	6.1600e-003	0.0000	19.5812
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0102**	**0.0967**	**0.1456**	**2.2000e-004**		**4.6400e-003**	**4.6400e-003**		**4.2800e-003**	**4.2800e-003**	**0.0000**	**19.4272**	**19.4272**	**6.1600e-003**	**0.0000**	**19.5812**

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	6.3000e-004	4.8000e-004	6.8000e-003	2.0000e-005	2.3500e-003	1.0000e-005	2.3600e-003	6.2000e-004	1.0000e-005	6.4000e-004	0.0000	1.8181	1.8181	5.0000e-005	5.0000e-005	1.8327
Total	**6.3000e-004**	**4.8000e-004**	**6.8000e-003**	**2.0000e-005**	**2.3500e-003**	**1.0000e-005**	**2.3600e-003**	**6.2000e-004**	**1.0000e-005**	**6.4000e-004**	**0.0000**	**1.8181**	**1.8181**	**5.0000e-005**	**5.0000e-005**	**1.8327**

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

3.7 Architectural Coating - 2024

Unmitigated Construction 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	0.1996					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.6000e-004	2.4400e-003	3.6200e-003	1.0000e-005		1.2000e-004	1.2000e-004		1.2000e-004	1.2000e-004	0.0000	0.5107	0.5107	3.0000e-005	0.0000	0.5114
Total	**0.1999**	**2.4400e-003**	**3.6200e-003**	**1.0000e-005**		**1.2000e-004**	**1.2000e-004**		**1.2000e-004**	**1.2000e-004**	**0.0000**	**0.5107**	**0.5107**	**3.0000e-005**	**0.0000**	**0.5114**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.3000e-004	4.0000e-004	5.7000e-003	2.0000e-005	1.9700e-003	1.0000e-005	1.9800e-003	5.2000e-004	1.0000e-005	5.3000e-004	0.0000	1.5257	1.5257	4.0000e-005	4.0000e-005	1.5379
Total	**5.3000e-004**	**4.0000e-004**	**5.7000e-003**	**2.0000e-005**	**1.9700e-003**	**1.0000e-005**	**1.9800e-003**	**5.2000e-004**	**1.0000e-005**	**5.3000e-004**	**0.0000**	**1.5257**	**1.5257**	**4.0000e-005**	**4.0000e-005**	**1.5379**

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

3.7 Architectural Coating - 2024

Mitigated Construction 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	0.1996					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.6000e-004	2.4400e-003	3.6200e-003	1.0000e-005		1.2000e-004	1.2000e-004		1.2000e-004	1.2000e-004	0.0000	0.5107	0.5107	3.0000e-005	0.0000	0.5114
Total	**0.1999**	**2.4400e-003**	**3.6200e-003**	**1.0000e-005**		**1.2000e-004**	**1.2000e-004**		**1.2000e-004**	**1.2000e-004**	**0.0000**	**0.5107**	**0.5107**	**3.0000e-005**	**0.0000**	**0.5114**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.3000e-004	4.0000e-004	5.7000e-003	2.0000e-005	1.9700e-003	1.0000e-005	1.9800e-003	5.2000e-004	1.0000e-005	5.3000e-004	0.0000	1.5257	1.5257	4.0000e-005	4.0000e-005	1.5379
Total	**5.3000e-004**	**4.0000e-004**	**5.7000e-003**	**2.0000e-005**	**1.9700e-003**	**1.0000e-005**	**1.9800e-003**	**5.2000e-004**	**1.0000e-005**	**5.3000e-004**	**0.0000**	**1.5257**	**1.5257**	**4.0000e-005**	**4.0000e-005**	**1.5379**

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

3.7 Architectural Coating - 2025

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	1.4467					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.4800e-003	0.0166	0.0262	4.0000e-005		7.5000e-004	7.5000e-004		7.5000e-004	7.5000e-004	0.0000	3.7022	3.7022	2.0000e-004	0.0000	3.7073
Total	**1.4492**	**0.0166**	**0.0262**	**4.0000e-005**		**7.5000e-004**	**7.5000e-004**		**7.5000e-004**	**7.5000e-004**	**0.0000**	**3.7022**	**3.7022**	**2.0000e-004**	**0.0000**	**3.7073**

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	3.6100e-003	2.6300e-003	0.0385	1.2000e-004	0.0143	8.0000e-005	0.0144	3.8000e-003	7.0000e-005	3.8700e-003	0.0000	10.6851	10.6851	2.5000e-004	2.6000e-004	10.7679
Total	**3.6100e-003**	**2.6300e-003**	**0.0385**	**1.2000e-004**	**0.0143**	**8.0000e-005**	**0.0144**	**3.8000e-003**	**7.0000e-005**	**3.8700e-003**	**0.0000**	**10.6851**	**10.6851**	**2.5000e-004**	**2.6000e-004**	**10.7679**

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

3.7 Architectural Coating - 2025

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	1.4467					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.4800e-003	0.0166	0.0262	4.0000e-005		7.5000e-004	7.5000e-004		7.5000e-004	7.5000e-004	0.0000	3.7022	3.7022	2.0000e-004	0.0000	3.7073
Total	**1.4492**	**0.0166**	**0.0262**	**4.0000e-005**		**7.5000e-004**	**7.5000e-004**		**7.5000e-004**	**7.5000e-004**	**0.0000**	**3.7022**	**3.7022**	**2.0000e-004**	**0.0000**	**3.7073**

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	3.6100e-003	2.6300e-003	0.0385	1.2000e-004	0.0143	8.0000e-005	0.0144	3.8000e-003	7.0000e-005	3.8700e-003	0.0000	10.6851	10.6851	2.5000e-004	2.6000e-004	10.7679
Total	**3.6100e-003**	**2.6300e-003**	**0.0385**	**1.2000e-004**	**0.0143**	**8.0000e-005**	**0.0144**	**3.8000e-003**	**7.0000e-005**	**3.8700e-003**	**0.0000**	**10.6851**	**10.6851**	**2.5000e-004**	**2.6000e-004**	**10.7679**

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

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	3.3744	3.2000	28.8627	0.0562	6.0317	0.0432	6.0749	1.6093	0.0401	1.6493	0.0000	5,203.0043	5,203.0043	0.4279	0.2597	5,291.0778
Unmitigated	3.3744	3.2000	28.8627	0.0562	6.0317	0.0432	6.0749	1.6093	0.0401	1.6493	0.0000	5,203.0043	5,203.0043	0.4279	0.2597	5,291.0778

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments High Rise	1,855.65	1,889.01	1497.03	6,182,258	6,182,258
Enclosed Parking with Elevator	0.00	0.00	0.00		
Single Family Housing	113.28	114.48	102.60	382,467	382,467
Strip Mall	221.60	210.20	102.15	386,050	386,050
Supermarket	5,872.90	9,769.10	9155.85	9,102,360	9,102,360
Total	8,063.43	11,982.79	10,857.63	16,053,135	16,053,135

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments High Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

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

	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
Single Family Housing	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Strip Mall	16.60	8.40	6.90	16.60	64.40	19.00	45	40	15
Supermarket	16.60	8.40	6.90	6.50	74.50	19.00	34	30	36

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments High Rise	0.540171	0.064547	0.189075	0.126673	0.023412	0.006384	0.010926	0.008089	0.000929	0.000597	0.025155	0.000706	0.003335
Enclosed Parking with Elevator	0.540171	0.064547	0.189075	0.126673	0.023412	0.006384	0.010926	0.008089	0.000929	0.000597	0.025155	0.000706	0.003335
Single Family Housing	0.540171	0.064547	0.189075	0.126673	0.023412	0.006384	0.010926	0.008089	0.000929	0.000597	0.025155	0.000706	0.003335
Strip Mall	0.540171	0.064547	0.189075	0.126673	0.023412	0.006384	0.010926	0.008089	0.000929	0.000597	0.025155	0.000706	0.003335
Supermarket	0.540171	0.064547	0.189075	0.126673	0.023412	0.006384	0.010926	0.008089	0.000929	0.000597	0.025155	0.000706	0.003335

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

1360 Vine - Residential Detailed Report - Los Angeles-South Coast County, Annual

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	965.8556	965.8556	0.0815	9.8800e-003	970.8383
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	965.8556	965.8556	0.0815	9.8800e-003	970.8383
NaturalGas Mitigated	0.0285	0.2468	0.1298	1.5500e-003		0.0197	0.0197		0.0197	0.0197	0.0000	281.7045	281.7045	5.4000e-003	5.1600e-003	283.3785
NaturalGas Unmitigated	0.0285	0.2468	0.1298	1.5500e-003		0.0197	0.0197		0.0197	0.0197	0.0000	281.7045	281.7045	5.4000e-003	5.1600e-003	283.3785

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

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments High Rise	3.7575e+006	0.0203	0.1731	0.0737	1.1100e-003		0.0140	0.0140		0.0140	0.0140	0.0000	200.5147	200.5147	3.8400e-003	3.6800e-003	201.7063
Enclosed Parking with Elevator	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
Single Family Housing	304389	1.6400e-003	0.0140	5.9700e-003	9.0000e-005		1.1300e-003	1.1300e-003		1.1300e-003	1.1300e-003	0.0000	16.2433	16.2433	3.1000e-004	3.0000e-004	16.3399
Strip Mall	8150	4.0000e-005	4.0000e-004	3.4000e-004	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005	0.0000	0.4349	0.4349	1.0000e-005	1.0000e-005	0.4375
Supermarket	1.2089e+006	6.5200e-003	0.0593	0.0498	3.6000e-004		4.5000e-003	4.5000e-003		4.5000e-003	4.5000e-003	0.0000	64.5115	64.5115	1.2400e-003	1.1800e-003	64.8949
Total		**0.0285**	**0.2468**	**0.1298**	**1.5600e-003**		**0.0197**	**0.0197**		**0.0197**	**0.0197**	**0.0000**	**281.7045**	**281.7045**	**5.4000e-003**	**5.1700e-003**	**283.3785**

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

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments High Rise	3.7575e+006	0.0203	0.1731	0.0737	1.1100e-003		0.0140	0.0140		0.0140	0.0140	0.0000	200.5147	200.5147	3.8400e-003	3.6800e-003	201.7063
Enclosed Parking with Elevator	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
Single Family Housing	304389	1.6400e-003	0.0140	5.9700e-003	9.0000e-005		1.1300e-003	1.1300e-003		1.1300e-003	1.1300e-003	0.0000	16.2433	16.2433	3.1000e-004	3.0000e-004	16.3399
Strip Mall	8150	4.0000e-005	4.0000e-004	3.4000e-004	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005	0.0000	0.4349	0.4349	1.0000e-005	1.0000e-005	0.4375
Supermarket	1.2089e+006	6.5200e-003	0.0593	0.0498	3.6000e-004		4.5000e-003	4.5000e-003		4.5000e-003	4.5000e-003	0.0000	64.5115	64.5115	1.2400e-003	1.1800e-003	64.8949
Total		**0.0285**	**0.2468**	**0.1298**	**1.5600e-003**		**0.0197**	**0.0197**		**0.0197**	**0.0197**	**0.0000**	**281.7045**	**281.7045**	**5.4000e-003**	**5.1700e-003**	**283.3785**

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

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments High Rise	1.59736e+006	283.2840	0.0239	2.9000e-003	284.7454
Enclosed Parking with Elevator	1.66246e+006	294.8306	0.0249	3.0200e-003	296.3516
Single Family Housing	93709.2	16.6189	1.4000e-003	1.7000e-004	16.7046
Strip Mall	65350	11.5895	9.8000e-004	1.2000e-004	11.6493
Supermarket	2.0273e+006	359.5326	0.0304	3.6800e-003	361.3874
Total		**965.8556**	**0.0815**	**9.8900e-003**	**970.8383**

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

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments High Rise	1.59736e+006	283.2840	0.0239	2.9000e-003	284.7454
Enclosed Parking with Elevator	1.66246e+006	294.8306	0.0249	3.0200e-003	296.3516
Single Family Housing	93709.2	16.6189	1.4000e-003	1.7000e-004	16.7046
Strip Mall	65350	11.5895	9.8000e-004	1.2000e-004	11.6493
Supermarket	2.0273e+006	359.5326	0.0304	3.6800e-003	361.3874
Total		**965.8556**	**0.0815**	**9.8900e-003**	**970.8383**

6.0 Area Detail

6.1 Mitigation Measures Area

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	2.0748	0.1266	4.4626	7.2000e-004		0.0307	0.0307		0.0307	0.0307	0.0000	94.8132	94.8132	8.6500e-003	1.6100e-003	95.5079
Unmitigated	2.0748	0.1266	4.4626	7.2000e-004		0.0307	0.0307		0.0307	0.0307	0.0000	94.8132	94.8132	8.6500e-003	1.6100e-003	95.5079

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	0.1646					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	1.7677					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	8.8500e-003	0.0756	0.0322	4.8000e-004		6.1100e-003	6.1100e-003		6.1100e-003	6.1100e-003	0.0000	87.5660	87.5660	1.6800e-003	1.6100e-003	88.0864
Landscaping	0.1337	0.0510	4.4304	2.3000e-004		0.0246	0.0246		0.0246	0.0246	0.0000	7.2472	7.2472	6.9700e-003	0.0000	7.4215
Total	**2.0748**	**0.1266**	**4.4626**	**7.1000e-004**		**0.0307**	**0.0307**		**0.0307**	**0.0307**	**0.0000**	**94.8132**	**94.8132**	**8.6500e-003**	**1.6100e-003**	**95.5079**

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

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.1646					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	1.7677					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	8.8500e-003	0.0756	0.0322	4.8000e-004		6.1100e-003	6.1100e-003		6.1100e-003	6.1100e-003	0.0000	87.5660	87.5660	1.6800e-003	1.6100e-003	88.0864
Landscaping	0.1337	0.0510	4.4304	2.3000e-004		0.0246	0.0246		0.0246	0.0246	0.0000	7.2472	7.2472	6.9700e-003	0.0000	7.4215
Total	**2.0748**	**0.1266**	**4.4626**	**7.1000e-004**		**0.0307**	**0.0307**		**0.0307**	**0.0307**	**0.0000**	**94.8132**	**94.8132**	**8.6500e-003**	**1.6100e-003**	**95.5079**

7.0 Water Detail

7.1 Mitigation Measures Water

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

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	127.7721	1.1536	0.0282	165.0162
Unmitigated	127.7721	1.1536	0.0282	165.0162

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments High Rise	27.1692 / 17.1284	105.1075	0.8935	0.0219	133.9674
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
Single Family Housing	0.781848 / 0.492904	3.0247	0.0257	6.3000e-004	3.8552
Strip Mall	0.370363 / 0.226996	1.4200	0.0122	3.0000e-004	1.8133
Supermarket	6.77975 / 0.209683	18.2200	0.2223	5.3800e-003	25.3803
Total		**127.7721**	**1.1536**	**0.0282**	**165.0162**

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

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments High Rise	27.1692 / 17.1284	105.1075	0.8935	0.0219	133.9674
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
Single Family Housing	0.781848 / 0.492904	3.0247	0.0257	6.3000e-004	3.8552
Strip Mall	0.370363 / 0.226996	1.4200	0.0122	3.0000e-004	1.8133
Supermarket	6.77975 / 0.209683	18.2200	0.2223	5.3800e-003	25.3803
Total		**127.7721**	**1.1536**	**0.0282**	**165.0162**

8.0 Waste Detail

8.1 Mitigation Measures Waste

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

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	105.8009	6.2527	0.0000	262.1173
Unmitigated	105.8009	6.2527	0.0000	262.1173

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments High Rise	191.82	38.9377	2.3012	0.0000	96.4666
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
Single Family Housing	13.94	2.8297	0.1672	0.0000	7.0105
Strip Mall	5.25	1.0657	0.0630	0.0000	2.6402
Supermarket	310.2	62.9678	3.7213	0.0000	156.0001
Total		**105.8009**	**6.2527**	**0.0000**	**262.1173**

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

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments High Rise	191.82	38.9377	2.3012	0.0000	96.4666
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
Single Family Housing	13.94	2.8297	0.1672	0.0000	7.0105
Strip Mall	5.25	1.0657	0.0630	0.0000	2.6402
Supermarket	310.2	62.9678	3.7213	0.0000	156.0001
Total		**105.8009**	**6.2527**	**0.0000**	**262.1173**

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
Emergency Generator	1	1	200	300	0.73	Diesel

Boilers

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

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

User Defined Equipment

Equipment Type	Number

10.1 Stationary Sources

Unmitigated/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
Equipment Type	tons/yr										MT/yr					
Emergency Generator - Diesel (300 - 600 HP)	0.0492	0.1376	0.1255	2.4000e-004		7.2400e-003	7.2400e-003		7.2400e-003	7.2400e-003	0.0000	22.8478	22.8478	3.2000e-003	0.0000	22.9279
Total	**0.0492**	**0.1376**	**0.1255**	**2.4000e-004**		**7.2400e-003**	**7.2400e-003**		**7.2400e-003**	**7.2400e-003**	**0.0000**	**22.8478**	**22.8478**	**3.2000e-003**	**0.0000**	**22.9279**

11.0 Vegetation

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

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1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Strip Mall	5.00	1000sqft	0.00	5,000.00	0
Supermarket	55.00	1000sqft	0.00	55,000.00	0
Apartments High Rise	417.00	Dwelling Unit	1.80	400,320.00	1193
Single Family Housing	12.00	Dwelling Unit	0.00	23,400.00	34
Enclosed Parking with Elevator	764.00	Space	0.00	305,600.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2025
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	390.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics - See comment regarding "Unsubstantiated Reduction to CO2 Intensity Factor"

Land Use - Consistent with the FEIR's model.

Construction Phase - Total construction duration consistent with the FEIR's model. See SWAPE comment regarding "Unsubstantiated Changes to Individual Construction Phase Lengths"

Off-road Equipment - See SWAPE comment regarding "Unsubstantiated Changes to Off-Road Construction Equipment Input Parameters"

Grading - Consistent with the FEIR's model.

Demolition - See SWAPE comment regarding "Underestimated Amount of Required Demolition"

Trips and VMT - See SWAPE comment regarding "Unsubstantiated Changes to Construction Trips and VMT Parameters"

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

Woodstoves - See SWAPE comment regarding "Unsubstantiated Reduction to Number of Hearths." Reduced wood-burning appliances to zero.

Energy Use - The exact changes to the energy use values in the FEIR's model to adjust for garage ventilation are unclear, so no changes were made.

Stationary Sources - Emergency Generators and Fire Pumps - Consistent with the FEIR's model.

Construction Off-road Equipment Mitigation - Consistent with the FEIR's model.

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	10.00	33.00
tblConstructionPhase	NumDays	200.00	670.00
tblConstructionPhase	NumDays	20.00	67.00
tblConstructionPhase	NumDays	4.00	13.00
tblConstructionPhase	NumDays	10.00	33.00
tblConstructionPhase	NumDays	2.00	7.00
tblConstructionPhase	PhaseEndDate	8/29/2024	2/10/2025
tblConstructionPhase	PhaseEndDate	8/1/2024	11/8/2024
tblConstructionPhase	PhaseEndDate	10/18/2023	3/18/2022
tblConstructionPhase	PhaseEndDate	10/26/2023	4/15/2022
tblConstructionPhase	PhaseEndDate	8/15/2024	12/25/2024
tblConstructionPhase	PhaseEndDate	10/20/2023	3/29/2022
tblConstructionPhase	PhaseStartDate	8/16/2024	12/26/2024
tblConstructionPhase	PhaseStartDate	10/27/2023	4/16/2022
tblConstructionPhase	PhaseStartDate	9/21/2023	12/16/2021
tblConstructionPhase	PhaseStartDate	10/21/2023	3/30/2022
tblConstructionPhase	PhaseStartDate	8/2/2024	11/9/2024
tblConstructionPhase	PhaseStartDate	10/19/2023	3/19/2022
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberWood	20.85	0.00
tblFireplaces	NumberWood	0.60	0.00
tblGrading	MaterialExported	0.00	142,000.00

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

tblLandUse	LandUseSquareFeet	417,000.00	400,320.00
tblLandUse	LandUseSquareFeet	21,600.00	23,400.00
tblLandUse	LotAcreage	0.11	0.00
tblLandUse	LotAcreage	1.26	0.00
tblLandUse	LotAcreage	6.73	1.80
tblLandUse	LotAcreage	3.90	0.00
tblLandUse	LotAcreage	6.88	0.00
tblStationaryGeneratorsPumpsEF	CH4_EF	0.07	0.07
tblStationaryGeneratorsPumpsEF	ROG_EF	2.2480e-003	2.2477e-003
tblStationaryGeneratorsPumpsUse	HorsePowerValue	0.00	300.00
tblStationaryGeneratorsPumpsUse	HoursPerDay	0.00	1.00
tblStationaryGeneratorsPumpsUse	HoursPerYear	0.00	200.00
tblStationaryGeneratorsPumpsUse	NumberOfEquipment	0.00	1.00
tblWoodstoves	NumberCatalytic	20.85	0.00
tblWoodstoves	NumberCatalytic	0.60	0.00
tblWoodstoves	NumberNoncatalytic	20.85	0.00
tblWoodstoves	NumberNoncatalytic	0.60	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

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

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					
2021	2.0565	20.1588	15.1510	0.0269	0.6668	1.0468	1.7136	0.1223	0.9771	1.0994	0.0000	2,616.9348	2,616.9348	0.6062	0.0282	2,640.4955
2022	7.9362	246.3236	63.0814	0.8701	32.3289	2.4467	34.7756	10.1939	2.3135	12.5074	0.0000	95,050.8790	95,050.8790	5.5853	14.7505	99,586.1723
2023	3.0918	16.7874	30.5225	0.0865	5.7313	0.5653	6.2966	1.5354	0.5444	2.0798	0.0000	8,645.1226	8,645.1226	0.5250	0.4095	8,780.2927
2024	100.2221	16.0408	29.2391	0.0849	5.7313	0.5003	6.2315	1.5354	0.4813	2.0167	0.0000	8,485.2523	8,485.2523	0.5079	0.3980	8,616.5467
2025	100.1947	1.3064	4.6201	0.0113	1.0060	0.0570	1.0630	0.2668	0.0566	0.3234	0.0000	1,126.2127	1,126.2127	0.0339	0.0180	1,132.4359
Maximum	**100.2221**	**246.3236**	**63.0814**	**0.8701**	**32.3289**	**2.4467**	**34.7756**	**10.1939**	**2.3135**	**12.5074**	**0.0000**	**95,050.8790**	**95,050.8790**	**5.5853**	**14.7505**	**99,586.1723**

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

2.1 Overall Construction (Maximum Daily Emission)

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					
2021	2.0565	20.1588	15.1510	0.0269	0.3724	1.0468	1.4193	0.0777	0.9771	1.0548	0.0000	2,616.9348	2,616.9348	0.6062	0.0282	2,640.4955
2022	7.9362	246.3236	63.0814	0.8701	27.2550	2.4467	29.7017	7.9907	2.3135	10.3042	0.0000	95,050.8790	95,050.8790	5.5853	14.7505	99,586.1723
2023	3.0918	16.7874	30.5225	0.0865	5.7313	0.5653	6.2966	1.5354	0.5444	2.0798	0.0000	8,645.1226	8,645.1226	0.5250	0.4095	8,780.2927
2024	100.2221	16.0408	29.2391	0.0849	5.7313	0.5003	6.2315	1.5354	0.4813	2.0167	0.0000	8,485.2523	8,485.2523	0.5079	0.3980	8,616.5467
2025	100.1947	1.3064	4.6201	0.0113	1.0060	0.0570	1.0630	0.2668	0.0566	0.3234	0.0000	1,126.2127	1,126.2127	0.0339	0.0180	1,132.4359
Maximum	**100.2221**	**246.3236**	**63.0814**	**0.8701**	**27.2550**	**2.4467**	**29.7017**	**7.9907**	**2.3135**	**10.3042**	**0.0000**	**95,050.8790**	**95,050.8790**	**5.5853**	**14.7505**	**99,586.1723**

	ROG	NOx	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**	**11.81**	**0.00**	**10.72**	**16.46**	**0.00**	**12.47**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

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

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	12.3652	6.4570	38.0174	0.0405		0.6856	0.6856		0.6856	0.6856	0.0000	7,785.9093	7,785.9093	0.2095	0.1416	7,833.3347
Energy	0.1560	1.3525	0.7110	8.5100e-003		0.1078	0.1078		0.1078	0.1078		1,701.5124	1,701.5124	0.0326	0.0312	1,711.6236
Mobile	25.3694	20.6557	200.4257	0.4014	42.4429	0.3005	42.7433	11.3060	0.2789	11.5849		40,934.5616	40,934.5616	3.2037	1.9187	41,586.4261
Stationary	0.4923	1.3760	1.2553	2.3700e-003		0.0724	0.0724		0.0724	0.0724		251.8542	251.8542	0.0353		252.7370
Total	**38.3829**	**29.8412**	**240.4095**	**0.4528**	**42.4429**	**1.1662**	**43.6091**	**11.3060**	**1.1446**	**12.4507**	**0.0000**	**50,673.8374**	**50,673.8374**	**3.4811**	**2.0915**	**51,384.1214**

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

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	12.3652	6.4570	38.0174	0.0405		0.6856	0.6856		0.6856	0.6856	0.0000	7,785.9093	7,785.9093	0.2095	0.1416	7,833.3347
Energy	0.1560	1.3525	0.7110	8.5100e-003		0.1078	0.1078		0.1078	0.1078		1,701.5124	1,701.5124	0.0326	0.0312	1,711.6236
Mobile	25.3694	20.6557	200.4257	0.4014	42.4429	0.3005	42.7433	11.3060	0.2789	11.5849		40,934.5616	40,934.5616	3.2037	1.9187	41,586.4261
Stationary	0.4923	1.3760	1.2553	2.3700e-003		0.0724	0.0724		0.0724	0.0724		251.8542	251.8542	0.0353		252.7370
Total	**38.3829**	**29.8412**	**240.4095**	**0.4528**	**42.4429**	**1.1662**	**43.6091**	**11.3060**	**1.1446**	**12.4507**	**0.0000**	**50,673.8374**	**50,673.8374**	**3.4811**	**2.0915**	**51,384.1214**

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

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	12/16/2021	3/18/2022	5	67	
2	Site Preparation	Site Preparation	3/19/2022	3/29/2022	5	7	
3	Grading	Grading	3/30/2022	4/15/2022	5	13	
4	Building Construction	Building Construction	4/16/2022	11/8/2024	5	670	

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

5	Paving	Paving	11/9/2024	12/25/2024	5	33	
6	Architectural Coating	Architectural Coating	12/26/2024	2/10/2025	5	33	

Acres of Grading (Site Preparation Phase): 6.56

Acres of Grading (Grading Phase): 13

Acres of Paving: 0

Residential Indoor: 858,033; Residential Outdoor: 286,011; Non-Residential Indoor: 90,000; Non-Residential Outdoor: 30,000; Striped Parking Area: 18,336 (Architectural Coating – sqft)

OffRoad Equipment

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

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Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	13.00	0.00	149.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	17,750.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	452.00	106.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	13.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	90.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Demolition - 2021

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					0.4825	0.0000	0.4825	0.0731	0.0000	0.0731			0.0000			0.0000
Off-Road	1.9930	19.6966	14.4925	0.0241		1.0409	1.0409		0.9715	0.9715		2,322.7171	2,322.7171	0.5940		2,337.5658
Total	**1.9930**	**19.6966**	**14.4925**	**0.0241**	**0.4825**	**1.0409**	**1.5234**	**0.0731**	**0.9715**	**1.0445**		**2,322.7171**	**2,322.7171**	**0.5940**		**2,337.5658**

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

3.2 Demolition - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0147	0.4249	0.0980	1.4200e-003	0.0389	4.9300e-003	0.0439	0.0107	4.7100e-003	0.0154		155.5280	155.5280	8.1400e-003	0.0247	163.0810
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0488	0.0374	0.5605	1.3700e-003	0.1453	1.0000e-003	0.1463	0.0385	9.2000e-004	0.0395		138.6898	138.6898	4.1000e-003	3.5500e-003	139.8488
Total	**0.0635**	**0.4622**	**0.6585**	**2.7900e-003**	**0.1842**	**5.9300e-003**	**0.1902**	**0.0492**	**5.6300e-003**	**0.0548**		**294.2177**	**294.2177**	**0.0122**	**0.0282**	**302.9298**

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					0.1882	0.0000	0.1882	0.0285	0.0000	0.0285			0.0000			0.0000
Off-Road	1.9930	19.6966	14.4925	0.0241		1.0409	1.0409		0.9715	0.9715	0.0000	2,322.7171	2,322.7171	0.5940		2,337.5658
Total	**1.9930**	**19.6966**	**14.4925**	**0.0241**	**0.1882**	**1.0409**	**1.2291**	**0.0285**	**0.9715**	**1.0000**	**0.0000**	**2,322.7171**	**2,322.7171**	**0.5940**		**2,337.5658**

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

3.2 Demolition - 2021

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	0.0147	0.4249	0.0980	1.4200e-003	0.0389	4.9300e-003	0.0439	0.0107	4.7100e-003	0.0154		155.5280	155.5280	8.1400e-003	0.0247	163.0810
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0488	0.0374	0.5605	1.3700e-003	0.1453	1.0000e-003	0.1463	0.0385	9.2000e-004	0.0395		138.6898	138.6898	4.1000e-003	3.5500e-003	139.8488
Total	**0.0635**	**0.4622**	**0.6585**	**2.7900e-003**	**0.1842**	**5.9300e-003**	**0.1902**	**0.0492**	**5.6300e-003**	**0.0548**		**294.2177**	**294.2177**	**0.0122**	**0.0282**	**302.9298**

3.2 Demolition - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.4825	0.0000	0.4825	0.0731	0.0000	0.0731			0.0000			0.0000
Off-Road	1.6889	16.6217	13.9605	0.0241		0.8379	0.8379		0.7829	0.7829		2,323.4168	2,323.4168	0.5921		2,338.2191
Total	**1.6889**	**16.6217**	**13.9605**	**0.0241**	**0.4825**	**0.8379**	**1.3204**	**0.0731**	**0.7829**	**0.8559**		**2,323.4168**	**2,323.4168**	**0.5921**		**2,338.2191**

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

3.2 Demolition - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0104	0.3735	0.0871	1.3800e-003	0.0389	2.7700e-003	0.0417	0.0107	2.6500e-003	0.0133		151.3964	151.3964	8.0400e-003	0.0240	158.7557
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0450	0.0328	0.5117	1.3300e-003	0.1453	9.3000e-004	0.1462	0.0385	8.6000e-004	0.0394		134.3475	134.3475	3.6600e-003	3.2500e-003	135.4083
Total	**0.0553**	**0.4063**	**0.5988**	**2.7100e-003**	**0.1842**	**3.7000e-003**	**0.1879**	**0.0492**	**3.5100e-003**	**0.0527**		**285.7438**	**285.7438**	**0.0117**	**0.0273**	**294.1640**

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					0.1882	0.0000	0.1882	0.0285	0.0000	0.0285			0.0000			0.0000
Off-Road	1.6889	16.6217	13.9605	0.0241		0.8379	0.8379		0.7829	0.7829	0.0000	2,323.4168	2,323.4168	0.5921		2,338.2191
Total	**1.6889**	**16.6217**	**13.9605**	**0.0241**	**0.1882**	**0.8379**	**1.0261**	**0.0285**	**0.7829**	**0.8114**	**0.0000**	**2,323.4168**	**2,323.4168**	**0.5921**		**2,338.2191**

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

3.2 Demolition - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0104	0.3735	0.0871	1.3800e-003	0.0389	2.7700e-003	0.0417	0.0107	2.6500e-003	0.0133		151.3964	151.3964	8.0400e-003	0.0240	158.7557
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0450	0.0328	0.5117	1.3300e-003	0.1453	9.3000e-004	0.1462	0.0385	8.6000e-004	0.0394		134.3475	134.3475	3.6600e-003	3.2500e-003	135.4083
Total	**0.0553**	**0.4063**	**0.5988**	**2.7100e-003**	**0.1842**	**3.7000e-003**	**0.1879**	**0.0492**	**3.5100e-003**	**0.0527**		**285.7438**	**285.7438**	**0.0117**	**0.0273**	**294.1640**

3.3 Site Preparation - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.2632	0.0000	6.2632	3.0038	0.0000	3.0038			0.0000			0.0000
Off-Road	1.3122	14.6277	7.0939	0.0172		0.6225	0.6225		0.5727	0.5727		1,666.1738	1,666.1738	0.5389		1,679.6457
Total	**1.3122**	**14.6277**	**7.0939**	**0.0172**	**6.2632**	**0.6225**	**6.8857**	**3.0038**	**0.5727**	**3.5765**		**1,666.1738**	**1,666.1738**	**0.5389**		**1,679.6457**

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

3.3 Site Preparation - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	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	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0277	0.0202	0.3149	8.2000e-004	0.0894	5.7000e-004	0.0900	0.0237	5.3000e-004	0.0242		82.6754	82.6754	2.2500e-003	2.0000e-003	83.3282
Total	**0.0277**	**0.0202**	**0.3149**	**8.2000e-004**	**0.0894**	**5.7000e-004**	**0.0900**	**0.0237**	**5.3000e-004**	**0.0242**		**82.6754**	**82.6754**	**2.2500e-003**	**2.0000e-003**	**83.3282**

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					2.4426	0.0000	2.4426	1.1715	0.0000	1.1715			0.0000			0.0000
Off-Road	1.3122	14.6277	7.0939	0.0172		0.6225	0.6225		0.5727	0.5727	0.0000	1,666.1738	1,666.1738	0.5389		1,679.6457
Total	**1.3122**	**14.6277**	**7.0939**	**0.0172**	**2.4426**	**0.6225**	**3.0652**	**1.1715**	**0.5727**	**1.7442**	**0.0000**	**1,666.1738**	**1,666.1738**	**0.5389**		**1,679.6457**

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3.3 Site Preparation - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	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	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0277	0.0202	0.3149	8.2000e-004	0.0894	5.7000e-004	0.0900	0.0237	5.3000e-004	0.0242		82.6754	82.6754	2.2500e-003	2.0000e-003	83.3282
Total	**0.0277**	**0.0202**	**0.3149**	**8.2000e-004**	**0.0894**	**5.7000e-004**	**0.0900**	**0.0237**	**5.3000e-004**	**0.0242**		**82.6754**	**82.6754**	**2.2500e-003**	**2.0000e-003**	**83.3282**

3.4 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.3179	0.0000	8.3179	3.6118	0.0000	3.6118			0.0000			0.0000
Off-Road	1.5403	16.9836	9.2202	0.0206		0.7423	0.7423		0.6829	0.6829		1,995.4825	1,995.4825	0.6454		2,011.6169
Total	**1.5403**	**16.9836**	**9.2202**	**0.0206**	**8.3179**	**0.7423**	**9.0602**	**3.6118**	**0.6829**	**4.2947**		**1,995.4825**	**1,995.4825**	**0.6454**		**2,011.6169**

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

3.4 Grading - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	6.3612	229.3148	53.4677	0.8485	23.8993	1.7037	25.6029	6.5524	1.6300	8.1824		92,952.0524	92,952.0524	4.9371	14.7480	97,470.3951
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0346	0.0253	0.3936	1.0200e-003	0.1118	7.2000e-004	0.1125	0.0296	6.6000e-004	0.0303		103.3442	103.3442	2.8200e-003	2.5000e-003	104.1603
Total	**6.3958**	**229.3400**	**53.8612**	**0.8495**	**24.0110**	**1.7044**	**25.7154**	**6.5821**	**1.6306**	**8.2127**		**93,055.3966**	**93,055.3966**	**4.9399**	**14.7505**	**97,574.5553**

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					3.2440	0.0000	3.2440	1.4086	0.0000	1.4086			0.0000			0.0000
Off-Road	1.5403	16.9836	9.2202	0.0206		0.7423	0.7423		0.6829	0.6829	0.0000	1,995.4825	1,995.4825	0.6454		2,011.6169
Total	**1.5403**	**16.9836**	**9.2202**	**0.0206**	**3.2440**	**0.7423**	**3.9863**	**1.4086**	**0.6829**	**2.0915**	**0.0000**	**1,995.4825**	**1,995.4825**	**0.6454**		**2,011.6169**

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

3.4 Grading - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	6.3612	229.3148	53.4677	0.8485	23.8993	1.7037	25.6029	6.5524	1.6300	8.1824		92,952.0524	92,952.0524	4.9371	14.7480	97,470.3951
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0346	0.0253	0.3936	1.0200e-003	0.1118	7.2000e-004	0.1125	0.0296	6.6000e-004	0.0303		103.3442	103.3442	2.8200e-003	2.5000e-003	104.1603
Total	**6.3958**	**229.3400**	**53.8612**	**0.8495**	**24.0110**	**1.7044**	**25.7154**	**6.5821**	**1.6306**	**8.2127**		**93,055.3966**	**93,055.3966**	**4.9399**	**14.7505**	**97,574.5553**

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.6487	12.5031	12.7264	0.0221		0.5889	0.5889		0.5689	0.5689		2,001.5429	2,001.5429	0.3486		2,010.2581
Total	**1.6487**	**12.5031**	**12.7264**	**0.0221**		**0.5889**	**0.5889**		**0.5689**	**0.5689**		**2,001.5429**	**2,001.5429**	**0.3486**		**2,010.2581**

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

3.5 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	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	0.0000
Vendor	0.2086	5.1923	1.7803	0.0208	0.6790	0.0495	0.7284	0.1955	0.0473	0.2428		2,230.8929	2,230.8929	0.0746	0.3215	2,328.5565
Worker	1.5638	1.1417	17.7899	0.0462	5.0523	0.0323	5.0846	1.3399	0.0298	1.3697		4,671.1575	4,671.1575	0.1273	0.1131	4,708.0440
Total	**1.7724**	**6.3340**	**19.5702**	**0.0670**	**5.7313**	**0.0818**	**5.8130**	**1.5354**	**0.0771**	**1.6125**		**6,902.0504**	**6,902.0504**	**0.2018**	**0.4346**	**7,036.6005**

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	1.6487	12.5031	12.7264	0.0221		0.5889	0.5889		0.5689	0.5689	0.0000	2,001.5429	2,001.5429	0.3486		2,010.2581
Total	**1.6487**	**12.5031**	**12.7264**	**0.0221**		**0.5889**	**0.5889**		**0.5689**	**0.5689**	**0.0000**	**2,001.5429**	**2,001.5429**	**0.3486**		**2,010.2581**

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

3.5 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	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	0.0000
Vendor	0.2086	5.1923	1.7803	0.0208	0.6790	0.0495	0.7284	0.1955	0.0473	0.2428		2,230.8929	2,230.8929	0.0746	0.3215	2,328.5565
Worker	1.5638	1.1417	17.7899	0.0462	5.0523	0.0323	5.0846	1.3399	0.0298	1.3697		4,671.1575	4,671.1575	0.1273	0.1131	4,708.0440
Total	**1.7724**	**6.3340**	**19.5702**	**0.0670**	**5.7313**	**0.0818**	**5.8130**	**1.5354**	**0.0771**	**1.6125**		**6,902.0504**	**6,902.0504**	**0.2018**	**0.4346**	**7,036.6005**

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5233	11.7104	12.6111	0.0221		0.5145	0.5145		0.4968	0.4968		2,001.7877	2,001.7877	0.3399		2,010.2858
Total	**1.5233**	**11.7104**	**12.6111**	**0.0221**		**0.5145**	**0.5145**		**0.4968**	**0.4968**		**2,001.7877**	**2,001.7877**	**0.3399**		**2,010.2858**

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

3.5 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	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	0.0000
Vendor	0.1220	4.0686	1.5762	0.0197	0.6790	0.0205	0.6994	0.1955	0.0196	0.2151		2,122.9942	2,122.9942	0.0711	0.3052	2,215.7298
Worker	1.4465	1.0084	16.3352	0.0447	5.0523	0.0304	5.0827	1.3399	0.0280	1.3679		4,520.3407	4,520.3407	0.1140	0.1043	4,554.2772
Total	**1.5685**	**5.0770**	**17.9115**	**0.0645**	**5.7313**	**0.0508**	**5.7821**	**1.5354**	**0.0475**	**1.5829**		**6,643.3349**	**6,643.3349**	**0.1851**	**0.4095**	**6,770.0069**

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	1.5233	11.7104	12.6111	0.0221		0.5145	0.5145		0.4968	0.4968	0.0000	2,001.7877	2,001.7877	0.3399		2,010.2858
Total	**1.5233**	**11.7104**	**12.6111**	**0.0221**		**0.5145**	**0.5145**		**0.4968**	**0.4968**	**0.0000**	**2,001.7877**	**2,001.7877**	**0.3399**		**2,010.2858**

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

3.5 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	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	0.0000
Vendor	0.1220	4.0686	1.5762	0.0197	0.6790	0.0205	0.6994	0.1955	0.0196	0.2151		2,122.9942	2,122.9942	0.0711	0.3052	2,215.7298
Worker	1.4465	1.0084	16.3352	0.0447	5.0523	0.0304	5.0827	1.3399	0.0280	1.3679		4,520.3407	4,520.3407	0.1140	0.1043	4,554.2772
Total	**1.5685**	**5.0770**	**17.9115**	**0.0645**	**5.7313**	**0.0508**	**5.7821**	**1.5354**	**0.0475**	**1.5829**		**6,643.3349**	**6,643.3349**	**0.1851**	**0.4095**	**6,770.0069**

3.5 Building Construction - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4200	11.0639	12.5172	0.0221		0.4506	0.4506		0.4348	0.4348		2,001.9214	2,001.9214	0.3334		2,010.2563
Total	**1.4200**	**11.0639**	**12.5172**	**0.0221**		**0.4506**	**0.4506**		**0.4348**	**0.4348**		**2,001.9214**	**2,001.9214**	**0.3334**		**2,010.2563**

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

3.5 Building Construction - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	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	0.0000
Vendor	0.1183	4.0769	1.5427	0.0194	0.6790	0.0206	0.6996	0.1955	0.0197	0.2152		2,091.1108	2,091.1108	0.0714	0.3010	2,182.5825
Worker	1.3477	0.9001	15.1793	0.0435	5.0523	0.0291	5.0814	1.3399	0.0268	1.3667		4,392.2200	4,392.2200	0.1031	0.0970	4,423.7080
Total	**1.4660**	**4.9770**	**16.7219**	**0.0629**	**5.7313**	**0.0497**	**5.7810**	**1.5354**	**0.0465**	**1.5819**		**6,483.3308**	**6,483.3308**	**0.1745**	**0.3980**	**6,606.2904**

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	1.4200	11.0639	12.5172	0.0221		0.4506	0.4506		0.4348	0.4348	0.0000	2,001.9214	2,001.9214	0.3334		2,010.2563
Total	**1.4200**	**11.0639**	**12.5172**	**0.0221**		**0.4506**	**0.4506**		**0.4348**	**0.4348**	**0.0000**	**2,001.9214**	**2,001.9214**	**0.3334**		**2,010.2563**

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

3.5 Building Construction - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	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	0.0000
Vendor	0.1183	4.0769	1.5427	0.0194	0.6790	0.0206	0.6996	0.1955	0.0197	0.2152		2,091.1108	2,091.1108	0.0714	0.3010	2,182.5825
Worker	1.3477	0.9001	15.1793	0.0435	5.0523	0.0291	5.0814	1.3399	0.0268	1.3667		4,392.2200	4,392.2200	0.1031	0.0970	4,423.7080
Total	**1.4660**	**4.9770**	**16.7219**	**0.0629**	**5.7313**	**0.0497**	**5.7810**	**1.5354**	**0.0465**	**1.5819**		**6,483.3308**	**6,483.3308**	**0.1745**	**0.3980**	**6,606.2904**

3.6 Paving - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6180	5.8607	8.8253	0.0136		0.2810	0.2810		0.2594	0.2594		1,297.8688	1,297.8688	0.4114		1,308.1547
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.6180**	**5.8607**	**8.8253**	**0.0136**		**0.2810**	**0.2810**		**0.2594**	**0.2594**		**1,297.8688**	**1,297.8688**	**0.4114**		**1,308.1547**

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

3.6 Paving - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	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	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0388	0.0259	0.4366	1.2500e-003	0.1453	8.4000e-004	0.1462	0.0385	7.7000e-004	0.0393		126.3249	126.3249	2.9700e-003	2.7900e-003	127.2305
Total	**0.0388**	**0.0259**	**0.4366**	**1.2500e-003**	**0.1453**	**8.4000e-004**	**0.1462**	**0.0385**	**7.7000e-004**	**0.0393**		**126.3249**	**126.3249**	**2.9700e-003**	**2.7900e-003**	**127.2305**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6180	5.8607	8.8253	0.0136		0.2810	0.2810		0.2594	0.2594	0.0000	1,297.8688	1,297.8688	0.4114		1,308.1547
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.6180**	**5.8607**	**8.8253**	**0.0136**		**0.2810**	**0.2810**		**0.2594**	**0.2594**	**0.0000**	**1,297.8688**	**1,297.8688**	**0.4114**		**1,308.1547**

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

3.6 Paving - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	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	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0388	0.0259	0.4366	1.2500e-003	0.1453	8.4000e-004	0.1462	0.0385	7.7000e-004	0.0393		126.3249	126.3249	2.9700e-003	2.7900e-003	127.2305
Total	**0.0388**	**0.0259**	**0.4366**	**1.2500e-003**	**0.1453**	**8.4000e-004**	**0.1462**	**0.0385**	**7.7000e-004**	**0.0393**		**126.3249**	**126.3249**	**2.9700e-003**	**2.7900e-003**	**127.2305**

3.7 Architectural Coating - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	99.7730					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443
Total	**99.9538**	**1.2188**	**1.8101**	**2.9700e-003**		**0.0609**	**0.0609**		**0.0609**	**0.0609**		**281.4481**	**281.4481**	**0.0159**		**281.8443**

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

3.7 Architectural Coating - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	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	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.2683	0.1792	3.0224	8.6500e-003	1.0060	5.7900e-003	1.0118	0.2668	5.3300e-003	0.2721		874.5571	874.5571	0.0205	0.0193	880.8268
Total	**0.2683**	**0.1792**	**3.0224**	**8.6500e-003**	**1.0060**	**5.7900e-003**	**1.0118**	**0.2668**	**5.3300e-003**	**0.2721**		**874.5571**	**874.5571**	**0.0205**	**0.0193**	**880.8268**

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	99.7730					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443
Total	**99.9538**	**1.2188**	**1.8101**	**2.9700e-003**		**0.0609**	**0.0609**		**0.0609**	**0.0609**	**0.0000**	**281.4481**	**281.4481**	**0.0159**		**281.8443**

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

3.7 Architectural Coating - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	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	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.2683	0.1792	3.0224	8.6500e-003	1.0060	5.7900e-003	1.0118	0.2668	5.3300e-003	0.2721		874.5571	874.5571	0.0205	0.0193	880.8268
Total	**0.2683**	**0.1792**	**3.0224**	**8.6500e-003**	**1.0060**	**5.7900e-003**	**1.0118**	**0.2668**	**5.3300e-003**	**0.2721**		**874.5571**	**874.5571**	**0.0205**	**0.0193**	**880.8268**

3.7 Architectural Coating - 2025

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	99.7730					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154		281.8319
Total	**99.9439**	**1.1455**	**1.8091**	**2.9700e-003**		**0.0515**	**0.0515**		**0.0515**	**0.0515**		**281.4481**	**281.4481**	**0.0154**		**281.8319**

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

3.7 Architectural Coating - 2025

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	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.2508	0.1609	2.8110	8.3600e-003	1.0060	5.5100e-003	1.0115	0.2668	5.0800e-003	0.2719		844.7647	844.7647	0.0185	0.0180	850.6040
Total	**0.2508**	**0.1609**	**2.8110**	**8.3600e-003**	**1.0060**	**5.5100e-003**	**1.0115**	**0.2668**	**5.0800e-003**	**0.2719**		**844.7647**	**844.7647**	**0.0185**	**0.0180**	**850.6040**

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	99.7730					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515	0.0000	281.4481	281.4481	0.0154		281.8319
Total	**99.9439**	**1.1455**	**1.8091**	**2.9700e-003**		**0.0515**	**0.0515**		**0.0515**	**0.0515**	**0.0000**	**281.4481**	**281.4481**	**0.0154**		**281.8319**

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

3.7 Architectural Coating - 2025

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	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.2508	0.1609	2.8110	8.3600e-003	1.0060	5.5100e-003	1.0115	0.2668	5.0800e-003	0.2719		844.7647	844.7647	0.0185	0.0180	850.6040
Total	**0.2508**	**0.1609**	**2.8110**	**8.3600e-003**	**1.0060**	**5.5100e-003**	**1.0115**	**0.2668**	**5.0800e-003**	**0.2719**		**844.7647**	**844.7647**	**0.0185**	**0.0180**	**850.6040**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

1360 Vine - Residential Detailed Report - Los Angeles-South Coast County, Summer

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	25.3694	20.6557	200.4257	0.4014	42.4429	0.3005	42.7433	11.3060	0.2789	11.5849		40,934.5616	40,934.5616	3.2037	1.9187	41,586.4261
Unmitigated	25.3694	20.6557	200.4257	0.4014	42.4429	0.3005	42.7433	11.3060	0.2789	11.5849		40,934.5616	40,934.5616	3.2037	1.9187	41,586.4261

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments High Rise	1,855.65	1,889.01	1497.03	6,182,258	6,182,258
Enclosed Parking with Elevator	0.00	0.00	0.00		
Single Family Housing	113.28	114.48	102.60	382,467	382,467
Strip Mall	221.60	210.20	102.15	386,050	386,050
Supermarket	5,872.90	9,769.10	9155.85	9,102,360	9,102,360
Total	8,063.43	11,982.79	10,857.63	16,053,135	16,053,135

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments High Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Single Family Housing	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Strip Mall	16.60	8.40	6.90	16.60	64.40	19.00	45	40	15
Supermarket	16.60	8.40	6.90	6.50	74.50	19.00	34	30	36

4.4 Fleet Mix

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

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments High Rise	0.540171	0.064547	0.189075	0.126673	0.023412	0.006384	0.010926	0.008089	0.000929	0.000597	0.025155	0.000706	0.003335
Enclosed Parking with Elevator	0.540171	0.064547	0.189075	0.126673	0.023412	0.006384	0.010926	0.008089	0.000929	0.000597	0.025155	0.000706	0.003335
Single Family Housing	0.540171	0.064547	0.189075	0.126673	0.023412	0.006384	0.010926	0.008089	0.000929	0.000597	0.025155	0.000706	0.003335
Strip Mall	0.540171	0.064547	0.189075	0.126673	0.023412	0.006384	0.010926	0.008089	0.000929	0.000597	0.025155	0.000706	0.003335
Supermarket	0.540171	0.064547	0.189075	0.126673	0.023412	0.006384	0.010926	0.008089	0.000929	0.000597	0.025155	0.000706	0.003335

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	0.1560	1.3525	0.7110	8.5100e-003		0.1078	0.1078		0.1078	0.1078		1,701.5124	1,701.5124	0.0326	0.0312	1,711.6236
NaturalGas Unmitigated	0.1560	1.3525	0.7110	8.5100e-003		0.1078	0.1078		0.1078	0.1078		1,701.5124	1,701.5124	0.0326	0.0312	1,711.6236

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

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments High Rise	10294.5	0.1110	0.9487	0.4037	6.0600e-003		0.0767	0.0767		0.0767	0.0767		1,211.1212	1,211.1212	0.0232	0.0222	1,218.3183
Enclosed Parking with Elevator	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
Single Family Housing	833.941	8.9900e-003	0.0769	0.0327	4.9000e-004		6.2100e-003	6.2100e-003		6.2100e-003	6.2100e-003		98.1107	98.1107	1.8800e-003	1.8000e-003	98.6938
Strip Mall	22.3288	2.4000e-004	2.1900e-003	1.8400e-003	1.0000e-005		1.7000e-004	1.7000e-004		1.7000e-004	1.7000e-004		2.6269	2.6269	5.0000e-005	5.0000e-005	2.6425
Supermarket	3312.05	0.0357	0.3247	0.2728	1.9500e-003		0.0247	0.0247		0.0247	0.0247		389.6535	389.6535	7.4700e-003	7.1400e-003	391.9690
Total		**0.1560**	**1.3525**	**0.7110**	**8.5100e-003**		**0.1078**	**0.1078**		**0.1078**	**0.1078**		**1,701.5124**	**1,701.5124**	**0.0326**	**0.0312**	**1,711.6236**

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

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments High Rise	10.2945	0.1110	0.9487	0.4037	6.0600e-003		0.0767	0.0767		0.0767	0.0767		1,211.1212	1,211.1212	0.0232	0.0222	1,218.3183
Enclosed Parking with Elevator	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
Single Family Housing	0.833941	8.9900e-003	0.0769	0.0327	4.9000e-004		6.2100e-003	6.2100e-003		6.2100e-003	6.2100e-003		98.1107	98.1107	1.8800e-003	1.8000e-003	98.6938
Strip Mall	0.0223288	2.4000e-004	2.1900e-003	1.8400e-003	1.0000e-005		1.7000e-004	1.7000e-004		1.7000e-004	1.7000e-004		2.6269	2.6269	5.0000e-005	5.0000e-005	2.6425
Supermarket	3.31205	0.0357	0.3247	0.2728	1.9500e-003		0.0247	0.0247		0.0247	0.0247		389.6535	389.6535	7.4700e-003	7.1400e-003	391.9690
Total		**0.1560**	**1.3525**	**0.7110**	**8.5100e-003**		**0.1078**	**0.1078**		**0.1078**	**0.1078**		**1,701.5124**	**1,701.5124**	**0.0326**	**0.0312**	**1,711.6236**

6.0 Area Detail

6.1 Mitigation Measures Area

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	12.3652	6.4570	38.0174	0.0405		0.6856	0.6856		0.6856	0.6856	0.0000	7,785.9093	7,785.9093	0.2095	0.1416	7,833.3347
Unmitigated	12.3652	6.4570	38.0174	0.0405		0.6856	0.6856		0.6856	0.6856	0.0000	7,785.9093	7,785.9093	0.2095	0.1416	7,833.3347

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	0.9021					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	9.6859					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.7079	6.0489	2.5740	0.0386		0.4891	0.4891		0.4891	0.4891	0.0000	7,722.0000	7,722.0000	0.1480	0.1416	7,767.8880
Landscaping	1.0694	0.4081	35.4434	1.8800e-003		0.1965	0.1965		0.1965	0.1965		63.9093	63.9093	0.0615		65.4467
Total	**12.3652**	**6.4570**	**38.0174**	**0.0405**		**0.6856**	**0.6856**		**0.6856**	**0.6856**	**0.0000**	**7,785.9093**	**7,785.9093**	**0.2095**	**0.1416**	**7,833.3347**

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

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.9021					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	9.6859					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.7079	6.0489	2.5740	0.0386		0.4891	0.4891		0.4891	0.4891	0.0000	7,722.0000	7,722.0000	0.1480	0.1416	7,767.8880
Landscaping	1.0694	0.4081	35.4434	1.8800e-003		0.1965	0.1965		0.1965	0.1965		63.9093	63.9093	0.0615		65.4467
Total	**12.3652**	**6.4570**	**38.0174**	**0.0405**		**0.6856**	**0.6856**		**0.6856**	**0.6856**	**0.0000**	**7,785.9093**	**7,785.9093**	**0.2095**	**0.1416**	**7,833.3347**

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

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

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
Emergency Generator	1	1	200	300	0.73	Diesel

Boilers

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

User Defined Equipment

Equipment Type	Number

10.1 Stationary Sources

Unmitigated/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
Equipment Type	lb/day										lb/day					
Emergency Generator - Diesel (300 - 600 HP)	0.4923	1.3760	1.2553	2.3700e-003		0.0724	0.0724		0.0724	0.0724		251.8542	251.8542	0.0353		252.7370
Total	**0.4923**	**1.3760**	**1.2553**	**2.3700e-003**		**0.0724**	**0.0724**		**0.0724**	**0.0724**		**251.8542**	**251.8542**	**0.0353**		**252.7370**

11.0 Vegetation

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

1360 Vine - Residential Detailed Report

Los Angeles-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Strip Mall	5.00	1000sqft	0.00	5,000.00	0
Supermarket	55.00	1000sqft	0.00	55,000.00	0
Apartments High Rise	417.00	Dwelling Unit	1.80	400,320.00	1193
Single Family Housing	12.00	Dwelling Unit	0.00	23,400.00	34
Enclosed Parking with Elevator	764.00	Space	0.00	305,600.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2025
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	390.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics - See comment regarding "Unsubstantiated Reduction to CO2 Intensity Factor"

Land Use - Consistent with the FEIR's model.

Construction Phase - Total construction duration consistent with the FEIR's model. See SWAPE comment regarding "Unsubstantiated Changes to Individual Construction Phase Lengths"

Off-road Equipment - See SWAPE comment regarding "Unsubstantiated Changes to Off-Road Construction Equipment Input Parameters"

Grading - Consistent with the FEIR's model.

Demolition - See SWAPE comment regarding "Underestimated Amount of Required Demolition"

Trips and VMT - See SWAPE comment regarding "Unsubstantiated Changes to Construction Trips and VMT Parameters"

1360 Vine - Residential Detailed Report - Los Angeles-South Coast County, Winter

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

Woodstoves - See SWAPE comment regarding "Unsubstantiated Reduction to Number of Hearths." Reduced wood-burning appliances to zero.

Energy Use - The exact changes to the energy use values in the FEIR's model to adjust for garage ventilation are unclear, so no changes were made.

Stationary Sources - Emergency Generators and Fire Pumps - Consistent with the FEIR's model.

Construction Off-road Equipment Mitigation - Consistent with the FEIR's model.

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	10.00	33.00
tblConstructionPhase	NumDays	200.00	670.00
tblConstructionPhase	NumDays	20.00	67.00
tblConstructionPhase	NumDays	4.00	13.00
tblConstructionPhase	NumDays	10.00	33.00
tblConstructionPhase	NumDays	2.00	7.00
tblConstructionPhase	PhaseEndDate	8/29/2024	2/10/2025
tblConstructionPhase	PhaseEndDate	8/1/2024	11/8/2024
tblConstructionPhase	PhaseEndDate	10/18/2023	3/18/2022
tblConstructionPhase	PhaseEndDate	10/26/2023	4/15/2022
tblConstructionPhase	PhaseEndDate	8/15/2024	12/25/2024
tblConstructionPhase	PhaseEndDate	10/20/2023	3/29/2022
tblConstructionPhase	PhaseStartDate	8/16/2024	12/26/2024
tblConstructionPhase	PhaseStartDate	10/27/2023	4/16/2022
tblConstructionPhase	PhaseStartDate	9/21/2023	12/16/2021
tblConstructionPhase	PhaseStartDate	10/21/2023	3/30/2022
tblConstructionPhase	PhaseStartDate	8/2/2024	11/9/2024
tblConstructionPhase	PhaseStartDate	10/19/2023	3/19/2022
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberWood	20.85	0.00
tblFireplaces	NumberWood	0.60	0.00
tblGrading	MaterialExported	0.00	142,000.00

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

tblLandUse	LandUseSquareFeet	417,000.00	400,320.00
tblLandUse	LandUseSquareFeet	21,600.00	23,400.00
tblLandUse	LotAcreage	0.11	0.00
tblLandUse	LotAcreage	1.26	0.00
tblLandUse	LotAcreage	6.73	1.80
tblLandUse	LotAcreage	3.90	0.00
tblLandUse	LotAcreage	6.88	0.00
tblStationaryGeneratorsPumpsEF	CH4_EF	0.07	0.07
tblStationaryGeneratorsPumpsEF	ROG_EF	2.2480e-003	2.2477e-003
tblStationaryGeneratorsPumpsUse	HorsePowerValue	0.00	300.00
tblStationaryGeneratorsPumpsUse	HoursPerDay	0.00	1.00
tblStationaryGeneratorsPumpsUse	HoursPerYear	0.00	200.00
tblStationaryGeneratorsPumpsUse	NumberOfEquipment	0.00	1.00
tblWoodstoves	NumberCatalytic	20.85	0.00
tblWoodstoves	NumberCatalytic	0.60	0.00
tblWoodstoves	NumberNoncatalytic	20.85	0.00
tblWoodstoves	NumberNoncatalytic	0.60	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

1360 Vine - Residential Detailed Report - Los Angeles-South Coast County, Winter

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

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					
2021	2.0595	20.1796	15.1062	0.0268	0.6668	1.0468	1.7136	0.1223	0.9771	1.0994	0.0000	2,609.5966	2,609.5966	0.6062	0.0285	2,633.2320
2022	7.7858	255.6321	63.9903	0.8704	32.3289	2.4502	34.7791	10.1939	2.3169	12.5108	0.0000	95,072.6641	95,072.6641	5.5770	14.7555	99,609.2378
2023	3.1952	17.0841	29.2516	0.0842	5.7313	0.5655	6.2967	1.5354	0.5445	2.0799	0.0000	8,410.4012	8,410.4012	0.5263	0.4175	8,547.9639
2024	100.2430	16.3264	28.0734	0.0827	5.7313	0.5004	6.2317	1.5354	0.4814	2.0168	0.0000	8,257.6983	8,257.6983	0.5091	0.4053	8,391.2181
2025	100.2152	1.3232	4.3971	0.0109	1.0060	0.0570	1.0630	0.2668	0.0566	0.3234	0.0000	1,081.8528	1,081.8528	0.0342	0.0193	1,088.4462
Maximum	**100.2430**	**255.6321**	**63.9903**	**0.8704**	**32.3289**	**2.4502**	**34.7791**	**10.1939**	**2.3169**	**12.5108**	**0.0000**	**95,072.6641**	**95,072.6641**	**5.5770**	**14.7555**	**99,609.2378**

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

2.1 Overall Construction (Maximum Daily Emission)

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					
2021	2.0595	20.1796	15.1062	0.0268	0.3724	1.0468	1.4193	0.0777	0.9771	1.0548	0.0000	2,609.5966	2,609.5966	0.6062	0.0285	2,633.2320
2022	7.7858	255.6321	63.9903	0.8704	27.2550	2.4502	29.7052	7.9907	2.3169	10.3076	0.0000	95,072.6641	95,072.6641	5.5770	14.7555	99,609.2378
2023	3.1952	17.0841	29.2516	0.0842	5.7313	0.5655	6.2967	1.5354	0.5445	2.0799	0.0000	8,410.4012	8,410.4012	0.5263	0.4175	8,547.9639
2024	100.2430	16.3264	28.0734	0.0827	5.7313	0.5004	6.2317	1.5354	0.4814	2.0168	0.0000	8,257.6983	8,257.6983	0.5091	0.4053	8,391.2181
2025	100.2152	1.3232	4.3971	0.0109	1.0060	0.0570	1.0630	0.2668	0.0566	0.3234	0.0000	1,081.8528	1,081.8528	0.0342	0.0193	1,088.4462
Maximum	**100.2430**	**255.6321**	**63.9903**	**0.8704**	**27.2550**	**2.4502**	**29.7052**	**7.9907**	**2.3169**	**10.3076**	**0.0000**	**95,072.6641**	**95,072.6641**	**5.5770**	**14.7555**	**99,609.2378**

	ROG	NOx	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**	**11.81**	**0.00**	**10.72**	**16.46**	**0.00**	**12.47**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

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

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	12.3652	6.4570	38.0174	0.0405		0.6856	0.6856		0.6856	0.6856	0.0000	7,785.9093	7,785.9093	0.2095	0.1416	7,833.3347
Energy	0.1560	1.3525	0.7110	8.5100e-003		0.1078	0.1078		0.1078	0.1078		1,701.5124	1,701.5124	0.0326	0.0312	1,711.6236
Mobile	24.6488	22.3010	201.9163	0.3849	42.4429	0.3007	42.7436	11.3060	0.2791	11.5852		39,261.9580	39,261.9580	3.3543	2.0074	39,944.0150
Stationary	0.4923	1.3760	1.2553	2.3700e-003		0.0724	0.0724		0.0724	0.0724		251.8542	251.8542	0.0353		252.7370
Total	**37.6622**	**31.4865**	**241.9000**	**0.4362**	**42.4429**	**1.1664**	**43.6093**	**11.3060**	**1.1449**	**12.4509**	**0.0000**	**49,001.2339**	**49,001.2339**	**3.6317**	**2.1801**	**49,741.7103**

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

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	12.3652	6.4570	38.0174	0.0405		0.6856	0.6856		0.6856	0.6856	0.0000	7,785.9093	7,785.9093	0.2095	0.1416	7,833.3347
Energy	0.1560	1.3525	0.7110	8.5100e-003		0.1078	0.1078		0.1078	0.1078		1,701.5124	1,701.5124	0.0326	0.0312	1,711.6236
Mobile	24.6488	22.3010	201.9163	0.3849	42.4429	0.3007	42.7436	11.3060	0.2791	11.5852		39,261.9580	39,261.9580	3.3543	2.0074	39,944.0150
Stationary	0.4923	1.3760	1.2553	2.3700e-003		0.0724	0.0724		0.0724	0.0724		251.8542	251.8542	0.0353		252.7370
Total	**37.6622**	**31.4865**	**241.9000**	**0.4362**	**42.4429**	**1.1664**	**43.6093**	**11.3060**	**1.1449**	**12.4509**	**0.0000**	**49,001.2339**	**49,001.2339**	**3.6317**	**2.1801**	**49,741.7103**

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

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	12/16/2021	3/18/2022	5	67	
2	Site Preparation	Site Preparation	3/19/2022	3/29/2022	5	7	
3	Grading	Grading	3/30/2022	4/15/2022	5	13	
4	Building Construction	Building Construction	4/16/2022	11/8/2024	5	670	

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

5	Paving	Paving	11/9/2024	12/25/2024	5	33	
6	Architectural Coating	Architectural Coating	12/26/2024	2/10/2025	5	33	

Acres of Grading (Site Preparation Phase): 6.56

Acres of Grading (Grading Phase): 13

Acres of Paving: 0

Residential Indoor: 858,033; Residential Outdoor: 286,011; Non-Residential Indoor: 90,000; Non-Residential Outdoor: 30,000; Striped Parking Area: 18,336 (Architectural Coating – sqft)

OffRoad Equipment

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

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

Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	13.00	0.00	149.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	17,750.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	452.00	106.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	13.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	90.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Demolition - 2021

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					0.4825	0.0000	0.4825	0.0731	0.0000	0.0731			0.0000			0.0000
Off-Road	1.9930	19.6966	14.4925	0.0241		1.0409	1.0409		0.9715	0.9715		2,322.7171	2,322.7171	0.5940		2,337.5658
Total	**1.9930**	**19.6966**	**14.4925**	**0.0241**	**0.4825**	**1.0409**	**1.5234**	**0.0731**	**0.9715**	**1.0445**		**2,322.7171**	**2,322.7171**	**0.5940**		**2,337.5658**

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

3.2 Demolition - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0145	0.4417	0.0997	1.4200e-003	0.0389	4.9300e-003	0.0439	0.0107	4.7200e-003	0.0154		155.5453	155.5453	8.1300e-003	0.0247	163.0991
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0521	0.0413	0.5139	1.3000e-003	0.1453	1.0000e-003	0.1463	0.0385	9.2000e-004	0.0395		131.3342	131.3342	4.1400e-003	3.7900e-003	132.5671
Total	**0.0665**	**0.4830**	**0.6136**	**2.7200e-003**	**0.1842**	**5.9300e-003**	**0.1902**	**0.0492**	**5.6400e-003**	**0.0548**		**286.8795**	**286.8795**	**0.0123**	**0.0285**	**295.6662**

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					0.1882	0.0000	0.1882	0.0285	0.0000	0.0285			0.0000			0.0000
Off-Road	1.9930	19.6966	14.4925	0.0241		1.0409	1.0409		0.9715	0.9715	0.0000	2,322.7171	2,322.7171	0.5940		2,337.5658
Total	**1.9930**	**19.6966**	**14.4925**	**0.0241**	**0.1882**	**1.0409**	**1.2291**	**0.0285**	**0.9715**	**1.0000**	**0.0000**	**2,322.7171**	**2,322.7171**	**0.5940**		**2,337.5658**

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

3.2 Demolition - 2021

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	0.0145	0.4417	0.0997	1.4200e-003	0.0389	4.9300e-003	0.0439	0.0107	4.7200e-003	0.0154		155.5453	155.5453	8.1300e-003	0.0247	163.0991
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0521	0.0413	0.5139	1.3000e-003	0.1453	1.0000e-003	0.1463	0.0385	9.2000e-004	0.0395		131.3342	131.3342	4.1400e-003	3.7900e-003	132.5671
Total	**0.0665**	**0.4830**	**0.6136**	**2.7200e-003**	**0.1842**	**5.9300e-003**	**0.1902**	**0.0492**	**5.6400e-003**	**0.0548**		**286.8795**	**286.8795**	**0.0123**	**0.0285**	**295.6662**

3.2 Demolition - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.4825	0.0000	0.4825	0.0731	0.0000	0.0731			0.0000			0.0000
Off-Road	1.6889	16.6217	13.9605	0.0241		0.8379	0.8379		0.7829	0.7829		2,323.4168	2,323.4168	0.5921		2,338.2191
Total	**1.6889**	**16.6217**	**13.9605**	**0.0241**	**0.4825**	**0.8379**	**1.3204**	**0.0731**	**0.7829**	**0.8559**		**2,323.4168**	**2,323.4168**	**0.5921**		**2,338.2191**

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

3.2 Demolition - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0101	0.3887	0.0886	1.3800e-003	0.0389	2.7800e-003	0.0417	0.0107	2.6600e-003	0.0133		151.4408	151.4408	8.0300e-003	0.0240	158.8020
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0482	0.0363	0.4698	1.2600e-003	0.1453	9.3000e-004	0.1462	0.0385	8.6000e-004	0.0394		127.2444	127.2444	3.7000e-003	3.4800e-003	128.3729
Total	**0.0583**	**0.4249**	**0.5584**	**2.6400e-003**	**0.1842**	**3.7100e-003**	**0.1880**	**0.0492**	**3.5200e-003**	**0.0527**		**278.6852**	**278.6852**	**0.0117**	**0.0275**	**287.1749**

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					0.1882	0.0000	0.1882	0.0285	0.0000	0.0285			0.0000			0.0000
Off-Road	1.6889	16.6217	13.9605	0.0241		0.8379	0.8379		0.7829	0.7829	0.0000	2,323.4168	2,323.4168	0.5921		2,338.2191
Total	**1.6889**	**16.6217**	**13.9605**	**0.0241**	**0.1882**	**0.8379**	**1.0261**	**0.0285**	**0.7829**	**0.8114**	**0.0000**	**2,323.4168**	**2,323.4168**	**0.5921**		**2,338.2191**

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

3.2 Demolition - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0101	0.3887	0.0886	1.3800e-003	0.0389	2.7800e-003	0.0417	0.0107	2.6600e-003	0.0133		151.4408	151.4408	8.0300e-003	0.0240	158.8020
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0482	0.0363	0.4698	1.2600e-003	0.1453	9.3000e-004	0.1462	0.0385	8.6000e-004	0.0394		127.2444	127.2444	3.7000e-003	3.4800e-003	128.3729
Total	**0.0583**	**0.4249**	**0.5584**	**2.6400e-003**	**0.1842**	**3.7100e-003**	**0.1880**	**0.0492**	**3.5200e-003**	**0.0527**		**278.6852**	**278.6852**	**0.0117**	**0.0275**	**287.1749**

3.3 Site Preparation - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.2632	0.0000	6.2632	3.0038	0.0000	3.0038			0.0000			0.0000
Off-Road	1.3122	14.6277	7.0939	0.0172		0.6225	0.6225		0.5727	0.5727		1,666.1738	1,666.1738	0.5389		1,679.6457
Total	**1.3122**	**14.6277**	**7.0939**	**0.0172**	**6.2632**	**0.6225**	**6.8857**	**3.0038**	**0.5727**	**3.5765**		**1,666.1738**	**1,666.1738**	**0.5389**		**1,679.6457**

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

3.3 Site Preparation - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	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	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0296	0.0223	0.2891	7.7000e-004	0.0894	5.7000e-004	0.0900	0.0237	5.3000e-004	0.0242		78.3043	78.3043	2.2800e-003	2.1400e-003	78.9987
Total	**0.0296**	**0.0223**	**0.2891**	**7.7000e-004**	**0.0894**	**5.7000e-004**	**0.0900**	**0.0237**	**5.3000e-004**	**0.0242**		**78.3043**	**78.3043**	**2.2800e-003**	**2.1400e-003**	**78.9987**

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					2.4426	0.0000	2.4426	1.1715	0.0000	1.1715			0.0000			0.0000
Off-Road	1.3122	14.6277	7.0939	0.0172		0.6225	0.6225		0.5727	0.5727	0.0000	1,666.1738	1,666.1738	0.5389		1,679.6457
Total	**1.3122**	**14.6277**	**7.0939**	**0.0172**	**2.4426**	**0.6225**	**3.0652**	**1.1715**	**0.5727**	**1.7442**	**0.0000**	**1,666.1738**	**1,666.1738**	**0.5389**		**1,679.6457**

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

3.3 Site Preparation - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	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	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0296	0.0223	0.2891	7.7000e-004	0.0894	5.7000e-004	0.0900	0.0237	5.3000e-004	0.0242		78.3043	78.3043	2.2800e-003	2.1400e-003	78.9987
Total	**0.0296**	**0.0223**	**0.2891**	**7.7000e-004**	**0.0894**	**5.7000e-004**	**0.0900**	**0.0237**	**5.3000e-004**	**0.0242**		**78.3043**	**78.3043**	**2.2800e-003**	**2.1400e-003**	**78.9987**

3.4 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.3179	0.0000	8.3179	3.6118	0.0000	3.6118			0.0000			0.0000
Off-Road	1.5403	16.9836	9.2202	0.0206		0.7423	0.7423		0.6829	0.6829		1,995.4825	1,995.4825	0.6454		2,011.6169
Total	**1.5403**	**16.9836**	**9.2202**	**0.0206**	**8.3179**	**0.7423**	**9.0602**	**3.6118**	**0.6829**	**4.2947**		**1,995.4825**	**1,995.4825**	**0.6454**		**2,011.6169**

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

3.4 Grading - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	6.2084	238.6206	54.4088	0.8488	23.8993	1.7072	25.6065	6.5524	1.6334	8.1858		92,979.3013	92,979.3013	4.9288	14.7529	97,498.8725
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0370	0.0279	0.3614	9.7000e-004	0.1118	7.2000e-004	0.1125	0.0296	6.6000e-004	0.0303		97.8803	97.8803	2.8500e-003	2.6700e-003	98.7483
Total	**6.2455**	**238.6485**	**54.7702**	**0.8498**	**24.0110**	**1.7079**	**25.7190**	**6.5821**	**1.6340**	**8.2161**		**93,077.1816**	**93,077.1816**	**4.9316**	**14.7555**	**97,597.6209**

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					3.2440	0.0000	3.2440	1.4086	0.0000	1.4086			0.0000			0.0000
Off-Road	1.5403	16.9836	9.2202	0.0206		0.7423	0.7423		0.6829	0.6829	0.0000	1,995.4825	1,995.4825	0.6454		2,011.6169
Total	**1.5403**	**16.9836**	**9.2202**	**0.0206**	**3.2440**	**0.7423**	**3.9863**	**1.4086**	**0.6829**	**2.0915**	**0.0000**	**1,995.4825**	**1,995.4825**	**0.6454**		**2,011.6169**

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

3.4 Grading - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	6.2084	238.6206	54.4088	0.8488	23.8993	1.7072	25.6065	6.5524	1.6334	8.1858		92,979.3013	92,979.3013	4.9288	14.7529	97,498.8725
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0370	0.0279	0.3614	9.7000e-004	0.1118	7.2000e-004	0.1125	0.0296	6.6000e-004	0.0303		97.8803	97.8803	2.8500e-003	2.6700e-003	98.7483
Total	**6.2455**	**238.6485**	**54.7702**	**0.8498**	**24.0110**	**1.7079**	**25.7190**	**6.5821**	**1.6340**	**8.2161**		**93,077.1816**	**93,077.1816**	**4.9316**	**14.7555**	**97,597.6209**

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.6487	12.5031	12.7264	0.0221		0.5889	0.5889		0.5689	0.5689		2,001.5429	2,001.5429	0.3486		2,010.2581
Total	**1.6487**	**12.5031**	**12.7264**	**0.0221**		**0.5889**	**0.5889**		**0.5689**	**0.5689**		**2,001.5429**	**2,001.5429**	**0.3486**		**2,010.2581**

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

3.5 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	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	0.0000
Vendor	0.2061	5.4064	1.8418	0.0208	0.6790	0.0496	0.7286	0.1955	0.0475	0.2430		2,231.7311	2,231.7311	0.0743	0.3219	2,329.5122
Worker	1.6742	1.2615	16.3338	0.0438	5.0523	0.0323	5.0846	1.3399	0.0298	1.3697		4,424.1903	4,424.1903	0.1288	0.1209	4,463.4251
Total	**1.8803**	**6.6679**	**18.1756**	**0.0645**	**5.7313**	**0.0820**	**5.8132**	**1.5354**	**0.0773**	**1.6126**		**6,655.9214**	**6,655.9214**	**0.2031**	**0.4428**	**6,792.9373**

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	1.6487	12.5031	12.7264	0.0221		0.5889	0.5889		0.5689	0.5689	0.0000	2,001.5429	2,001.5429	0.3486		2,010.2581
Total	**1.6487**	**12.5031**	**12.7264**	**0.0221**		**0.5889**	**0.5889**		**0.5689**	**0.5689**	**0.0000**	**2,001.5429**	**2,001.5429**	**0.3486**		**2,010.2581**

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

3.5 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	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	0.0000
Vendor	0.2061	5.4064	1.8418	0.0208	0.6790	0.0496	0.7286	0.1955	0.0475	0.2430		2,231.7311	2,231.7311	0.0743	0.3219	2,329.5122
Worker	1.6742	1.2615	16.3338	0.0438	5.0523	0.0323	5.0846	1.3399	0.0298	1.3697		4,424.1903	4,424.1903	0.1288	0.1209	4,463.4251
Total	**1.8803**	**6.6679**	**18.1756**	**0.0645**	**5.7313**	**0.0820**	**5.8132**	**1.5354**	**0.0773**	**1.6126**		**6,655.9214**	**6,655.9214**	**0.2031**	**0.4428**	**6,792.9373**

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5233	11.7104	12.6111	0.0221		0.5145	0.5145		0.4968	0.4968		2,001.7877	2,001.7877	0.3399		2,010.2858
Total	**1.5233**	**11.7104**	**12.6111**	**0.0221**		**0.5145**	**0.5145**		**0.4968**	**0.4968**		**2,001.7877**	**2,001.7877**	**0.3399**		**2,010.2858**

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

3.5 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	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	0.0000
Vendor	0.1179	4.2598	1.6258	0.0198	0.6790	0.0206	0.6996	0.1955	0.0197	0.2152		2,126.5752	2,126.5752	0.0708	0.3060	2,219.5457
Worker	1.5541	1.1139	15.0148	0.0424	5.0523	0.0304	5.0827	1.3399	0.0280	1.3679		4,282.0383	4,282.0383	0.1156	0.1114	4,318.1324
Total	**1.6720**	**5.3737**	**16.6405**	**0.0621**	**5.7313**	**0.0510**	**5.7823**	**1.5354**	**0.0477**	**1.5831**		**6,408.6135**	**6,408.6135**	**0.1864**	**0.4175**	**6,537.6781**

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	1.5233	11.7104	12.6111	0.0221		0.5145	0.5145		0.4968	0.4968	0.0000	2,001.7877	2,001.7877	0.3399		2,010.2858
Total	**1.5233**	**11.7104**	**12.6111**	**0.0221**		**0.5145**	**0.5145**		**0.4968**	**0.4968**	**0.0000**	**2,001.7877**	**2,001.7877**	**0.3399**		**2,010.2858**

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

3.5 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	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	0.0000
Vendor	0.1179	4.2598	1.6258	0.0198	0.6790	0.0206	0.6996	0.1955	0.0197	0.2152		2,126.5752	2,126.5752	0.0708	0.3060	2,219.5457
Worker	1.5541	1.1139	15.0148	0.0424	5.0523	0.0304	5.0827	1.3399	0.0280	1.3679		4,282.0383	4,282.0383	0.1156	0.1114	4,318.1324
Total	**1.6720**	**5.3737**	**16.6405**	**0.0621**	**5.7313**	**0.0510**	**5.7823**	**1.5354**	**0.0477**	**1.5831**		**6,408.6135**	**6,408.6135**	**0.1864**	**0.4175**	**6,537.6781**

3.5 Building Construction - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4200	11.0639	12.5172	0.0221		0.4506	0.4506		0.4348	0.4348		2,001.9214	2,001.9214	0.3334		2,010.2563
Total	**1.4200**	**11.0639**	**12.5172**	**0.0221**		**0.4506**	**0.4506**		**0.4348**	**0.4348**		**2,001.9214**	**2,001.9214**	**0.3334**		**2,010.2563**

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

3.5 Building Construction - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	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	0.0000
Vendor	0.1139	4.2686	1.5916	0.0195	0.6790	0.0207	0.6997	0.1955	0.0198	0.2153		2,094.7119	2,094.7119	0.0711	0.3018	2,186.4115
Worker	1.4528	0.9940	13.9646	0.0412	5.0523	0.0291	5.0814	1.3399	0.0268	1.3667		4,161.0650	4,161.0650	0.1047	0.1036	4,194.5504
Total	**1.5667**	**5.2625**	**15.5562**	**0.0606**	**5.7313**	**0.0498**	**5.7811**	**1.5354**	**0.0466**	**1.5820**		**6,255.7769**	**6,255.7769**	**0.1758**	**0.4053**	**6,380.9619**

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	1.4200	11.0639	12.5172	0.0221		0.4506	0.4506		0.4348	0.4348	0.0000	2,001.9214	2,001.9214	0.3334		2,010.2563
Total	**1.4200**	**11.0639**	**12.5172**	**0.0221**		**0.4506**	**0.4506**		**0.4348**	**0.4348**	**0.0000**	**2,001.9214**	**2,001.9214**	**0.3334**		**2,010.2563**

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

3.5 Building Construction - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	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	0.0000
Vendor	0.1139	4.2686	1.5916	0.0195	0.6790	0.0207	0.6997	0.1955	0.0198	0.2153		2,094.7119	2,094.7119	0.0711	0.3018	2,186.4115
Worker	1.4528	0.9940	13.9646	0.0412	5.0523	0.0291	5.0814	1.3399	0.0268	1.3667		4,161.0650	4,161.0650	0.1047	0.1036	4,194.5504
Total	**1.5667**	**5.2625**	**15.5562**	**0.0606**	**5.7313**	**0.0498**	**5.7811**	**1.5354**	**0.0466**	**1.5820**		**6,255.7769**	**6,255.7769**	**0.1758**	**0.4053**	**6,380.9619**

3.6 Paving - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6180	5.8607	8.8253	0.0136		0.2810	0.2810		0.2594	0.2594		1,297.8688	1,297.8688	0.4114		1,308.1547
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.6180**	**5.8607**	**8.8253**	**0.0136**		**0.2810**	**0.2810**		**0.2594**	**0.2594**		**1,297.8688**	**1,297.8688**	**0.4114**		**1,308.1547**

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

3.6 Paving - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	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	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0418	0.0286	0.4016	1.1800e-003	0.1453	8.4000e-004	0.1462	0.0385	7.7000e-004	0.0393		119.6767	119.6767	3.0100e-003	2.9800e-003	120.6397
Total	**0.0418**	**0.0286**	**0.4016**	**1.1800e-003**	**0.1453**	**8.4000e-004**	**0.1462**	**0.0385**	**7.7000e-004**	**0.0393**		**119.6767**	**119.6767**	**3.0100e-003**	**2.9800e-003**	**120.6397**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6180	5.8607	8.8253	0.0136		0.2810	0.2810		0.2594	0.2594	0.0000	1,297.8688	1,297.8688	0.4114		1,308.1547
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.6180**	**5.8607**	**8.8253**	**0.0136**		**0.2810**	**0.2810**		**0.2594**	**0.2594**	**0.0000**	**1,297.8688**	**1,297.8688**	**0.4114**		**1,308.1547**

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

3.6 Paving - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	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	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0418	0.0286	0.4016	1.1800e-003	0.1453	8.4000e-004	0.1462	0.0385	7.7000e-004	0.0393		119.6767	119.6767	3.0100e-003	2.9800e-003	120.6397
Total	**0.0418**	**0.0286**	**0.4016**	**1.1800e-003**	**0.1453**	**8.4000e-004**	**0.1462**	**0.0385**	**7.7000e-004**	**0.0393**		**119.6767**	**119.6767**	**3.0100e-003**	**2.9800e-003**	**120.6397**

3.7 Architectural Coating - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	99.7730					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443
Total	**99.9538**	**1.2188**	**1.8101**	**2.9700e-003**		**0.0609**	**0.0609**		**0.0609**	**0.0609**		**281.4481**	**281.4481**	**0.0159**		**281.8443**

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

3.7 Architectural Coating - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	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	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.2893	0.1979	2.7806	8.2000e-003	1.0060	5.7900e-003	1.0118	0.2668	5.3300e-003	0.2721		828.5306	828.5306	0.0208	0.0206	835.1981
Total	**0.2893**	**0.1979**	**2.7806**	**8.2000e-003**	**1.0060**	**5.7900e-003**	**1.0118**	**0.2668**	**5.3300e-003**	**0.2721**		**828.5306**	**828.5306**	**0.0208**	**0.0206**	**835.1981**

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	99.7730					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443
Total	**99.9538**	**1.2188**	**1.8101**	**2.9700e-003**		**0.0609**	**0.0609**		**0.0609**	**0.0609**	**0.0000**	**281.4481**	**281.4481**	**0.0159**		**281.8443**

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

3.7 Architectural Coating - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	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	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.2893	0.1979	2.7806	8.2000e-003	1.0060	5.7900e-003	1.0118	0.2668	5.3300e-003	0.2721		828.5306	828.5306	0.0208	0.0206	835.1981
Total	**0.2893**	**0.1979**	**2.7806**	**8.2000e-003**	**1.0060**	**5.7900e-003**	**1.0118**	**0.2668**	**5.3300e-003**	**0.2721**		**828.5306**	**828.5306**	**0.0208**	**0.0206**	**835.1981**

3.7 Architectural Coating - 2025

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	99.7730					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154		281.8319
Total	**99.9439**	**1.1455**	**1.8091**	**2.9700e-003**		**0.0515**	**0.0515**		**0.0515**	**0.0515**		**281.4481**	**281.4481**	**0.0154**		**281.8319**

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

3.7 Architectural Coating - 2025

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	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.2713	0.1777	2.5880	7.9200e-003	1.0060	5.5100e-003	1.0115	0.2668	5.0800e-003	0.2719		800.4047	800.4047	0.0188	0.0193	806.6143
Total	**0.2713**	**0.1777**	**2.5880**	**7.9200e-003**	**1.0060**	**5.5100e-003**	**1.0115**	**0.2668**	**5.0800e-003**	**0.2719**		**800.4047**	**800.4047**	**0.0188**	**0.0193**	**806.6143**

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	99.7730					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515	0.0000	281.4481	281.4481	0.0154		281.8319
Total	**99.9439**	**1.1455**	**1.8091**	**2.9700e-003**		**0.0515**	**0.0515**		**0.0515**	**0.0515**	**0.0000**	**281.4481**	**281.4481**	**0.0154**		**281.8319**

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

3.7 Architectural Coating - 2025

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	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.2713	0.1777	2.5880	7.9200e-003	1.0060	5.5100e-003	1.0115	0.2668	5.0800e-003	0.2719		800.4047	800.4047	0.0188	0.0193	806.6143
Total	**0.2713**	**0.1777**	**2.5880**	**7.9200e-003**	**1.0060**	**5.5100e-003**	**1.0115**	**0.2668**	**5.0800e-003**	**0.2719**		**800.4047**	**800.4047**	**0.0188**	**0.0193**	**806.6143**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

1360 Vine - Residential Detailed Report - Los Angeles-South Coast County, Winter

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	24.6488	22.3010	201.9163	0.3849	42.4429	0.3007	42.7436	11.3060	0.2791	11.5852		39,261.9580	39,261.9580	3.3543	2.0074	39,944.0150
Unmitigated	24.6488	22.3010	201.9163	0.3849	42.4429	0.3007	42.7436	11.3060	0.2791	11.5852		39,261.9580	39,261.9580	3.3543	2.0074	39,944.0150

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments High Rise	1,855.65	1,889.01	1497.03	6,182,258	6,182,258
Enclosed Parking with Elevator	0.00	0.00	0.00		
Single Family Housing	113.28	114.48	102.60	382,467	382,467
Strip Mall	221.60	210.20	102.15	386,050	386,050
Supermarket	5,872.90	9,769.10	9155.85	9,102,360	9,102,360
Total	8,063.43	11,982.79	10,857.63	16,053,135	16,053,135

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments High Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Single Family Housing	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Strip Mall	16.60	8.40	6.90	16.60	64.40	19.00	45	40	15
Supermarket	16.60	8.40	6.90	6.50	74.50	19.00	34	30	36

4.4 Fleet Mix

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

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments High Rise	0.540171	0.064547	0.189075	0.126673	0.023412	0.006384	0.010926	0.008089	0.000929	0.000597	0.025155	0.000706	0.003335
Enclosed Parking with Elevator	0.540171	0.064547	0.189075	0.126673	0.023412	0.006384	0.010926	0.008089	0.000929	0.000597	0.025155	0.000706	0.003335
Single Family Housing	0.540171	0.064547	0.189075	0.126673	0.023412	0.006384	0.010926	0.008089	0.000929	0.000597	0.025155	0.000706	0.003335
Strip Mall	0.540171	0.064547	0.189075	0.126673	0.023412	0.006384	0.010926	0.008089	0.000929	0.000597	0.025155	0.000706	0.003335
Supermarket	0.540171	0.064547	0.189075	0.126673	0.023412	0.006384	0.010926	0.008089	0.000929	0.000597	0.025155	0.000706	0.003335

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	0.1560	1.3525	0.7110	8.5100e-003		0.1078	0.1078		0.1078	0.1078		1,701.5124	1,701.5124	0.0326	0.0312	1,711.6236
NaturalGas Unmitigated	0.1560	1.3525	0.7110	8.5100e-003		0.1078	0.1078		0.1078	0.1078		1,701.5124	1,701.5124	0.0326	0.0312	1,711.6236

1360 Vine - Residential Detailed Report - Los Angeles-South Coast County, Winter

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

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments High Rise	10294.5	0.1110	0.9487	0.4037	6.0600e-003		0.0767	0.0767		0.0767	0.0767		1,211.1212	1,211.1212	0.0232	0.0222	1,218.3183
Enclosed Parking with Elevator	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
Single Family Housing	833.941	8.9900e-003	0.0769	0.0327	4.9000e-004		6.2100e-003	6.2100e-003		6.2100e-003	6.2100e-003		98.1107	98.1107	1.8800e-003	1.8000e-003	98.6938
Strip Mall	22.3288	2.4000e-004	2.1900e-003	1.8400e-003	1.0000e-005		1.7000e-004	1.7000e-004		1.7000e-004	1.7000e-004		2.6269	2.6269	5.0000e-005	5.0000e-005	2.6425
Supermarket	3312.05	0.0357	0.3247	0.2728	1.9500e-003		0.0247	0.0247		0.0247	0.0247		389.6535	389.6535	7.4700e-003	7.1400e-003	391.9690
Total		**0.1560**	**1.3525**	**0.7110**	**8.5100e-003**		**0.1078**	**0.1078**		**0.1078**	**0.1078**		**1,701.5124**	**1,701.5124**	**0.0326**	**0.0312**	**1,711.6236**

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

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments High Rise	10.2945	0.1110	0.9487	0.4037	6.0600e-003		0.0767	0.0767		0.0767	0.0767		1,211.1212	1,211.1212	0.0232	0.0222	1,218.3183
Enclosed Parking with Elevator	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
Single Family Housing	0.833941	8.9900e-003	0.0769	0.0327	4.9000e-004		6.2100e-003	6.2100e-003		6.2100e-003	6.2100e-003		98.1107	98.1107	1.8800e-003	1.8000e-003	98.6938
Strip Mall	0.0223288	2.4000e-004	2.1900e-003	1.8400e-003	1.0000e-005		1.7000e-004	1.7000e-004		1.7000e-004	1.7000e-004		2.6269	2.6269	5.0000e-005	5.0000e-005	2.6425
Supermarket	3.31205	0.0357	0.3247	0.2728	1.9500e-003		0.0247	0.0247		0.0247	0.0247		389.6535	389.6535	7.4700e-003	7.1400e-003	391.9690
Total		**0.1560**	**1.3525**	**0.7110**	**8.5100e-003**		**0.1078**	**0.1078**		**0.1078**	**0.1078**		**1,701.5124**	**1,701.5124**	**0.0326**	**0.0312**	**1,711.6236**

6.0 Area Detail

6.1 Mitigation Measures Area

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	12.3652	6.4570	38.0174	0.0405		0.6856	0.6856		0.6856	0.6856	0.0000	7,785.9093	7,785.9093	0.2095	0.1416	7,833.3347
Unmitigated	12.3652	6.4570	38.0174	0.0405		0.6856	0.6856		0.6856	0.6856	0.0000	7,785.9093	7,785.9093	0.2095	0.1416	7,833.3347

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	0.9021					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	9.6859					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.7079	6.0489	2.5740	0.0386		0.4891	0.4891		0.4891	0.4891	0.0000	7,722.0000	7,722.0000	0.1480	0.1416	7,767.8880
Landscaping	1.0694	0.4081	35.4434	1.8800e-003		0.1965	0.1965		0.1965	0.1965		63.9093	63.9093	0.0615		65.4467
Total	**12.3652**	**6.4570**	**38.0174**	**0.0405**		**0.6856**	**0.6856**		**0.6856**	**0.6856**	**0.0000**	**7,785.9093**	**7,785.9093**	**0.2095**	**0.1416**	**7,833.3347**

1360 Vine - Residential Detailed Report - Los Angeles-South Coast County, Winter

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

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.9021					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	9.6859					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.7079	6.0489	2.5740	0.0386		0.4891	0.4891		0.4891	0.4891	0.0000	7,722.0000	7,722.0000	0.1480	0.1416	7,767.8880
Landscaping	1.0694	0.4081	35.4434	1.8800e-003		0.1965	0.1965		0.1965	0.1965		63.9093	63.9093	0.0615		65.4467
Total	**12.3652**	**6.4570**	**38.0174**	**0.0405**		**0.6856**	**0.6856**		**0.6856**	**0.6856**	**0.0000**	**7,785.9093**	**7,785.9093**	**0.2095**	**0.1416**	**7,833.3347**

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

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

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
Emergency Generator	1	1	200	300	0.73	Diesel

Boilers

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

User Defined Equipment

Equipment Type	Number

10.1 Stationary Sources

Unmitigated/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
Equipment Type	lb/day										lb/day					
Emergency Generator - Diesel (300 - 600 HP)	0.4923	1.3760	1.2553	2.3700e-003		0.0724	0.0724		0.0724	0.0724		251.8542	251.8542	0.0353		252.7370
Total	**0.4923**	**1.3760**	**1.2553**	**2.3700e-003**		**0.0724**	**0.0724**		**0.0724**	**0.0724**		**251.8542**	**251.8542**	**0.0353**		**252.7370**

11.0 Vegetation

Construction

2021	
Annual Emissions (tons/year)	0.005
Daily Emissions (lbs/day)	0.02739726
Construction Duration (days)	16
Total DPM (lbs)	0.438356164
Total DPM (g)	198.8383562
Start Date	12/16/2021
End Date	1/1/2022
Construction Days	16
2022	
Annual Emissions (tons/year)	0.11
Daily Emissions (lbs/day)	0.602739726
Construction Duration (days)	365
Total DPM (lbs)	220
Total DPM (g)	99792
Start Date	1/1/2022
End Date	1/1/2023
Construction Days	365
2023	
Annual Emissions (tons/year)	0.11
Daily Emissions (lbs/day)	0.602739726
Construction Duration (days)	365
Total DPM (lbs)	220
Total DPM (g)	99792
Start Date	1/1/2023
End Date	1/1/2024
Construction Days	365
2024	
Annual Emissions (tons/year)	0.1
Daily Emissions (lbs/day)	0.547945205
Construction Duration (days)	366
Total DPM (lbs)	200.5479452
Total DPM (g)	90968.54795
Start Date	1/1/2024
End Date	1/1/2025
Construction Days	366
2025	
Annual Emissions (tons/year)	0.01
Daily Emissions (lbs/day)	0.054794521
Construction Duration (days)	40
Total DPM (lbs)	2.191780822
Total DPM (g)	994.1917808
Start Date	1/1/2025
End Date	2/10/2025
Construction Days	40

Total	
Total DPM (lbs)	643.1780822
Total DPM (g)	291745.5781
Emission Rate (g/s)	0.00293115
Release Height (meters)	3
Total Acreage	1.86
Max Horizontal (meters)	122.70
Min Horizontal (meters)	61.35
Initial Vertical Dimension (meters)	1.5
Setting	Urban
Population	3,849,297
Start Date	12/16/2021
End Date	2/10/2025
Total Construction Days	1152
Total Years of Construction	3.16
Total Years of Operation	26.84

Operation

Emission Rate	
Annual Emissions (tons/year)	0.07
Daily Emissions (lbs/day)	0.383561644
Total DPM (lbs)	140
Emission Rate (g/s)	0.002013699
Release Height (meters)	3
Total Acreage	1.86
Max Horizontal (meters)	122.70
Min Horizontal (meters)	61.35
Initial Vertical Dimension (meters)	1.5
Setting	Urban
Population	3,849,297
	0

AERSCREEN 21112 / AERMOD 21112 09/21/23
09:51:55

TITLE: 1360 N Vine Construction

********** AREA PARAMETERS **********

SOURCE EMISSION RATE:	0.293E-02	g/s	0.233E-01	lb/hr
AREA EMISSION RATE:	0.389E-06	g/(s-m2)	0.309E-05	lb/(hr-m2)
AREA HEIGHT:	3.00	meters	9.84	feet
AREA SOURCE LONG SIDE:	122.70	meters	402.56	feet
AREA SOURCE SHORT SIDE:	61.35	meters	201.28	feet
INITIAL VERTICAL DIMENSION:	1.50	meters	4.92	feet
RURAL OR URBAN:	URBAN			
POPULATION:	3849297			
INITIAL PROBE DISTANCE =	5000.	meters	16404.	feet

********** BUILDING DOWNWASH PARAMETERS **********

BUILDING DOWNWASH NOT USED FOR NON-POINT SOURCES

********** FLOW SECTOR ANALYSIS **********

25 meter receptor spacing: 1. meters - 5000. meters

MAXIMUM IMPACT RECEPTOR

Zo SECTOR	SURFACE ROUGHNESS	1-HR CONC (ug/m3)	RADIAL (deg)	DIST (m)	TEMPORAL PERIOD
1*	1.000	8.519	0	50.0	WIN

* = worst case diagonal

********** MAKEMET METEOROLOGY PARAMETERS **********

MIN/MAX TEMPERATURE: 250.0 / 310.0 (K)

MINIMUM WIND SPEED: 0.5 m/s

ANEMOMETER HEIGHT: 10.000 meters

SURFACE CHARACTERISTICS INPUT: AERMET SEASONAL TABLES

DOMINANT SURFACE PROFILE: Urban
DOMINANT CLIMATE TYPE: Average Moisture
DOMINANT SEASON: Winter

ALBEDO: 0.35
BOWEN RATIO: 1.50
ROUGHNESS LENGTH: 1.000 (meters)

SURFACE FRICTION VELOCITY (U*) NOT ADUSTED

METEOROLOGY CONDITIONS USED TO PREDICT OVERALL MAXIMUM IMPACT

YR	MO	DY	JDY	HR
10	01	10	10	01

H0	U*	W*	DT/DZ	ZICNV	ZIMCH	M-O LEN	Z0	BOWEN	ALBEDO	REF WS
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50

HT	REF TA	HT
10.0	310.0	2.0

********** AERSCREEN AUTOMATED DISTANCES **********
OVERALL MAXIMUM CONCENTRATIONS BY DISTANCE

DIST (m)	MAXIMUM 1-HR CONC (ug/m3)	DIST (m)	MAXIMUM 1-HR CONC (ug/m3)
1.00	6.863	2525.00	0.4196E-01

25.00	7.835	2550.00	0.4139E-01
50.00	8.519	2575.00	0.4084E-01
75.00	6.809	2600.00	0.4031E-01
100.00	3.918	2625.00	0.3978E-01
125.00	2.774	2650.00	0.3927E-01
150.00	2.111	2675.00	0.3877E-01
175.00	1.686	2700.00	0.3828E-01
200.00	1.391	2725.00	0.3780E-01
225.00	1.176	2750.00	0.3733E-01
250.00	1.014	2775.00	0.3687E-01
275.00	0.8861	2800.00	0.3642E-01
300.00	0.7844	2825.00	0.3598E-01
325.00	0.7018	2850.00	0.3555E-01
350.00	0.6327	2875.00	0.3512E-01
375.00	0.5749	2900.00	0.3471E-01
400.00	0.5257	2925.00	0.3430E-01
425.00	0.4833	2950.00	0.3391E-01
450.00	0.4466	2975.00	0.3352E-01
475.00	0.4145	3000.00	0.3314E-01
500.00	0.3861	3025.00	0.3276E-01
525.00	0.3609	3050.00	0.3239E-01
550.00	0.3385	3075.00	0.3203E-01
575.00	0.3184	3100.00	0.3168E-01
600.00	0.3003	3125.00	0.3133E-01
625.00	0.2839	3150.00	0.3099E-01
650.00	0.2690	3174.99	0.3066E-01
675.00	0.2555	3199.99	0.3033E-01
700.00	0.2431	3225.00	0.3001E-01
725.00	0.2317	3250.00	0.2970E-01
750.00	0.2212	3275.00	0.2939E-01
775.00	0.2115	3300.00	0.2908E-01
800.00	0.2024	3325.00	0.2878E-01
825.00	0.1941	3350.00	0.2849E-01
850.00	0.1862	3375.00	0.2820E-01
875.00	0.1789	3400.00	0.2792E-01
900.00	0.1721	3425.00	0.2764E-01
925.00	0.1658	3450.00	0.2737E-01
950.00	0.1598	3475.00	0.2710E-01
975.00	0.1542	3500.00	0.2683E-01
1000.00	0.1489	3525.00	0.2657E-01
1025.00	0.1439	3550.00	0.2632E-01
1050.00	0.1393	3575.00	0.2606E-01
1075.00	0.1348	3600.00	0.2582E-01
1100.00	0.1306	3625.00	0.2557E-01
1125.00	0.1267	3650.00	0.2533E-01
1150.00	0.1233	3675.00	0.2510E-01
1175.00	0.1197	3700.00	0.2487E-01
1200.00	0.1163	3725.00	0.2464E-01
1225.00	0.1131	3750.00	0.2441E-01
1250.00	0.1100	3775.00	0.2419E-01

1275.00	0.1070	3800.00	0.2398E-01
1300.00	0.1042	3825.00	0.2376E-01
1325.00	0.1015	3850.00	0.2355E-01
1350.00	0.9896E-01	3875.00	0.2334E-01
1375.00	0.9650E-01	3900.00	0.2314E-01
1400.00	0.9414E-01	3925.00	0.2294E-01
1425.00	0.9188E-01	3950.00	0.2274E-01
1450.00	0.8971E-01	3975.00	0.2254E-01
1475.00	0.8764E-01	4000.00	0.2235E-01
1500.00	0.8564E-01	4025.00	0.2216E-01
1525.00	0.8372E-01	4050.00	0.2197E-01
1550.00	0.8187E-01	4075.00	0.2179E-01
1575.00	0.8010E-01	4100.00	0.2161E-01
1600.00	0.7839E-01	4125.00	0.2143E-01
1625.00	0.7674E-01	4149.99	0.2125E-01
1650.00	0.7515E-01	4175.00	0.2108E-01
1675.00	0.7361E-01	4200.00	0.2091E-01
1700.00	0.7213E-01	4225.00	0.2074E-01
1725.00	0.7070E-01	4250.00	0.2057E-01
1750.00	0.6932E-01	4275.00	0.2041E-01
1775.00	0.6799E-01	4300.00	0.2025E-01
1800.00	0.6670E-01	4325.00	0.2008E-01
1824.99	0.6545E-01	4350.00	0.1993E-01
1850.00	0.6424E-01	4375.00	0.1977E-01
1875.00	0.6307E-01	4400.00	0.1962E-01
1900.00	0.6193E-01	4425.00	0.1947E-01
1924.99	0.6083E-01	4450.00	0.1932E-01
1950.00	0.5977E-01	4475.00	0.1917E-01
1975.00	0.5873E-01	4500.00	0.1902E-01
2000.00	0.5773E-01	4525.00	0.1888E-01
2025.00	0.5676E-01	4550.00	0.1874E-01
2050.00	0.5581E-01	4575.00	0.1860E-01
2075.00	0.5489E-01	4600.00	0.1846E-01
2100.00	0.5400E-01	4625.00	0.1832E-01
2125.00	0.5313E-01	4650.00	0.1819E-01
2150.00	0.5229E-01	4675.00	0.1806E-01
2175.00	0.5146E-01	4700.00	0.1793E-01
2200.00	0.5066E-01	4725.00	0.1780E-01
2225.00	0.4989E-01	4750.00	0.1767E-01
2250.00	0.4913E-01	4775.00	0.1754E-01
2275.00	0.4839E-01	4800.00	0.1742E-01
2300.00	0.4767E-01	4825.00	0.1729E-01
2325.00	0.4697E-01	4850.00	0.1717E-01
2350.00	0.4629E-01	4875.00	0.1705E-01
2375.00	0.4563E-01	4900.00	0.1693E-01
2400.00	0.4498E-01	4925.00	0.1681E-01
2425.00	0.4434E-01	4950.00	0.1670E-01
2450.00	0.4373E-01	4975.00	0.1658E-01
2475.00	0.4312E-01	5000.00	0.1647E-01
2500.00	0.4253E-01		

********** AERSCREEN MAXIMUM IMPACT SUMMARY **********

3-hour, 8-hour, and 24-hour scaled
concentrations are equal to the 1-hour concentration as referenced in
SCREENING PROCEDURES FOR ESTIMATING THE AIR QUALITY
IMPACT OF STATIONARY SOURCES, REVISED (Section 4.5.4)
Report number EPA-454/R-92-019
http://www.epa.gov/scram001/guidance_permit.htm
under Screening Guidance

CALCULATION PROCEDURE	MAXIMUM 1-HOUR CONC (ug/m3)	SCALED 3-HOUR CONC (ug/m3)	SCALED 8-HOUR CONC (ug/m3)	SCALED 24-HOUR CONC (ug/m3)	SCALED ANNUAL CONC (ug/m3)
FLAT TERRAIN	8.782	8.782	8.782	8.782	N/A
DISTANCE FROM SOURCE	62.00 meters				
IMPACT AT THE AMBIENT BOUNDARY	6.863	6.863	6.863	6.863	N/A
DISTANCE FROM SOURCE	1.00 meters				

TITLE: 1360 N Vine Operation

********** AREA PARAMETERS **********

SOURCE EMISSION RATE:	0.201E-02	g/s	0.160E-01	lb/hr
AREA EMISSION RATE:	0.268E-06	g/(s-m2)	0.212E-05	lb/(hr-m2)
AREA HEIGHT:	3.00	meters	9.84	feet
AREA SOURCE LONG SIDE:	122.70	meters	402.56	feet
AREA SOURCE SHORT SIDE:	61.35	meters	201.28	feet
INITIAL VERTICAL DIMENSION:	1.50	meters	4.92	feet
RURAL OR URBAN:	URBAN			
POPULATION:	3849297			
INITIAL PROBE DISTANCE =	5000.	meters	16404.	feet

********** BUILDING DOWNWASH PARAMETERS **********

BUILDING DOWNWASH NOT USED FOR NON-POINT SOURCES

********** FLOW SECTOR ANALYSIS **********

25 meter receptor spacing: 1. meters - 5000. meters

MAXIMUM IMPACT RECEPTOR

Zo SECTOR	SURFACE ROUGHNESS	1-HR CONC (ug/m3)	RADIAL (deg)	DIST (m)	TEMPORAL PERIOD
1*	1.000	5.852	0	50.0	WIN

* = worst case diagonal

********** MAKEMET METEOROLOGY PARAMETERS **********

MIN/MAX TEMPERATURE: 250.0 / 310.0 (K)

MINIMUM WIND SPEED: 0.5 m/s

ANEMOMETER HEIGHT: 10.000 meters

SURFACE CHARACTERISTICS INPUT: AERMET SEASONAL TABLES

DOMINANT SURFACE PROFILE: Urban
DOMINANT CLIMATE TYPE: Average Moisture
DOMINANT SEASON: Winter

ALBEDO: 0.35
BOWEN RATIO: 1.50
ROUGHNESS LENGTH: 1.000 (meters)

SURFACE FRICTION VELOCITY (U*) NOT ADUSTED

METEOROLOGY CONDITIONS USED TO PREDICT OVERALL MAXIMUM IMPACT

YR	MO	DY	JDY	HR
10	01	10	10	01

H0	U*	W*	DT/DZ	ZICNV	ZIMCH	M-O LEN	Z0	BOWEN	ALBEDO	REF WS
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50

HT	REF TA	HT
10.0	310.0	2.0

********** AERSCREEN AUTOMATED DISTANCES **********
OVERALL MAXIMUM CONCENTRATIONS BY DISTANCE

DIST (m)	MAXIMUM 1-HR CONC (ug/m3)	DIST (m)	MAXIMUM 1-HR CONC (ug/m3)
1.00	4.715	2525.00	0.2882E-01

25.00	5.382	2550.00	0.2844E-01
50.00	5.852	2575.00	0.2806E-01
75.00	4.677	2600.00	0.2769E-01
100.00	2.691	2625.00	0.2733E-01
125.00	1.906	2650.00	0.2698E-01
150.00	1.450	2675.00	0.2663E-01
175.00	1.158	2700.00	0.2630E-01
200.00	0.9557	2725.00	0.2597E-01
225.00	0.8077	2750.00	0.2564E-01
250.00	0.6965	2775.00	0.2533E-01
275.00	0.6087	2800.00	0.2502E-01
300.00	0.5388	2825.00	0.2472E-01
325.00	0.4821	2850.00	0.2442E-01
350.00	0.4347	2875.00	0.2413E-01
375.00	0.3949	2900.00	0.2384E-01
400.00	0.3611	2925.00	0.2357E-01
425.00	0.3320	2950.00	0.2329E-01
450.00	0.3068	2975.00	0.2303E-01
475.00	0.2848	3000.00	0.2276E-01
500.00	0.2652	3025.00	0.2251E-01
525.00	0.2479	3050.00	0.2225E-01
550.00	0.2325	3075.00	0.2201E-01
575.00	0.2187	3100.00	0.2176E-01
600.00	0.2063	3125.00	0.2153E-01
625.00	0.1950	3150.00	0.2129E-01
650.00	0.1848	3175.00	0.2106E-01
675.00	0.1755	3200.00	0.2084E-01
700.00	0.1670	3225.00	0.2062E-01
725.00	0.1592	3250.00	0.2040E-01
750.00	0.1519	3275.00	0.2019E-01
775.00	0.1453	3300.00	0.1998E-01
800.00	0.1391	3325.00	0.1977E-01
825.00	0.1333	3350.00	0.1957E-01
850.00	0.1279	3375.00	0.1937E-01
875.00	0.1229	3400.00	0.1918E-01
900.00	0.1182	3425.00	0.1899E-01
925.00	0.1139	3450.00	0.1880E-01
950.00	0.1098	3475.00	0.1861E-01
975.00	0.1059	3500.00	0.1843E-01
1000.00	0.1023	3525.00	0.1825E-01
1025.00	0.9888E-01	3550.00	0.1808E-01
1050.00	0.9566E-01	3575.00	0.1791E-01
1075.00	0.9262E-01	3600.00	0.1774E-01
1100.00	0.8974E-01	3625.00	0.1757E-01
1125.00	0.8701E-01	3650.00	0.1740E-01
1150.00	0.8471E-01	3675.00	0.1724E-01
1175.00	0.8225E-01	3700.00	0.1708E-01
1200.00	0.7990E-01	3725.00	0.1693E-01
1225.00	0.7767E-01	3750.00	0.1677E-01
1250.00	0.7555E-01	3775.00	0.1662E-01

1275.00	0.7352E-01	3800.00	0.1647E-01
1300.00	0.7159E-01	3825.00	0.1632E-01
1325.00	0.6974E-01	3850.00	0.1618E-01
1350.00	0.6798E-01	3875.00	0.1604E-01
1375.00	0.6629E-01	3900.00	0.1590E-01
1400.00	0.6467E-01	3925.00	0.1576E-01
1425.00	0.6312E-01	3950.00	0.1562E-01
1450.00	0.6163E-01	3975.00	0.1549E-01
1475.00	0.6020E-01	4000.00	0.1535E-01
1500.00	0.5883E-01	4025.00	0.1522E-01
1525.00	0.5751E-01	4050.00	0.1510E-01
1550.00	0.5624E-01	4075.00	0.1497E-01
1575.00	0.5502E-01	4100.00	0.1484E-01
1600.00	0.5385E-01	4125.00	0.1472E-01
1625.00	0.5271E-01	4150.00	0.1460E-01
1650.00	0.5162E-01	4175.00	0.1448E-01
1675.00	0.5057E-01	4200.00	0.1436E-01
1700.00	0.4955E-01	4225.00	0.1425E-01
1725.00	0.4857E-01	4250.00	0.1413E-01
1750.00	0.4762E-01	4275.00	0.1402E-01
1775.00	0.4670E-01	4300.00	0.1391E-01
1800.00	0.4582E-01	4325.00	0.1380E-01
1824.99	0.4496E-01	4350.00	0.1369E-01
1850.00	0.4413E-01	4375.00	0.1358E-01
1875.00	0.4332E-01	4400.00	0.1348E-01
1900.00	0.4255E-01	4425.00	0.1337E-01
1924.99	0.4179E-01	4450.00	0.1327E-01
1950.00	0.4106E-01	4475.00	0.1317E-01
1975.00	0.4035E-01	4500.00	0.1307E-01
2000.00	0.3966E-01	4525.00	0.1297E-01
2025.00	0.3899E-01	4550.00	0.1287E-01
2050.00	0.3834E-01	4575.00	0.1278E-01
2075.00	0.3771E-01	4600.00	0.1268E-01
2100.00	0.3709E-01	4625.00	0.1259E-01
2125.00	0.3650E-01	4650.00	0.1250E-01
2150.00	0.3592E-01	4675.00	0.1240E-01
2175.00	0.3535E-01	4700.00	0.1231E-01
2200.00	0.3480E-01	4725.00	0.1222E-01
2225.00	0.3427E-01	4750.00	0.1214E-01
2250.00	0.3375E-01	4775.00	0.1205E-01
2275.00	0.3324E-01	4800.00	0.1196E-01
2300.00	0.3275E-01	4825.00	0.1188E-01
2325.00	0.3227E-01	4850.00	0.1180E-01
2350.00	0.3180E-01	4875.00	0.1171E-01
2375.00	0.3134E-01	4900.00	0.1163E-01
2400.00	0.3090E-01	4924.99	0.1155E-01
2425.00	0.3046E-01	4950.00	0.1147E-01
2450.00	0.3004E-01	4975.00	0.1139E-01
2475.00	0.2962E-01	5000.00	0.1131E-01
2500.00	0.2922E-01		

********** AERSCREEN MAXIMUM IMPACT SUMMARY **********

3-hour, 8-hour, and 24-hour scaled
concentrations are equal to the 1-hour concentration as referenced in
SCREENING PROCEDURES FOR ESTIMATING THE AIR QUALITY
IMPACT OF STATIONARY SOURCES, REVISED (Section 4.5.4)
Report number EPA-454/R-92-019
http://www.epa.gov/scram001/guidance_permit.htm
under Screening Guidance

CALCULATION PROCEDURE	MAXIMUM 1-HOUR CONC (ug/m3)	SCALED 3-HOUR CONC (ug/m3)	SCALED 8-HOUR CONC (ug/m3)	SCALED 24-HOUR CONC (ug/m3)	SCALED ANNUAL CONC (ug/m3)
FLAT TERRAIN	6.033	6.033	6.033	6.033	N/A
DISTANCE FROM SOURCE	62.00 meters				
IMPACT AT THE AMBIENT BOUNDARY	4.715	4.715	4.715	4.715	N/A
DISTANCE FROM SOURCE	1.00 meters				

SWAPE Technical Consultation, Data Analysis and Litigation Support for the Environment

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Matthew F. Hagemann, P.G., C.Hg., QSD, QSP

Geologic and Hydrogeologic Characterization
Investigation and Remediation Strategies
Litigation Support and Testifying Expert
Industrial Stormwater Compliance
CEQA Review

Education:

M.S. Degree, Geology, California State University Los Angeles, Los Angeles, CA, 1984.
B.A. Degree, Geology, Humboldt State University, Arcata, CA, 1982.

Professional Certifications:

California Professional Geologist
California Certified Hydrogeologist
Qualified SWPPP Developer and Practitioner

Professional Experience:

Matt has 30 years of experience in environmental policy, contaminant assessment and remediation, stormwater compliance, and CEQA review. He spent nine years with the U.S. EPA in the RCRA and Superfund programs and served as EPA's Senior Science Policy Advisor in the Western Regional Office where he identified emerging threats to groundwater from perchlorate and MTBE. While with EPA, Matt also served as a Senior Hydrogeologist in the oversight of the assessment of seven major military facilities undergoing base closure. He led numerous enforcement actions under provisions of the Resource Conservation and Recovery Act (RCRA) and directed efforts to improve hydrogeologic characterization and water quality monitoring. For the past 15 years, as a founding partner with SWAPE, Matt has developed extensive client relationships and has managed complex projects that include consultation as an expert witness and a regulatory specialist, and a manager of projects ranging from industrial stormwater compliance to CEQA review of impacts from hazardous waste, air quality and greenhouse gas emissions.

Positions Matt has held include:

- Founding Partner, Soil/Water/Air Protection Enterprise (SWAPE) (2003 – present);
- Geology Instructor, Golden West College, 2010 – 2104, 2017;
- Senior Environmental Analyst, Komex H2O Science, Inc. (2000 -- 2003);

- Executive Director, Orange Coast Watch (2001 – 2004);
- Senior Science Policy Advisor and Hydrogeologist, U.S. Environmental Protection Agency (1989–1998);
- Hydrogeologist, National Park Service, Water Resources Division (1998 – 2000);
- Adjunct Faculty Member, San Francisco State University, Department of Geosciences (1993 – 1998);
- Instructor, College of Marin, Department of Science (1990 – 1995);
- Geologist, U.S. Forest Service (1986 – 1998); and
- Geologist, Dames & Moore (1984 – 1986).

Senior Regulatory and Litigation Support Analyst:

With SWAPE, Matt's responsibilities have included:

- Lead analyst and testifying expert in the review of over 300 environmental impact reports and negative declarations since 2003 under CEQA that identify significant issues with regard to hazardous waste, water resources, water quality, air quality, greenhouse gas emissions, and geologic hazards. Make recommendations for additional mitigation measures to lead agencies at the local and county level to include additional characterization of health risks and implementation of protective measures to reduce worker exposure to hazards from toxins and Valley Fever.
- Stormwater analysis, sampling and best management practice evaluation at more than 100 industrial facilities.
- Expert witness on numerous cases including, for example, perfluorooctanoic acid (PFOA) contamination of groundwater, MTBE litigation, air toxins at hazards at a school, CERCLA compliance in assessment and remediation, and industrial stormwater contamination.
- Technical assistance and litigation support for vapor intrusion concerns.
- Lead analyst and testifying expert in the review of environmental issues in license applications for large solar power plants before the California Energy Commission.
- Manager of a project to evaluate numerous formerly used military sites in the western U.S.
- Manager of a comprehensive evaluation of potential sources of perchlorate contamination in Southern California drinking water wells.
- Manager and designated expert for litigation support under provisions of Proposition 65 in the review of releases of gasoline to sources drinking water at major refineries and hundreds of gas stations throughout California.

With Komex H2O Science Inc., Matt's duties included the following:

- Senior author of a report on the extent of perchlorate contamination that was used in testimony by the former U.S. EPA Administrator and General Counsel.
- Senior researcher in the development of a comprehensive, electronically interactive chronology of MTBE use, research, and regulation.
- Senior researcher in the development of a comprehensive, electronically interactive chronology of perchlorate use, research, and regulation.
- Senior researcher in a study that estimates nationwide costs for MTBE remediation and drinking water treatment, results of which were published in newspapers nationwide and in testimony against provisions of an energy bill that would limit liability for oil companies.
- Research to support litigation to restore drinking water supplies that have been contaminated by MTBE in California and New York.

- Expert witness testimony in a case of oil production-related contamination in Mississippi.
- Lead author for a multi-volume remedial investigation report for an operating school in Los Angeles that met strict regulatory requirements and rigorous deadlines.
- Development of strategic approaches for cleanup of contaminated sites in consultation with clients and regulators.

Executive Director:

As Executive Director with Orange Coast Watch, Matt led efforts to restore water quality at Orange County beaches from multiple sources of contamination including urban runoff and the discharge of wastewater. In reporting to a Board of Directors that included representatives from leading Orange County universities and businesses, Matt prepared issue papers in the areas of treatment and disinfection of wastewater and control of the discharge of grease to sewer systems. Matt actively participated in the development of countywide water quality permits for the control of urban runoff and permits for the discharge of wastewater. Matt worked with other nonprofits to protect and restore water quality, including Surfrider, Natural Resources Defense Council and Orange County CoastKeeper as well as with business institutions including the Orange County Business Council.

Hydrogeology:

As a Senior Hydrogeologist with the U.S. Environmental Protection Agency, Matt led investigations to characterize and cleanup closing military bases, including Mare Island Naval Shipyard, Hunters Point Naval Shipyard, Treasure Island Naval Station, Alameda Naval Station, Moffett Field, Mather Army Airfield, and Sacramento Army Depot. Specific activities were as follows:

- Led efforts to model groundwater flow and contaminant transport, ensured adequacy of monitoring networks, and assessed cleanup alternatives for contaminated sediment, soil, and groundwater.
- Initiated a regional program for evaluation of groundwater sampling practices and laboratory analysis at military bases.
- Identified emerging issues, wrote technical guidance, and assisted in policy and regulation development through work on four national U.S. EPA workgroups, including the Superfund Groundwater Technical Forum and the Federal Facilities Forum.

At the request of the State of Hawaii, Matt developed a methodology to determine the vulnerability of groundwater to contamination on the islands of Maui and Oahu. He used analytical models and a GIS to show zones of vulnerability, and the results were adopted and published by the State of Hawaii and County of Maui.

As a hydrogeologist with the EPA Groundwater Protection Section, Matt worked with provisions of the Safe Drinking Water Act and NEPA to prevent drinking water contamination. Specific activities included the following:

- Received an EPA Bronze Medal for his contribution to the development of national guidance for the protection of drinking water.
- Managed the Sole Source Aquifer Program and protected the drinking water of two communities through designation under the Safe Drinking Water Act. He prepared geologic reports, conducted

public hearings, and responded to public comments from residents who were very concerned about the impact of designation.

- Reviewed a number of Environmental Impact Statements for planned major developments, including large hazardous and solid waste disposal facilities, mine reclamation, and water transfer.

Matt served as a hydrogeologist with the RCRA Hazardous Waste program. Duties were as follows:

- Supervised the hydrogeologic investigation of hazardous waste sites to determine compliance with Subtitle C requirements.
- Reviewed and wrote "part B" permits for the disposal of hazardous waste.
- Conducted RCRA Corrective Action investigations of waste sites and led inspections that formed the basis for significant enforcement actions that were developed in close coordination with U.S. EPA legal counsel.
- Wrote contract specifications and supervised contractor's investigations of waste sites.

With the National Park Service, Matt directed service-wide investigations of contaminant sources to prevent degradation of water quality, including the following tasks:

- Applied pertinent laws and regulations including CERCLA, RCRA, NEPA, NRDA, and the Clean Water Act to control military, mining, and landfill contaminants.
- Conducted watershed-scale investigations of contaminants at parks, including Yellowstone and Olympic National Park.
- Identified high-levels of perchlorate in soil adjacent to a national park in New Mexico and advised park superintendent on appropriate response actions under CERCLA.
- Served as a Park Service representative on the Interagency Perchlorate Steering Committee, a national workgroup.
- Developed a program to conduct environmental compliance audits of all National Parks while serving on a national workgroup.
- Co-authored two papers on the potential for water contamination from the operation of personal watercraft and snowmobiles, these papers serving as the basis for the development of nation-wide policy on the use of these vehicles in National Parks.
- Contributed to the Federal Multi-Agency Source Water Agreement under the Clean Water Action Plan.

Policy:

Served senior management as the Senior Science Policy Advisor with the U.S. Environmental Protection Agency, Region 9.

Activities included the following:

- Advised the Regional Administrator and senior management on emerging issues such as the potential for the gasoline additive MTBE and ammonium perchlorate to contaminate drinking water supplies.
- Shaped EPA's national response to these threats by serving on workgroups and by contributing to guidance, including the Office of Research and Development publication, Oxygenates in Water: Critical Information and Research Needs.
- Improved the technical training of EPA's scientific and engineering staff.
- Earned an EPA Bronze Medal for representing the region's 300 scientists and engineers in negotiations with the Administrator and senior management to better integrate scientific

principles into the policy-making process.
- Established national protocol for the peer review of scientific documents.

Geology:

With the U.S. Forest Service, Matt led investigations to determine hillslope stability of areas proposed for timber harvest in the central Oregon Coast Range. Specific activities were as follows:

- Mapped geology in the field, and used aerial photographic interpretation and mathematical models to determine slope stability.
- Coordinated his research with community members who were concerned with natural resource protection.
- Characterized the geology of an aquifer that serves as the sole source of drinking water for the city of Medford, Oregon.

As a consultant with Dames and Moore, Matt led geologic investigations of two contaminated sites (later listed on the Superfund NPL) in the Portland, Oregon, area and a large hazardous waste site in eastern Oregon. Duties included the following:

- Supervised year-long effort for soil and groundwater sampling.
- Conducted aquifer tests.
- Investigated active faults beneath sites proposed for hazardous waste disposal.

Teaching:

From 1990 to 1998, Matt taught at least one course per semester at the community college and university levels:

- At San Francisco State University, held an adjunct faculty position and taught courses in environmental geology, oceanography (lab and lecture), hydrogeology, and groundwater contamination.
- Served as a committee member for graduate and undergraduate students.
- Taught courses in environmental geology and oceanography at the College of Marin.

Matt is currently a part time geology instructor at Golden West College in Huntington Beach, California where he taught from 2010 to 2014 and in 2017.

Invited Testimony, Reports, Papers and Presentations:

Hagemann, M.F., 2008. Disclosure of Hazardous Waste Issues under CEQA. Presentation to the Public Environmental Law Conference, Eugene, Oregon.

Hagemann, M.F., 2008. Disclosure of Hazardous Waste Issues under CEQA. Invited presentation to U.S. EPA Region 9, San Francisco, California.

Hagemann, M.F., 2005. Use of Electronic Databases in Environmental Regulation, Policy Making and Public Participation. Brownfields 2005, Denver, Coloradao.

Hagemann, M.F., 2004. Perchlorate Contamination of the Colorado River and Impacts to Drinking Water in Nevada and the Southwestern U.S. Presentation to a meeting of the American Groundwater Trust, Las Vegas, NV (served on conference organizing committee).

Hagemann, M.F., 2004. Invited testimony to a California Senate committee hearing on air toxins at schools in Southern California, Los Angeles.

Brown, A., Farrow, J., Gray, A. and **Hagemann, M.**, 2004. An Estimate of Costs to Address MTBE Releases from Underground Storage Tanks and the Resulting Impact to Drinking Water Wells. Presentation to the Ground Water and Environmental Law Conference, National Groundwater Association.

Hagemann, M.F., 2004. Perchlorate Contamination of the Colorado River and Impacts to Drinking Water in Arizona and the Southwestern U.S. Presentation to a meeting of the American Groundwater Trust, Phoenix, AZ (served on conference organizing committee).

Hagemann, M.F., 2003. Perchlorate Contamination of the Colorado River and Impacts to Drinking Water in the Southwestern U.S. Invited presentation to a special committee meeting of the National Academy of Sciences, Irvine, CA.

Hagemann, M.F., 2003. Perchlorate Contamination of the Colorado River. Invited presentation to a tribal EPA meeting, Pechanga, CA.

Hagemann, M.F., 2003. Perchlorate Contamination of the Colorado River. Invited presentation to a meeting of tribal repesentatives, Parker, AZ.

Hagemann, M.F., 2003. Impact of Perchlorate on the Colorado River and Associated Drinking Water Supplies. Invited presentation to the Inter-Tribal Meeting, Torres Martinez Tribe.

Hagemann, M.F., 2003. The Emergence of Perchlorate as a Widespread Drinking Water Contaminant. Invited presentation to the U.S. EPA Region 9.

Hagemann, M.F., 2003. A Deductive Approach to the Assessment of Perchlorate Contamination. Invited presentation to the California Assembly Natural Resources Committee.

Hagemann, M.F., 2003. Perchlorate: A Cold War Legacy in Drinking Water. Presentation to a meeting of the National Groundwater Association.

Hagemann, M.F., 2002. From Tank to Tap: A Chronology of MTBE in Groundwater. Presentation to a meeting of the National Groundwater Association.

Hagemann, M.F., 2002. A Chronology of MTBE in Groundwater and an Estimate of Costs to Address Impacts to Groundwater. Presentation to the annual meeting of the Society of Environmental Journalists.

Hagemann, M.F., 2002. An Estimate of the Cost to Address MTBE Contamination in Groundwater (and Who Will Pay). Presentation to a meeting of the National Groundwater Association.

Hagemann, M.F., 2002. An Estimate of Costs to Address MTBE Releases from Underground Storage Tanks and the Resulting Impact to Drinking Water Wells. Presentation to a meeting of the U.S. EPA and State Underground Storage Tank Program managers.

Hagemann, M.F., 2001. From Tank to Tap: A Chronology of MTBE in Groundwater. Unpublished report.

Hagemann, M.F., 2001. Estimated Cleanup Cost for MTBE in Groundwater Used as Drinking Water. Unpublished report.

Hagemann, M.F., 2001. Estimated Costs to Address MTBE Releases from Leaking Underground Storage Tanks. Unpublished report.

Hagemann, M.F., and VanMouwerik, M., 1999. Potential Water Quality Concerns Related to Snowmobile Usage. Water Resources Division, National Park Service, Technical Report.

VanMouwerik, M. and **Hagemann, M.F**. 1999, Water Quality Concerns Related to Personal Watercraft Usage. Water Resources Division, National Park Service, Technical Report.

Hagemann, M.F., 1999, Is Dilution the Solution to Pollution in National Parks? The George Wright Society Biannual Meeting, Asheville, North Carolina.

Hagemann, M.F., 1997, The Potential for MTBE to Contaminate Groundwater. U.S. EPA Superfund Groundwater Technical Forum Annual Meeting, Las Vegas, Nevada.

Hagemann, M.F., and Gill, M., 1996, Impediments to Intrinsic Remediation, Moffett Field Naval Air Station, Conference on Intrinsic Remediation of Chlorinated Hydrocarbons, Salt Lake City.

Hagemann, M.F., Fukunaga, G.L., 1996, The Vulnerability of Groundwater to Anthropogenic Contaminants on the Island of Maui, Hawaii. Hawaii Water Works Association Annual Meeting, Maui, October 1996.

Hagemann, M. F., Fukanaga, G. L., 1996, Ranking Groundwater Vulnerability in Central Oahu, Hawaii. Proceedings, Geographic Information Systems in Environmental Resources Management, Air and Waste Management Association Publication VIP-61.

Hagemann, M.F., 1994. Groundwater Characterization and Cleanup at Closing Military Bases in California. Proceedings, California Groundwater Resources Association Meeting.

Hagemann, M.F. and Sabol, M.A., 1993. Role of the U.S. EPA in the High Plains States Groundwater Recharge Demonstration Program. Proceedings, Sixth Biennial Symposium on the Artificial Recharge of Groundwater.

Hagemann, M.F., 1993. U.S. EPA Policy on the Technical Impracticability of the Cleanup of DNAPL-contaminated Groundwater. California Groundwater Resources Association Meeting.

Hagemann, M.F., 1992. Dense Nonaqueous Phase Liquid Contamination of Groundwater: An Ounce of Prevention... Proceedings, Association of Engineering Geologists Annual Meeting, v. 35.

Other Experience:

Selected as subject matter expert for the California Professional Geologist licensing examinations, 2009-2011.

SWAPE Technical Consultation, Data Analysis and Litigation Support for the Environment

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Paul Rosenfeld, Ph.D.

Chemical Fate and Transport & Air Dispersion Modeling

Principal Environmental Chemist

Risk Assessment & Remediation Specialist

Education

Ph.D. Soil Chemistry, University of Washington, 1999. Dissertation on volatile organic compound filtration.

M.S. Environmental Science, U.C. Berkeley, 1995. Thesis on organic waste economics.

B.A. Environmental Studies, U.C. Santa Barbara, 1991. Focus on wastewater treatment.

Professional Experience

Dr. Rosenfeld has over 25 years of experience conducting environmental investigations and risk assessments for evaluating impacts to human health, property, and ecological receptors. His expertise focuses on the fate and transport of environmental contaminants, human health risk, exposure assessment, and ecological restoration. Dr. Rosenfeld has evaluated and modeled emissions from oil spills, landfills, boilers and incinerators, process stacks, storage tanks, confined animal feeding operations, industrial, military and agricultural sources, unconventional oil drilling operations, and locomotive and construction engines. His project experience ranges from monitoring and modeling of pollution sources to evaluating impacts of pollution on workers at industrial facilities and residents in surrounding communities. Dr. Rosenfeld has also successfully modeled exposure to contaminants distributed by water systems and via vapor intrusion.

Dr. Rosenfeld has investigated and designed remediation programs and risk assessments for contaminated sites containing lead, heavy metals, mold, bacteria, particulate matter, petroleum hydrocarbons, chlorinated solvents, pesticides, radioactive waste, dioxins and furans, semi- and volatile organic compounds, PCBs, PAHs, creosote, perchlorate, asbestos, per- and poly-fluoroalkyl substances (PFOA/PFOS), unusual polymers, fuel oxygenates (MTBE), among other pollutants. Dr. Rosenfeld also has experience evaluating greenhouse gas emissions from various projects and is an expert on the assessment of odors from industrial and agricultural sites, as well as the evaluation of odor nuisance impacts and technologies for abatement of odorous emissions. As a principal scientist at SWAPE, Dr. Rosenfeld directs air dispersion modeling and exposure assessments. He has served as an expert witness and testified about pollution sources causing nuisance and/or personal injury at sites and has testified as an expert witness on numerous cases involving exposure to soil, water and air contaminants from industrial, railroad, agricultural, and military sources.

Professional History:

Soil Water Air Protection Enterprise (SWAPE); 2003 to present; Principal and Founding Partner
UCLA School of Public Health; 2007 to 2011; Lecturer (Assistant Researcher)
UCLA School of Public Health; 2003 to 2006; Adjunct Professor
UCLA Environmental Science and Engineering Program; 2002-2004; Doctoral Intern Coordinator
UCLA Institute of the Environment, 2001-2002; Research Associate
Komex H_2O Science, 2001 to 2003; Senior Remediation Scientist
National Groundwater Association, 2002-2004; Lecturer
San Diego State University, 1999-2001; Adjunct Professor
Anteon Corp., San Diego, 2000-2001; Remediation Project Manager
Ogden (now Amec), San Diego, 2000-2000; Remediation Project Manager
Bechtel, San Diego, California, 1999 – 2000; Risk Assessor
King County, Seattle, 1996 – 1999; Scientist
James River Corp., Washington, 1995-96; Scientist
Big Creek Lumber, Davenport, California, 1995; Scientist
Plumas Corp., California and USFS, Tahoe 1993-1995; Scientist
Peace Corps and World Wildlife Fund, St. Kitts, West Indies, 1991-1993; Scientist

Publications:

Rosenfeld P. E., Spaeth K., Hallman R., Bressler R., Smith, G., (2022) Cancer Risk and Diesel Exhaust Exposure Among Railroad Workers. *Water Air Soil Pollution.* **233,** 171.

Remy, L.L., Clay T., Byers, V., **Rosenfeld P. E.** (2019) Hospital, Health, and Community Burden After Oil Refinery Fires, Richmond, California 2007 and 2012. *Environmental Health.* 18:48

Simons, R.A., Seo, Y. **Rosenfeld, P**., (2015) Modeling the Effect of Refinery Emission On Residential Property Value. Journal of Real Estate Research. 27(3):321-342

Chen, J. A, Zapata A. R., Sutherland A. J., Molmen, D.R., Chow, B. S., Wu, L. E., **Rosenfeld, P. E.,** Hesse, R. C., (2012) Sulfur Dioxide and Volatile Organic Compound Exposure To A Community In Texas City Texas Evaluated Using Aermod and Empirical Data. *American Journal of Environmental Science*, 8(6), 622-632.

Rosenfeld, P.E. & Feng, L. (2011). *The Risks of Hazardous Waste.* Amsterdam: Elsevier Publishing.

Cheremisinoff, N.P., & **Rosenfeld, P.E.** (2011). *Handbook of Pollution Prevention and Cleaner Production: Best Practices in the Agrochemical Industry*, Amsterdam: Elsevier Publishing.

Gonzalez, J., Feng, L., Sutherland, A., Waller, C., Sok, H., Hesse, R., **Rosenfeld, P.** (2010). PCBs and Dioxins/Furans in Attic Dust Collected Near Former PCB Production and Secondary Copper Facilities in Sauget, IL. *Procedia Environmental Sciences*. 113–125.

Feng, L., Wu, C., Tam, L., Sutherland, A.J., Clark, J.J., **Rosenfeld, P.E.** (2010). Dioxin and Furan Blood Lipid and Attic Dust Concentrations in Populations Living Near Four Wood Treatment Facilities in the United States. *Journal of Environmental Health*. 73(6), 34-46.

Cheremisinoff, N.P., & **Rosenfeld, P.E.** (2010). *Handbook of Pollution Prevention and Cleaner Production: Best Practices in the Wood and Paper Industries.* Amsterdam: Elsevier Publishing.

Cheremisinoff, N.P., & **Rosenfeld, P.E.** (2009). *Handbook of Pollution Prevention and Cleaner Production: Best Practices in the Petroleum Industry*. Amsterdam: Elsevier Publishing.

Wu, C., Tam, L., Clark, J., **Rosenfeld, P**. (2009). Dioxin and furan blood lipid concentrations in populations living near four wood treatment facilities in the United States. *WIT Transactions on Ecology and the Environment, Air Pollution,* 123 (17), 319-327.

Tam L. K.., Wu C. D., Clark J. J. and **Rosenfeld, P.E.** (2008). A Statistical Analysis Of Attic Dust And Blood Lipid Concentrations Of Tetrachloro-p-Dibenzodioxin (TCDD) Toxicity Equivalency Quotients (TEQ) In Two Populations Near Wood Treatment Facilities. *Organohalogen Compounds*, 70, 002252-002255.

Tam L. K.., Wu C. D., Clark J. J. and **Rosenfeld, P.E.** (2008). Methods For Collect Samples For Assessing Dioxins And Other Environmental Contaminants In Attic Dust: A Review. *Organohalogen Compounds*, 70, 000527-000530.

Hensley, A.R. A. Scott, J. J. J. Clark, **Rosenfeld, P.E.** (2007). Attic Dust and Human Blood Samples Collected near a Former Wood Treatment Facility. *Environmental Research*. 105, 194-197.

Rosenfeld, P.E., J. J. J. Clark, A. R. Hensley, M. Suffet. (2007). The Use of an Odor Wheel Classification for Evaluation of Human Health Risk Criteria for Compost Facilities. *Water Science & Technology* 55(5), 345-357.

Rosenfeld, P. E., M. Suffet. (2007). The Anatomy Of Odour Wheels For Odours Of Drinking Water, Wastewater, Compost And The Urban Environment. *Water Science & Technology* 55(5), 335-344.

Sullivan, P. J. Clark, J.J.J., Agardy, F. J., **Rosenfeld, P.E.** (2007). *Toxic Legacy, Synthetic Toxins in the Food, Water, and Air in American Cities.* Boston Massachusetts: Elsevier Publishing

Rosenfeld, P.E., and Suffet I.H. (2004). Control of Compost Odor Using High Carbon Wood Ash. *Water Science and Technology*. 49(9),171-178.

Rosenfeld P. E., J.J. Clark, I.H. (Mel) Suffet (2004). The Value of An Odor-Quality-Wheel Classification Scheme For The Urban Environment. *Water Environment Federation's Technical Exhibition and Conference (WEFTEC) 2004.* New Orleans, October 2-6, 2004.

Rosenfeld, P.E., and Suffet, I.H. (2004). Understanding Odorants Associated With Compost, Biomass Facilities, and the Land Application of Biosolids. *Water Science and Technology*. 49(9), 193-199.

Rosenfeld, P.E., and Suffet I.H. (2004). Control of Compost Odor Using High Carbon Wood Ash, *Water Science and Technology*, 49(9), 171-178.

Rosenfeld, P. E., Grey, M. A., Sellew, P. (2004). Measurement of Biosolids Odor and Odorant Emissions from Windrows, Static Pile and Biofilter. *Water Environment Research*. 76(4), 310-315.

Rosenfeld, P.E., Grey, M and Suffet, M. (2002). Compost Demonstration Project, Sacramento California Using High-Carbon Wood Ash to Control Odor at a Green Materials Composting Facility. *Integrated Waste Management Board Public Affairs Office*, Publications Clearinghouse (MS–6), Sacramento, CA Publication #442-02-008.

Rosenfeld, P.E., and C.L. Henry. (2001). Characterization of odor emissions from three different biosolids. *Water Soil and Air Pollution*. 127(1-4), 173-191.

Rosenfeld, P.E., and Henry C. L., (2000). Wood ash control of odor emissions from biosolids application. *Journal of Environmental Quality.* 29, 1662-1668.

Rosenfeld, P.E., C.L. Henry and D. Bennett. (2001). Wastewater dewatering polymer affect on biosolids odor emissions and microbial activity. *Water Environment Research*. 73(4), 363-367.

Rosenfeld, P.E., and C.L. Henry. (2001). Activated Carbon and Wood Ash Sorption of Wastewater, Compost, and Biosolids Odorants. *Water Environment Research*, 73, 388-393.

Rosenfeld, P.E., and Henry C. L., (2001). High carbon wood ash effect on biosolids microbial activity and odor. *Water Environment Research*. 131(1-4), 247-262.

Chollack, T. and **P. Rosenfeld. (**1998). Compost Amendment Handbook For Landscaping. Prepared for and distributed by the City of Redmond, Washington State.

Rosenfeld, P. E. (1992). The Mount Liamuiga Crater Trail. *Heritage Magazine of St. Kitts*, 3(2).

Rosenfeld, P. E. (1993). High School Biogas Project to Prevent Deforestation On St. Kitts. *Biomass Users Network*, 7(1).

Rosenfeld, P. E. (1998). Characterization, Quantification, and Control of Odor Emissions From Biosolids Application To Forest Soil. Doctoral Thesis. University of Washington College of Forest Resources.

Rosenfeld, P. E. (1994). Potential Utilization of Small Diameter Trees on Sierra County Public Land. Masters thesis reprinted by the Sierra County Economic Council. Sierra County, California.

Rosenfeld, P. E. (1991). How to Build a Small Rural Anaerobic Digester & Uses Of Biogas In The First And Third World. Bachelors Thesis. University of California.

Presentations:

Rosenfeld, P.E., "The science for Perfluorinated Chemicals (PFAS): What makes remediation so hard?" Law Seminars International, (May 9-10, 2018) 800 Fifth Avenue, Suite 101 Seattle, WA.

Rosenfeld, P.E., Sutherland, A; Hesse, R.; Zapata, A. (October 3-6, 2013). Air dispersion modeling of volatile organic emissions from multiple natural gas wells in Decatur, TX. *44th Western Regional Meeting, American Chemical Society.* Lecture conducted from Santa Clara, CA.

Sok, H.L.; Waller, C.C.; Feng, L.; Gonzalez, J.; Sutherland, A.J.; Wisdom-Stack, T.; Sahai, R.K.; Hesse, R.C.; **Rosenfeld, P.E.** (June 20-23, 2010). Atrazine: A Persistent Pesticide in Urban Drinking Water. *Urban Environmental Pollution*. Lecture conducted from Boston, MA.

Feng, L.; Gonzalez, J.; Sok, H.L.; Sutherland, A.J.; Waller, C.C.; Wisdom-Stack, T.; Sahai, R.K.; La, M.; Hesse, R.C.; **Rosenfeld, P.E.** (June 20-23, 2010). Bringing Environmental Justice to East St. Louis, Illinois. *Urban Environmental Pollution.* Lecture conducted from Boston, MA.

Rosenfeld, P.E. (April 19-23, 2009). Perfluoroctanoic Acid (PFOA) and Perfluoroactane Sulfonate (PFOS) Contamination in Drinking Water From the Use of Aqueous Film Forming Foams (AFFF) at Airports in the United States. *2009 Ground Water Summit and 2009 Ground Water Protection Council Spring Meeting*, Lecture conducted from Tuscon, AZ.

Rosenfeld, P.E. (April 19-23, 2009). Cost to Filter Atrazine Contamination from Drinking Water in the United States" Contamination in Drinking Water From the Use of Aqueous Film Forming Foams (AFFF) at Airports in the United States. *2009 Ground Water Summit and 2009 Ground Water Protection Council Spring Meeting*. Lecture conducted from Tuscon, AZ.

Wu, C., Tam, L., Clark, J., **Rosenfeld, P**. (20-22 July, 2009). Dioxin and furan blood lipid concentrations in populations living near four wood treatment facilities in the United States. Brebbia, C.A. and Popov, V., eds., *Air Pollution XVII: Proceedings of the Seventeenth International Conference on Modeling, Monitoring and Management of Air Pollution*. Lecture conducted from Tallinn, Estonia.

Rosenfeld, P. E. (October 15-18, 2007). Moss Point Community Exposure To Contaminants From A Releasing Facility. *The 23rd Annual International Conferences on Soils Sediment and Water.* Platform lecture conducted from University of Massachusetts, Amherst MA.

Rosenfeld, P. E. (October 15-18, 2007). The Repeated Trespass of Tritium-Contaminated Water Into A Surrounding Community Form Repeated Waste Spills From A Nuclear Power Plant. *The 23rd Annual International Conferences on Soils Sediment and Water*. Platform lecture conducted from University of Massachusetts, Amherst MA.

Rosenfeld, P. E. (October 15-18, 2007). Somerville Community Exposure To Contaminants From Wood Treatment Facility Emissions. The *23rd Annual International Conferences on Soils Sediment and Water*. Lecture conducted from University of Massachusetts, Amherst MA.

Rosenfeld P. E. (March 2007). Production, Chemical Properties, Toxicology, & Treatment Case Studies of 1,2,3-Trichloropropane (TCP). *The Association for Environmental Health and Sciences (AEHS) Annual Meeting*. Lecture conducted from San Diego, CA.

Rosenfeld P. E. (March 2007). Blood and Attic Sampling for Dioxin/Furan, PAH, and Metal Exposure in Florala, Alabama. *The AEHS Annual Meeting.* Lecture conducted from San Diego, CA.

Hensley A.R., Scott, A., **Rosenfeld P.E.,** Clark, J.J.J. (August 21 – 25, 2006). Dioxin Containing Attic Dust And Human Blood Samples Collected Near A Former Wood Treatment Facility. *The 26th International Symposium on Halogenated Persistent Organic Pollutants – DIOXIN2006*. Lecture conducted from Radisson SAS Scandinavia Hotel in Oslo Norway.

Hensley A.R., Scott, A., **Rosenfeld P.E.,** Clark, J.J.J. (November 4-8, 2006). Dioxin Containing Attic Dust And Human Blood Samples Collected Near A Former Wood Treatment Facility. *APHA 134 Annual Meeting & Exposition.* Lecture conducted from Boston Massachusetts.

Paul Rosenfeld Ph.D. (October 24-25, 2005). Fate, Transport and Persistence of PFOA and Related Chemicals. Mealey's C8/PFOA. *Science, Risk & Litigation Conference.* Lecture conducted from The Rittenhouse Hotel, Philadelphia, PA.

Paul Rosenfeld Ph.D. (September 19, 2005). Brominated Flame Retardants in Groundwater: Pathways to Human Ingestion, *Toxicology and Remediation PEMA Emerging Contaminant Conference*. Lecture conducted from Hilton Hotel, Irvine California.

Paul Rosenfeld Ph.D. (September 19, 2005). Fate, Transport, Toxicity, And Persistence of 1,2,3-TCP. *PEMA Emerging Contaminant Conference.* Lecture conducted from Hilton Hotel in Irvine, California.

Paul Rosenfeld Ph.D. (September 26-27, 2005). Fate, Transport and Persistence of PDBEs. *Mealey's Groundwater Conference.* Lecture conducted from Ritz Carlton Hotel, Marina Del Ray, California.

Paul Rosenfeld Ph.D. (June 7-8, 2005). Fate, Transport and Persistence of PFOA and Related Chemicals. *International Society of Environmental Forensics: Focus On Emerging Contaminants*. Lecture conducted from Sheraton Oceanfront Hotel, Virginia Beach, Virginia.

Paul Rosenfeld Ph.D. (July 21-22, 2005). Fate Transport, Persistence and Toxicology of PFOA and Related Perfluorochemicals. *2005 National Groundwater Association Ground Water And Environmental Law Conference*. Lecture conducted from Wyndham Baltimore Inner Harbor, Baltimore Maryland.

Paul Rosenfeld Ph.D. (July 21-22, 2005). Brominated Flame Retardants in Groundwater: Pathways to Human Ingestion, Toxicology and Remediation. *2005 National Groundwater Association Ground Water and Environmental Law Conference.* Lecture conducted from Wyndham Baltimore Inner Harbor, Baltimore Maryland.

Paul Rosenfeld, Ph.D. and James Clark Ph.D. and Rob Hesse R.G. (May 5-6, 2004). Tert-butyl Alcohol Liability and Toxicology, A National Problem and Unquantified Liability. *National Groundwater Association. Environmental Law Conference*. Lecture conducted from Congress Plaza Hotel, Chicago Illinois.

Paul Rosenfeld, Ph.D. (March 2004). Perchlorate Toxicology. *Meeting of the American Groundwater Trust*. Lecture conducted from Phoenix Arizona.

Hagemann, M.F., **Paul Rosenfeld, Ph.D.** and Rob Hesse (2004). Perchlorate Contamination of the Colorado River. *Meeting of tribal representatives*. Lecture conducted from Parker, AZ.

Paul Rosenfeld, Ph.D. (April 7, 2004). A National Damage Assessment Model For PCE and Dry Cleaners. *Drycleaner Symposium. California Ground Water Association*. Lecture conducted from Radison Hotel, Sacramento, California.

Rosenfeld, P. E., Grey, M., (June 2003) Two stage biofilter for biosolids composting odor control. *Seventh International In Situ And On Site Bioremediation Symposium Battelle Conference* Orlando, FL.

Paul Rosenfeld, Ph.D. and James Clark Ph.D. (February 20-21, 2003) Understanding Historical Use, Chemical Properties, Toxicity and Regulatory Guidance of 1,4 Dioxane. *National Groundwater Association. Southwest Focus Conference. Water Supply and Emerging Contaminants*.. Lecture conducted from Hyatt Regency Phoenix Arizona.

Paul Rosenfeld, Ph.D. (February 6-7, 2003). Underground Storage Tank Litigation and Remediation. *California CUPA Forum*. Lecture conducted from Marriott Hotel, Anaheim California.

Paul Rosenfeld, Ph.D. (October 23, 2002) Underground Storage Tank Litigation and Remediation. *EPA Underground Storage Tank Roundtable*. Lecture conducted from Sacramento California.

Rosenfeld, P.E. and Suffet, M. (October 7- 10, 2002). Understanding Odor from Compost, *Wastewater and Industrial Processes. Sixth Annual Symposium On Off Flavors in the Aquatic Environment. International Water Association*. Lecture conducted from Barcelona Spain.

Rosenfeld, P.E. and Suffet, M. (October 7- 10, 2002). Using High Carbon Wood Ash to Control Compost Odor. *Sixth Annual Symposium On Off Flavors in the Aquatic Environment. International Water Association*. Lecture conducted from Barcelona Spain.

Rosenfeld, P.E. and Grey, M. A. (September 22-24, 2002). Biocycle Composting For Coastal Sage Restoration. *Northwest Biosolids Management Association*. Lecture conducted from Vancouver Washington..

Rosenfeld, P.E. and Grey, M. A. (November 11-14, 2002). Using High-Carbon Wood Ash to Control Odor at a Green Materials Composting Facility. *Soil Science Society Annual Conferenc*e. Lecture conducted from Indianapolis, Maryland.

Rosenfeld. P.E. (September 16, 2000). Two stage biofilter for biosolids composting odor control. *Water Environment Federation.* Lecture conducted from Anaheim California.

Rosenfeld. P.E. (October 16, 2000). Wood ash and biofilter control of compost odor. *Biofest.* Lecture conducted from Ocean Shores, California.

Rosenfeld, P.E. (2000). Bioremediation Using Organic Soil Amendments. *California Resource Recovery Association*. Lecture conducted from Sacramento California.

Rosenfeld, P.E., C.L. Henry, R. Harrison. (1998). Oat and Grass Seed Germination and Nitrogen and Sulfur Emissions Following Biosolids Incorporation With High-Carbon Wood-Ash. *Water Environment Federation 12th Annual Residuals and Biosolids Management Conference Proceedings*. Lecture conducted from Bellevue Washington.

Rosenfeld, P.E., and C.L. Henry. (1999). An evaluation of ash incorporation with biosolids for odor reduction. *Soil Science Society of America*. Lecture conducted from Salt Lake City Utah.

Rosenfeld, P.E., C.L. Henry, R. Harrison. (1998). Comparison of Microbial Activity and Odor Emissions from Three Different Biosolids Applied to Forest Soil. *Brown and Caldwell.* Lecture conducted from Seattle Washington.

Rosenfeld, P.E., C.L. Henry. (1998). Characterization, Quantification, and Control of Odor Emissions from Biosolids Application To Forest Soil. *Biofest.* Lecture conducted from Lake Chelan, Washington.

Rosenfeld, P.E, C.L. Henry, R. Harrison. (1998). Oat and Grass Seed Germination and Nitrogen and Sulfur Emissions Following Biosolids Incorporation With High-Carbon Wood-Ash. Water Environment Federation 12th Annual Residuals and Biosolids Management Conference Proceedings. Lecture conducted from Bellevue Washington.

Rosenfeld, P.E., C.L. Henry, R. B. Harrison, and R. Dills. (1997). Comparison of Odor Emissions From Three Different Biosolids Applied to Forest Soil. *Soil Science Society of America*. Lecture conducted from Anaheim California.

Teaching Experience:

UCLA Department of Environmental Health (Summer 2003 through 20010) Taught Environmental Health Science 100 to students, including undergrad, medical doctors, public health professionals and nurses. Course focused on the health effects of environmental contaminants.

National Ground Water Association, Successful Remediation Technologies. Custom Course in Sante Fe, New Mexico. May 21, 2002. Focused on fate and transport of fuel contaminants associated with underground storage tanks.

National Ground Water Association; Successful Remediation Technologies Course in Chicago Illinois. April 1, 2002. Focused on fate and transport of contaminants associated with Superfund and RCRA sites.

California Integrated Waste Management Board, April and May, 2001. Alternative Landfill Caps Seminar in San Diego, Ventura, and San Francisco. Focused on both prescriptive and innovative landfill cover design.

UCLA Department of Environmental Engineering, February 5, 2002. Seminar on Successful Remediation Technologies focusing on Groundwater Remediation.

University Of Washington, Soil Science Program, Teaching Assistant for several courses including: Soil Chemistry, Organic Soil Amendments, and Soil Stability.

U.C. Berkeley, Environmental Science Program Teaching Assistant for Environmental Science 10.

Academic Grants Awarded:

California Integrated Waste Management Board. $41,000 grant awarded to UCLA Institute of the Environment. Goal: To investigate effect of high carbon wood ash on volatile organic emissions from compost. 2001.

Synagro Technologies, Corona California: $10,000 grant awarded to San Diego State University.
Goal: investigate effect of biosolids for restoration and remediation of degraded coastal sage soils. 2000.

King County, Department of Research and Technology, Washington State. $100,000 grant awarded to University of Washington: Goal: To investigate odor emissions from biosolids application and the effect of polymers and ash on VOC emissions. 1998.

Northwest Biosolids Management Association, Washington State. $20,000 grant awarded to investigate effect of polymers and ash on VOC emissions from biosolids. 1997.

James River Corporation, Oregon: $10,000 grant was awarded to investigate the success of genetically engineered Poplar trees with resistance to round-up. 1996.

United State Forest Service, Tahoe National Forest: $15,000 grant was awarded to investigating fire ecology of the Tahoe National Forest. 1995.

Kellogg Foundation, Washington D.C. $500 grant was awarded to construct a large anaerobic digester on St. Kitts in West Indies. 1993

Deposition and/or Trial Testimony:

In the Superior Court of the State of California, County of San Bernardino
Billy Wildrick, Plaintiff vs. BNSF Railway Company
Case No. CIVDS1711810
Rosenfeld Deposition 10-17-2022

In the State Court of Bibb County, State of Georgia
Richard Hutcherson, Plaintiff vs Norfolk Southern Railway Company
Case No. 10-SCCV-092007
Rosenfeld Deposition 10-6-2022

In the Civil District Court of the Parish of Orleans, State of Louisiana
Millard Clark, Plaintiff vs. Dixie Carriers, Inc. et al.
Case No. 2020-03891
Rosenfeld Deposition 9-15-2022

In The Circuit Court of Livingston County, State of Missouri, Circuit Civil Division
Shirley Ralls, Plaintiff vs. Canadian Pacific Railway and Soo Line Railroad
Case No. 18-LV-CC0020
Rosenfeld Deposition 9-7-2022

In The Circuit Court of the 13th Judicial Circuit Court, Hillsborough County, Florida Civil Division
Jonny C. Daniels, Plaintiff vs. CSX Transportation Inc.
Case No. 20-CA-5502
Rosenfeld Deposition 9-1-2022

In The Circuit Court of St. Louis County, State of Missouri
Kieth Luke et. al. Plaintiff vs. Monsanto Company et. al.
Case No. 19SL-CC03191
Rosenfeld Deposition 8-25-2022

In The Circuit Court of the 13th Judicial Circuit Court, Hillsborough County, Florida Civil Division
Jeffery S. Lamotte, Plaintiff vs. CSX Transportation Inc.
Case No. NO. 20-CA-0049
Rosenfeld Deposition 8-22-2022

In State of Minnesota District Court, County of St. Louis Sixth Judicial District
Greg Bean, Plaintiff vs. Soo Line Railroad Company
Case No. 69-DU-CV-21-760
Rosenfeld Deposition 8-17-2022

In United States District Court Western District of Washington at Tacoma, Washington
John D. Fitzgerald Plaintiff vs. BNSF
Case No. 3:21-cv-05288-RJB
Rosenfeld Deposition 8-11-2022

In Circuit Court of the Sixth Judicial Circuit, Macon Illinois
Rocky Bennyhoff Plaintiff vs. Norfolk Southern
Case No. 20-L-56
Rosenfeld Deposition 8-3-2022

In Court of Common Pleas, Hamilton County Ohio
Joe Briggins Plaintiff vs. CSX
Case No. A2004464
Rosenfeld Deposition 6-17-2022

In the Superior Court of the State of California, County of Kern
George LaFazia vs. BNSF Railway Company.
Case No. BCV-19-103087
Rosenfeld Deposition 5-17-2022

In the Circuit Court of Cook County Illinois
Bobby Earles vs. Penn Central et. al.
Case No. 2020-L-000550
Rosenfeld Deposition 4-16-2022

In United States District Court Easter District of Florida
Albert Hartman Plaintiff vs. Illinois Central
Case No. 2:20-cv-1633
Rosenfeld Deposition 4-4-2022

In the Circuit Court of the 4th Judicial Circuit, in and For Duval County, Florida
Barbara Steele vs. CSX Transportation
Case No.16-219-Ca-008796
Rosenfeld Deposition 3-15-2022

In United States District Court Easter District of New York
Romano et al. vs. Northrup Grumman Corporation
Case No. 16-cv-5760
Rosenfeld Deposition 3-10-2022

In the Circuit Court of Cook County Illinois
Linda Benjamin vs. Illinois Central
Case No. No. 2019 L 007599
Rosenfeld Deposition 1-26-2022

In the Circuit Court of Cook County Illinois
Donald Smith vs. Illinois Central
Case No. No. 2019 L 003426
Rosenfeld Deposition 1-24-2022

In the Circuit Court of Cook County Illinois
Jan Holeman vs. BNSF
Case No. 2019 L 000675
Rosenfeld Deposition 1-18-2022

In the State Court of Bibb County State of Georgia
Dwayne B. Garrett vs. Norfolk Southern
Case No. 20-SCCV-091232
Rosenfeld Deposition 11-10-2021

In the Circuit Court of Cook County Illinois
Joseph Ruepke vs. BNSF
Case No. 2019 L 007730
Rosenfeld Deposition 11-5-2021

In the United States District Court For the District of Nebraska
Steven Gillett vs. BNSF
Case No. 4:20-cv-03120
Rosenfeld Deposition 10-28-2021

In the Montana Thirteenth District Court of Yellowstone County
James Eadus vs. Soo Line Railroad and BNSF
Case No. DV 19-1056
Rosenfeld Deposition 10-21-2021

In the Circuit Court Of The Twentieth Judicial Circuit, St Clair County, Illinois
Martha Custer et al.cvs. Cerro Flow Products, Inc.
Case No. 0i9-L-2295
Rosenfeld Deposition 5-14-2021
Trial October 8-4-2021

In the Circuit Court of Cook County Illinois
Joseph Rafferty vs. Consolidated Rail Corporation and National Railroad Passenger Corporation d/b/a AMTRAK,
Case No. 18-L-6845
Rosenfeld Deposition 6-28-2021

In the United States District Court For the Northern District of Illinois
Theresa Romcoe vs. Northeast Illinois Regional Commuter Railroad Corporation d/b/a METRA Rail
Case No. 17-cv-8517
Rosenfeld Deposition 5-25-2021

In the Superior Court of the State of Arizona In and For the Cunty of Maricopa
Mary Tryon et al. vs. The City of Pheonix v. Cox Cactus Farm, L.L.C., Utah Shelter Systems, Inc.
Case No. CV20127-094749
Rosenfeld Deposition 5-7-2021

In the United States District Court for the Eastern District of Texas Beaumont Division
Robinson, Jeremy et al vs. CNA Insurance Company et al.
Case No. 1:17-cv-000508
Rosenfeld Deposition 3-25-2021

In the Superior Court of the State of California, County of San Bernardino
Gary Garner, Personal Representative for the Estate of Melvin Garner vs. BNSF Railway Company.
Case No. 1720288
Rosenfeld Deposition 2-23-2021

In the Superior Court of the State of California, County of Los Angeles, Spring Street Courthouse
Benny M Rodriguez vs. Union Pacific Railroad, A Corporation, et al.
Case No. 18STCV01162
Rosenfeld Deposition 12-23-2020

In the Circuit Court of Jackson County, Missouri
Karen Cornwell, Plaintiff, vs. Marathon Petroleum, LP, Defendant.
Case No. 1716-CV10006
Rosenfeld Deposition 8-30-2019

In the United States District Court For The District of New Jersey
Duarte et al, Plaintiffs, vs. United States Metals Refining Company et. al. Defendant.
Case No. 2:17-cv-01624-ES-SCM
Rosenfeld Deposition 6-7-2019

In the United States District Court of Southern District of Texas Galveston Division
M/T Carla Maersk vs. Conti 168., Schiffahrts-GMBH & Co. Bulker KG MS "Conti Perdido" Defendant.
Case No. 3:15-CV-00106 consolidated with 3:15-CV-00237
Rosenfeld Deposition 5-9-2019

In The Superior Court of the State of California In And For The County Of Los Angeles – Santa Monica
Carole-Taddeo-Bates et al., vs. Ifran Khan et al., Defendants
Case No. BC615636
Rosenfeld Deposition 1-26-2019

In The Superior Court of the State of California In And For The County Of Los Angeles – Santa Monica
The San Gabriel Valley Council of Governments et al. vs El Adobe Apts. Inc. et al., Defendants
Case No. BC646857
Rosenfeld Deposition 10-6-2018; Trial 3-7-19

In United States District Court For The District of Colorado
Bells et al. Plaintiffs vs. The 3M Company et al., Defendants
Case No. 1:16-cv-02531-RBJ
Rosenfeld Deposition 3-15-2018 and 4-3-2018

In The District Court Of Regan County, Texas, 112th Judicial District
Phillip Bales et al., Plaintiff vs. Dow Agrosciences, LLC, et al., Defendants
Cause No. 1923
Rosenfeld Deposition 11-17-2017

In The Superior Court of the State of California In And For The County Of Contra Costa
Simons et al., Plaintifs vs. Chevron Corporation, et al., Defendants
Cause No. C12-01481
Rosenfeld Deposition 11-20-2017

In The Circuit Court Of The Twentieth Judicial Circuit, St Clair County, Illinois
Martha Custer et al., Plaintiff vs. Cerro Flow Products, Inc., Defendants
Case No.: No. 0i9-L-2295
Rosenfeld Deposition 8-23-2017

In United States District Court For The Southern District of Mississippi
Guy Manuel vs. The BP Exploration et al., Defendants
Case No. 1:19-cv-00315-RHW
Rosenfeld Deposition 4-22-2020

In The Superior Court of the State of California, For The County of Los Angeles
Warrn Gilbert and Penny Gilber, Plaintiff vs. BMW of North America LLC
Case No. LC102019 (c/w BC582154)
Rosenfeld Deposition 8-16-2017, Trail 8-28-2018

In the Northern District Court of Mississippi, Greenville Division
Brenda J. Cooper, et al., Plaintiffs, vs. Meritor Inc., et al., Defendants
Case No. 4:16-cv-52-DMB-JVM
Rosenfeld Deposition July 2017

In The Superior Court of the State of Washington, County of Snohomish
Michael Davis and Julie Davis et al., Plaintiff vs. Cedar Grove Composting Inc., Defendants
Case No. 13-2-03987-5
Rosenfeld Deposition, February 2017
Trial March 2017

In The Superior Court of the State of California, County of Alameda
Charles Spain., Plaintiff vs. Thermo Fisher Scientific, et al., Defendants
Case No. RG14711115
Rosenfeld Deposition September 2015

In The Iowa District Court In And For Poweshiek County
Russell D. Winburn, et al., Plaintiffs vs. Doug Hoksbergen, et al., Defendants
Case No. LALA002187
Rosenfeld Deposition August 2015

In The Circuit Court of Ohio County, West Virginia
Robert Andrews, et al. v. Antero, et al.
Civil Action No. 14-C-30000
Rosenfeld Deposition June 2015

In The Iowa District Court for Muscatine County
Laurie Freeman et. al. Plaintiffs vs. Grain Processing Corporation, Defendant
Case No. 4980
Rosenfeld Deposition May 2015

In the Circuit Court of the 17th Judicial Circuit, in and For Broward County, Florida
Walter Hinton, et. al. Plaintiff, vs. City of Fort Lauderdale, Florida, a Municipality, Defendant.
Case No. CACE07030358 (26)
Rosenfeld Deposition December 2014

In the County Court of Dallas County Texas
Lisa Parr et al, Plaintiff, vs. Aruba et al, Defendant.
Case No. cc-11-01650-E
Rosenfeld Deposition: March and September 2013
Rosenfeld Trial April 2014

In the Court of Common Pleas of Tuscarawas County Ohio
John Michael Abicht, et al., Plaintiffs, vs. Republic Services, Inc., et al., Defendants
Case No. 2008 CT 10 0741 (Cons. w/ 2009 CV 10 0987)
Rosenfeld Deposition October 2012

In the United States District Court for the Middle District of Alabama, Northern Division
James K. Benefield, et al., Plaintiffs, vs. International Paper Company, Defendant.
Civil Action No. 2:09-cv-232-WHA-TFM
Rosenfeld Deposition July 2010, June 2011

In the Circuit Court of Jefferson County Alabama
Jaeanette Moss Anthony, et al., Plaintiffs, vs. Drummond Company Inc., et al., Defendants
Civil Action No. CV 2008-2076
Rosenfeld Deposition September 2010

In the United States District Court, Western District Lafayette Division
Ackle et al., Plaintiffs, vs. Citgo Petroleum Corporation, et al., Defendants.
Case No. 2:07CV1052
Rosenfeld Deposition July 2009

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Via Email

October 3, 2023

Rey Fukuda, City Planner
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Re: Comment on Final Environmental Impact Report, 1360 N. Vine Street Project (SCH 2017061063; ENV-2016-3778-EIR)

Dear Mr. Fukuda and Advisory Agency:

I am writing on behalf of Supporters Alliance for Environmental Responsibility ("SAFER") regarding the Final Environmental Impact Report ("FEIR") prepared for the 1360 N. Vine Street Project (SCH 2017061063; ENV-2016-3778-EIR), including all actions related or referring to the proposed construction of a 361-foot high-rise building with four levels of subterranean parking consisting of up to 429 residential units or 303-foot high rise office building with eight levels of subterranean parking and associated bungalows located at 1360 North Vine Street in the City of Los Angeles ("Project"). This letter supplements our letter dated October 2, 2023, which is incorporated by reference in its entirety.

We submit herewith the comments of Leisa Nalls of the acoustical engineering firm, Wilson Ihrig. Ms. Nalls concludes that the EIR fails to consider feasible mitigation measures that would reduce significant an unmitigated noise impacts of the Project. Since the EIR fails to analyze these feasible noise mitigation measures, the City may not adopt a statement of overriding considerations. *Covington v. Great Basin Unified Air Pollution Control Dist*., 43 Cal. App. 5th 867 (2019). The City may only adopt a statement of overriding considerations if it have implemented all feasible mitigation measures. (Pub. Res. Code, § 21081; 14 CCR § 15092(b)(2)(A) and (B).) Since the City has failed to analyze feasible noise mitigation measures that have been implemented elsewhere, the City may not certify the EIR and may not approve the Project. Id.

Sincerely,

Richard Drury

WILSON IHRIG
ACOUSTICS, NOISE & VIBRATION

CALIFORNIA
WASHINGTON
NEW YORK

WI #22-004.018

October 3, 2023

Richard Drury, Esq.
Lozeau | Drury LLP
1939 Harrison Street, Suite 150
Oakland, California 94612

Subject: **1360 N Vine Street Project**
Los Angeles, California
Case No. ENV-2016-3778-EIR
Review and Comment on Environmental Noise Study

Dear Mr. Drury,

As requested, we have reviewed the information and noise impact analyses in the following documents:

1360 N. Vine Street Project, Los Angeles, California
Draft Environmental Impact Report ("DEIR")
Case No. ENV-2016-3778-EIR
June 2022

This letter reports our comments on the noise analysis in the subject document.

Wilson Ihrig, Acoustical Consultants, has practiced exclusively in the field of acoustics since 1966. During our 57 years of operation, we have prepared hundreds of noise studies for Environmental Impact Reports and Statements. We have one of the largest technical laboratories in the acoustical consulting industry. We also utilize industry-standard acoustical programs such as Environmental Noise Model (ENM), Traffic Noise Model (TNM), Roadway Construction Noise Model (RCNM), SoundPLAN, and CADNA. In short, we are well qualified to prepare environmental noise studies and review studies prepared by others.

Adverse Effects of Noise[1]

Although the health effects of noise are not taken as seriously in the United States as they are in other countries, they are real and, in many parts of the country, pervasive.

Noise-Induced Hearing Loss. If a person is repeatedly exposed to loud noises, he or she may experience noise-induced hearing impairment or loss. In the United States, both the Occupational Health and Safety Administration (OSHA) and the National Institute for Occupational Safety and Health (NIOSH) promote standards and regulations to protect the hearing of people exposed to high levels of industrial noise.

Speech Interference. Another common problem associated with noise is speech interference. In addition to the obvious issues that may arise from misunderstandings, speech interference also leads to problems with concentration fatigue, irritation, decreased working capacity, and automatic stress reactions. For complete speech intelligibility, the sound level of the speech should be 15 to 18 dBA higher than the background noise. Typical indoor speech levels are 45 to 50 dBA at 1 meter, so any noise above 30 dBA begins to interfere with speech intelligibility. The common reaction to higher background noise levels is to raise one's voice. If this is required persistently for long periods of time, stress reactions and irritation will likely result.

Sleep Disturbance. Noise can disturb sleep by making it more difficult to fall asleep, by waking someone after they are asleep, or by altering their sleep stage, e.g., reducing the amount of rapid eye movement (REM) sleep. Noise exposure for people who are sleeping has also been linked to increased blood pressure, increased heart rate, increase in body movements, and other physiological effects. Not surprisingly, people whose sleep is disturbed by noise often experience secondary effects such as increased fatigue, depressed mood, and decreased work performance.

Cardiovascular and Physiological Effects. Human's bodily reactions to noise are rooted in the "fight or flight" response that evolved when many noises signaled imminent danger. These include increased blood pressure, elevated heart rate, and vasoconstriction. Prolonged exposure to acute noises can result in permanent effects such as hypertension and heart disease.

Impaired Cognitive Performance. Studies have established that noise exposure impairs people's abilities to perform complex tasks (tasks that require attention to detail or analytical processes) and it makes reading, paying attention, solving problems, and memorizing more difficult. This is why there are standards for classroom background noise levels and why offices and libraries are designed to provide quiet work environments. One societal change brought about by the COVID-19 pandemic is that many people now routinely work and learn from home, and this has given rise to more noise complaints from loud activities such as construction work.

[1] More information on these and other adverse effects of noise may be found in *Guidelines for Community Noise*, eds B Berglund, T Lindvall, and D Schwela, World Health Organization, Geneva, Switzerland, 1999. (https://www.who.int/docstore/peh/noise/Comnoise-1.pdf)

Comments on Construction Noise Mitigation

The construction noise analysis in the DEIR is thorough, transparent, and reasonable. The DEIR correctly concludes that, *sans* mitigation, the on-site construction noise impacts would be significant under CEQA at three nearby noise-sensitive receptors. [DEIR at p. IV.H-27] In Mitigation Measure NOI-MM-1, the DEIR commits to erecting a number of sound barriers around the site to reduce construction noise to levels less than the threshold of significance at ground-level receptors. However, the DEIR preparers recognize that these walls will not provide any noise relief to residents on the upper floors of neighboring buildings:

> However, the estimated construction-related noise levels would still exceed the significance thresholds at the sensitive uses represented by receptor locations R1, R2, and R3. In addition, the temporary sound barrier would not be effective in reducing the construction-related noise for the upper levels of the hospital uses (a six-story building), represented by receptor location R3. In order to be effective, the temporary noise barrier would need to be as high as the buildings (i.e., six stories), which would not be feasible. [DEIR at p. IV H-46]

The DEIR states that it is infeasible to build sound barriers at the edge of the Project site that are tall enough to block the construction noise at the higher elevations. I concur with the infeasibility of this noise control methods, however, there are three other options not discussed in the DEIR which may be feasible.

The first option is to erect scaffolding to support construction noise control blankets at the façades of impacted receptors (R1, R2, and R3). R1 is across the street from the Project site to the south, R2 is directly adjacent to the Project site to the east, and R3 is across the street and diagonal to the Project site to the northeast. Because scaffolding attaches directly to the buildings for lateral support, it is reasonably economical to erect tall "sound barrier" walls. The light and aesthetic issues may be somewhat ameliorated by using clear vinyl for at least some of the "panels". This was done (using standard construction noise control blankets) in San Francisco some years ago to shield the headquarters of a major financial company from noise during construction of a large project nearby. The financial building is 8-stories high. R3 is 6-stories high, which is similar.

A second option which may be feasible would be to install heavy Plexiglass or other clear panels around the edges of balconies and/or breezeways that face the Project site to act as sound barriers without much affecting the light or view. As the photograph in Figure 1 below shows, the breezeway of a residential building near R2 has open railing guardrails, so it would be a matter of fitting Plexiglass to cover the full exposure areas, including over the railings. Because noise would reflect off the bottom of the breezeway above, the panels would likely need to extend from the existing parapet to the roof or breezeway floor above with only a small opening for ventilation. The panels would need to be able to withstand wind loads, and there may be other code requirements. Determining the exact number of balconies and breezeways that would require treatment would require a detailed noise analysis.

A third option which may be feasible would be to offer to upgrade windows and exterior doors of those upper floor residential units or hospital rooms which would not be shielded by the sound barriers as defined in NOI-MM-1. This was done for an adjacent property to a construction project that Wilson Ihrig was involved with assessing the construction noise impacts, so it is not an unprecedented noise mitigation option. The efficacy of this would depend to a large degree on the acoustical insulation provided by the existing windows which is not known at this time. If it is determined that the existing windows do not provide much insulation, determining appropriate acoustical ratings for replacement window and door assemblies would require a detailed noise analysis.

Comments on Construction Vibration Mitigation

The construction vibration analysis in the DEIR is thorough, transparent, and reasonable. The DEIR correctly concludes that, *sans* mitigation, the on-site construction vibration impacts with respect to human annoyance would be significant under CEQA at three nearby noise-sensitive receptors. [DEIR at p. IV.H-50] In Mitigation Measure NOI-MM-2, the DEIR commits to a vibration monitoring program capable of documenting construction related ground vibration levels at adjacent buildings during demolition and grading/excavation phases. The monitoring system will have two triggers, one at a warning level (0.1 PPV) at which level the contractor shall identify the source of vibration and provide reasonable steps to reduce the vibration levels, and the other at the regulatory level (0.12 PPV) at which level the contractor shall halt construction in the area of the buildings being monitored.

This mitigation measures addresses building damage due to on-site construction activities, However, the DEIR preparers recognize that these measures will not mitigate vibration impacts associated with human annoyance from on-site and off-site construction vibration impacts.

> Other mitigation measures were considered to reduce vibration impacts from on-site construction activities with respect to human annoyance, including the installation of a wave barrier. However, wave barriers must be very deep and long to be effective and are not considered cost effective for temporary applications, such as construction. In addition, constructing a wave barrier to reduce the Project's construction-related vibration impacts would, in and of itself, generate ground-borne vibration from the excavation equipment. Thus, it is concluded that there are no feasible mitigation measures that could be implemented to reduce the temporary vibration impacts from on-site construction associated with human annoyance to a less-than-significant level. In addition, there are no feasible mitigation measures that would reduce the potential vibration human annoyance impacts associated with the off-site construction trucks. As such, vibration impacts associated with human annoyance from on-site and off-site construction would remain significant. [DEIR at p. IV H-53]

The DEIR states that there are no feasible mitigation measures that could be implemented to reduce the temporary vibration impacts from on-site and off-site construction associated with human annoyance. I concur with the infeasibility of the proposed vibration control methods for reducing

impacts associated with human annoyance, however, there is at least one options not discussed in the DEIR which may be feasible.

An option for addressing vibration impacts associated with human annoyance is to offer to relocate persons who either work from home, have irregular sleep schedules due to night shift work, or other conditions that would cause vibration to unduly disrupt their lives to alternative locations (e.g., temporary office spaces, hotel rooms, etc.) for the duration of heavy construction. This was done, pre-COVID-19, for work-from-home residents in a property adjacent to a construction project in Oakland that Wilson Ihrig advising on construction noise and vibration control, so it is not an unprecedented mitigation option. Determining the exact number of residential units that would require this treatment would require additional information.

Conclusion

The DEIR correctly identifies that Project construction will cause a significant noise impacts to residents in the area, and claims that there are no feasible mitigation measures. I suggest that either scaffolding-supported noise control blankets/panels, temporary Plexiglass barriers on individual balconies/breezeways, or replacement of existing windows and exterior doors may be feasible options as these have been implemented on other projects. Any of these could be made to work from a technical standpoint.

The DEIR also correctly identifies that Project construction, both on-site and off-site, will cause a significant vibration impact associated with human annoyance for residents in the area, and again claims that there is no feasible mitigation. I suggest that those residents that will be impacted by construction-generated vibration be temporarily relocated to facilities suitable for work or sleep as the case may be for the duration of heavy construction.

♦ ♦ ♦ ♦ ♦

Please contact me if you have any question about this review of the noise analysis in the *1360 N. Vine Street Project DEIR*.

Very truly yours,

WILSON IHRIG

Leisa Nalls
Associate Principal

Figure 1: Breezeway at residential building near Residential Receptor R2.

2023-09-29_1360 n vine - feir noise - l nalls

EXHIBIT D
Donna Williams Appeal
VTT-74613-1A

APPLICATIONS:

APPEAL APPLICATION

Instructions and Checklist

Related Code Section: Refer to the City Planning case determination to identify the Zone Code section for the entitlement and the appeal procedure.

Purpose: This application is for the appeal of Department of City Planning determinations authorized by the Los Angeles Municipal Code (LAMC).

A. APPELLATE BODY/CASE INFORMATION

1. APPELLATE BODY

☐ Area Planning Commission ☐ City Planning Commission ☐ City Council ☐ Director of Planning
☐ Zoning Administrator

Regarding Case Number: CPC-2016-3777-VZC-HD-BL-DB-MCUP-ZAD-RDP-SPR CPC-2016-5003-GPA-VZC-HD-BL-MCUP-RDP-SPR

Project Address: 1330-1360 North Vine St, 6254-6274 West De Longpre Ave, 6241-6265 Afton Place

Final Date to Appeal: 10/23/2023

2. APPELLANT

Appellant Identity: (check all that apply)
❒ Representative ❒ Property Owner
❒ Applicant ❒ Operator of the Use/Site

❒ Person, other than the Applicant, Owner or Operator claiming to be aggrieved

☐ Person affected by the determination made by the **Department of Building and Safety**

❒ Representative ❒ Owner ❒ Aggrieved Party
❒ Applicant ❒ Operator

3. APPELLANT INFORMATION

Appellant's Name: Donna Williams

Company/Organization:

Mailing Address: 6234 Afton Place

City: Los Angeles State: CA Zip: 90028

Telephone: (213) 407-0862 E-mail: williamsartconserve@gmail.com

a. Is the appeal being filed on your behalf or on behalf of another party, organization or company?

☑ Self ☐ Other:

b. Is the appeal being filed to support the original applicant's position? ☐ Yes ☑ No

4. REPRESENTATIVE/AGENT INFORMATION

Representative/Agent name (if applicable): _____

Company: _____

Mailing Address: _____

City: _____ State: _____. Zip: _____

Telephone: _____ E-mail: _____

5. JUSTIFICATION/REASON FOR APPEAL

a. Is the entire decision, or only parts of it being appealed? ☑ Entire ☐ Part

b. Are specific conditions of approval being appealed? ☐ Yes ☐ No

If Yes, list the condition number(s) here: _____

Attach a separate sheet providing your reasons for the appeal. Your reason must state:

☑ The reason for the appeal ☑ How you are aggrieved by the decision

☑ Specifically the points at issue ☑ Why you believe the decision-maker erred or abused their discretion

6. APPLICANT'S AFFIDAVIT

I certify that the statements contained in this application are complete and true:

Appellant Signature: Pam Williams Date: 10/23/2023

GENERAL APPEAL FILING REQUIREMENTS

B. *ALL CASES REQUIRE THE FOLLOWING ITEMS - SEE THE ADDITIONAL INSTRUCTIONS FOR SPECIFIC CASE TYPES*

1. Appeal Documents

a. Three (3) sets - The following documents are required for each appeal filed (1 original and 2 duplicates) Each case being appealed is required to provide three (3) sets of the listed documents.

- ☐ Appeal Application (form CP-7769)
- ☐ Justification/Reason for Appeal
- ☐ Copies of Original Determination Letter

b. Electronic Copy

- ☐ Provide an electronic copy of your appeal documents on a flash drive (planning staff will upload materials during filing and return the flash drive to you) or a CD (which will remain in the file). The following items must be saved as individual PDFs and labeled accordingly (e.g. "Appeal Form.pdf", "Justification/Reason Statement.pdf", or "Original Determination Letter.pdf" etc.). No file should exceed 9.8 MB in size.

c. Appeal Fee

- ☐ Original Applicant - A fee equal to 85% of the original application fee, provide a copy of the original application receipt(s) to calculate the fee per LAMC Section 19.01B 1.
- ☐ Aggrieved Party - The fee charged shall be in accordance with the LAMC Section 19.01B 1.

d. Notice Requirement

- ☐ Mailing List - All appeals require noticing per the applicable LAMC section(s). Original Applicants must provide noticing per the LAMC
- ☐ Mailing Fee - The appeal notice mailing fee is paid by the project applicant, payment is made to the City Planning's mailing contractor (BTC), a copy of the receipt must be submitted as proof of payment.

C. DENSITY BONUS / TRANSIT ORIENTED COMMUNITES (TOC)

1. Density Bonus/TOC
Appeal procedures for Density Bonus/TOC per LAMC Section 12.22.A 25 (g) f.

NOTE:
- Density Bonus/TOC cases, only the *on menu or additional incentives* items can be appealed.

- Appeals of Density Bonus/TOC cases can only be filed by adjacent owners or tenants (must have documentation), and always only appealable to the Citywide Planning Commission.

☐ Provide documentation to confirm adjacent owner or tenant status, i.e., a lease agreement, rent receipt, utility bill, property tax bill, ZIMAS, drivers license, bill statement etc.

D. WAIVER OF DEDICATION AND OR IMPROVEMENT

Appeal procedure for Waiver of Dedication or Improvement per LAMC Section 12.37 I.

NOTE:
- Waivers for By-Right Projects, can only be appealed by the owner.

- When a Waiver is on appeal and is part of a master land use application request or subdivider's statement for a project, the applicant may appeal pursuant to the procedures that governs the entitlement.

E. TENTATIVE TRACT/VESTING

1. Tentative Tract/Vesting - Appeal procedure for Tentative Tract / Vesting application per LAMC Section 17.54 A.

NOTE: Appeals to the City Council from a determination on a Tentative Tract (TT or VTT) by the Area or City Planning Commission must be filed within 10 days of the date of the written determination of said Commission.

☐ Provide a copy of the written determination letter from Commission.

F. BUILDING AND SAFETY DETERMINATION

☐ **1.** Appeal of the *Department of Building and Safety* determination, per LAMC 12.26 K 1, an appellant is considered the **Original Applicant** and must provide noticing and pay mailing fees.

a. Appeal Fee
☐ Original Applicant - The fee charged shall be in accordance with LAMC Section 19.01B 2, as stated in the Building and Safety determination letter, plus all surcharges. (the fee specified in Table 4-A, Section 98.0403.2 of the City of Los Angeles Building Code)

b. Notice Requirement
☐ Mailing Fee - The applicant must pay mailing fees to City Planning's mailing contractor (BTC) and submit a copy of receipt as proof of payment.

☐ **2.** Appeal of the *Director of City Planning* determination per LAMC Section 12.26 K 6, an applicant or any other aggrieved person may file an appeal, and is appealable to the Area Planning Commission or Citywide Planning Commission as noted in the determination.

a. Appeal Fee
☐ Original Applicant - The fee charged shall be in accordance with the LAMC Section 19.01 B 1 a.

b. Notice Requirement
☐ Mailing List - The appeal notification requirements per LAMC Section 12.26 K 7 apply.
☐ Mailing Fees - The appeal notice mailing fee is made to City Planning's mailing contractor (BTC), a copy of receipt must be submitted as proof of payment.

G. NUISANCE ABATEMENT

1. Nuisance Abatement - Appeal procedure for Nuisance Abatement per LAMC Section 12.27.1 C 4

NOTE:
- Nuisance Abatement is only appealable to the City Council.

a. Appeal Fee

☐ Aggrieved Party the fee charged shall be in accordance with the LAMC Section 19.01 B 1.

2. Plan Approval/Compliance Review

Appeal procedure for Nuisance Abatement Plan Approval/Compliance Review per LAMC Section 12.27.1 C 4.

a. Appeal Fee

☐ Compliance Review - The fee charged shall be in accordance with the LAMC Section 19.01 B.

☐ Modification - The fee shall be in accordance with the LAMC Section 19.01 B.

NOTES

A Certified Neighborhood Council (CNC) or a person identified as a member of a CNC or as representing the CNC may not file an appeal on behalf of the Neighborhood Council; persons affiliated with a CNC may only file as an individual on behalf of self.

***Please note** that the appellate body must act on your appeal within a time period specified in the Section(s) of the Los Angeles Municipal Code (LAMC) pertaining to the type of appeal being filed. The Department of City Planning will make its best efforts to have appeals scheduled prior to the appellate body's last day to act in order to provide due process to the appellant. If the appellate body is unable to come to a consensus or is unable to hear and consider the appeal prior to the last day to act, the appeal is automatically deemed denied, and the original decision will stand. The last day to act as defined in the LAMC may only be extended if formally agreed upon by the applicant.*

This Section for City Planning Staff Use Only		
Base Fee:	Reviewed & Accepted by (DSC Planner):	Date:
Receipt No:	Deemed Complete by (Project Planner):	Date:
☐ Determination authority notified	☐ Original receipt and BTC receipt (if original applicant)	

Justification / Reason for Appeal
1360 Vine Project
CPC-2016-3777-VZC-HD-BL-DB-MCUP-ZAD-RDP-SPR
CPC-2016-5003-GPA-VZC-HD-BL-MCUP-RDP-SPR

ENV-2016-3778-EIR
VTT-74613
SCH No. 2017061063)

Project Address 1330-1360 Vine Street, 6254-6274 West De Longpre Avenue, 6241-6265 West Afton Place, Los Angeles, CA 90028

I. REASON FOR THE APPEAL

The proposed project is inconsistent and incompatible with the Community Plan and the General Plan and future growth. The project relies on a requested General Plan Amendment and zoning changes to bring the project into compliance. Further the project does not identify community benefit with a Vesting Tentative Track change.

Cumulative impacts to the Historic District are not analyzed.

II. REASON FOR APPEAL

Historic consultant assessment states -

1. The integrity of feeling and setting would be diminished by the introduction of a new visual element to the skyline visible from within the boundary of the historic district. The new building would diminish the Historic District's integrity of setting in terms of its broader setting, but not the immediate setting because it is outside the existing boundary and would not affect the Historic District to the degree it would no longer be eligible for listing in the National Register.
2. The Revised Design and Proposed Design would both diminish the Historic District's integrity of feeling and setting to the same extent.
3. The Revised Design would not be more impactful than the Proposed Design simply because it is slightly taller. The difference between a 360 foot and 388-foot-tall building relative to the 15 to 20 foot tall buildings in the Historic District is negligible.

However, further district impacts were not analyzed for either Residential or Office Option -

1. The requested Vesting Zone and Height District Change that proposes to change 9 residential lots into commercial zoning should be postponed until a well-defined project has been proposed. The DEIR does not identify specific neighborhood impacts and mitigations for proposed commercial uses (5 restaurants located in identified historic bungalows including the application for 3 liquor licenses).
2. The DEIR does not identify specific neighborhood impacts and mitigations for a swimming pool and tennis courts to be placed in the backyards of historic bungalow properties, lighting, light and glare, noise, etc.
3. The Historical Resource Technical Report does not address impacts of removing the character defining feature of driveways, side, and outdoor, rear yard space
4. The Office Option requested Vesting Zone and Height District Change that proposes to change all current Residential zoning to commercial zoning is not analyzed for – A) Indirect impacts, or secondary effects, that are reasonably foreseeable and caused by a project but occur at a different time or place. B) Cumulative impacts to two or more individual effects that are that are considerable when taken together, or that compound or increase other environmental impacts.

The EIR Alternative Section is deficient, the proposed map is not consistent with the General Plan or Holly Community Plan, the site is not suitable for the project scale.

III. HOW ARE YOU AGGREIVED BY THE DECISION

I own my property and live and work in the direct vicinity of the proposed Project. As proposed, The Project does not adequately identify impacts that will adversely affect the historic district or provide mitigations. The Afton Square Historic district exemplifies period work-force housing that will no longer be available to future owners.

The proposed new building options are wildly out of scale. Shade and shadow that did not use the proposed the buildings shows areas of the neighborhood in shadow for more than 3 hours. Light and Glare study was not provided.

IV. WHY YOU BELIEVE THE DECISION-MAKER ERRED OR ABUSED THEIR DISCRETION

The proposed Project relies on a General Plan Amendment rather than by-right development and requests a Vesting Track change that will permanently alter the relationship of bungalow properties within an historic district.

EXHIBIT E
1360 Vine Health Risk Assessment
VTT-74613-1A

HEALTH RISK ASSESSMENT

1360 Vine Street Project

Prepared by:

Eyestone Environmental, LLC

November 2023

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APPENDICES

LIST OF TABLES

1.0 Executive Summary

1.1 Findings

This report provides an analysis of potential health risk impacts related to the proposed construction and operation of the 1360 Vine Street Project (Project) in the City of Los Angeles, California. The analysis identified the baseline condition around the Project and evaluated the incremental change in health risk concentration exposure from diesel exhaust/diesel particulate matter (DPM) emitted by heavy-duty construction equipment during construction and limited heavy-duty delivery trucks during operation[1] of the Project. The findings of the analysis are as follows:

- For carcinogenic exposures (construction and operational emissions), the increase in risk is calculated to be 7.2 in one million for residential uses, which is less than the applicable threshold of 10 in one million for sensitive receptors in close proximity to the Project Site, resulting in a less than significant impact.

- For chronic non-carcinogenic exposures (construction and operational emissions), the increase in the respiratory hazard index was estimated to be less than the applicable threshold of 1.0 for either chronic or acute effects at sensitive receptors in proximity to the Project Site, resulting in a less than significant impact.

[1] *The Project would not support any land uses or activities that would involve the use, storage, or processing of carcinogenic toxic air contaminants. In addition, the proposed land uses would not generally involve the use of heavy-duty diesel trucks with the exception of occasional moving trucks, trash trucks or delivery trucks.*

2.0 Introduction

The Project proposes to develop a mixed-use project on an 81,050-square-foot site (1.86 acres) located in Hollywood. The Project includes two development options (Residential and Office). The Residential Option would include 429 residential units, an approximately 55,000-square-foot grocery store, approximately 5,000 square feet of neighborhood-serving commercial retail uses, and 8,988 square feet of uses in the bungalows. The bungalows would be rehabilitated and adapted for reuse as either restaurants or 12 residential units. The Office Option would develop approximately 463,521 square feet of office uses and 11,914 square feet of restaurant uses in the proposed building, as well as 8,988 square feet of uses in the bungalows. The bungalows would be rehabilitated and adapted for reuse as either restaurants or nine residential units. To be clear, this is not the type of project that the regulatory agencies, nor the applicable regulatory laws, require to produce a Health Risk Assessment (HRA) for adequate disclosure of potential air quality impacts pursuant to the California Environmental Quality Act (CEQA).

The California Air Pollution Control Officers Association (CAPCOA) Guidance Document for Health Risk Assessments for Proposed Land Use Projects (2009) (CAPCOA HRA Guidance) provides lead agencies with guidance regarding when and how an HRA should be prepared. It bases the risk assessment methodology on the procedures developed by the California Office of Environmental Health Hazard Assessment (OEHHA) to meet the mandates of the Air Toxics "Hot Spots" Information and Assessment Act (AB 2588). The CAPCOA HRA Guidance states that

> *There are basically two types of land use projects that have the potential to cause long-term public health risk impacts: Type A—land use projects with toxic emissions that impact receptors; and Type B—land use projects that will place receptors in the vicinity of existing toxic sources. Type A project examples are combustion related power plants, gasoline dispensing facilities, asphalt batch plants, warehouse distribution centers, quarry operations, and other stationary sources that emit toxic substances. Type B project examples are project that place receptors near stationary sources, high traffic roads, freeways, rail yards, and ports.*

The Project does not qualify as either a Type A or Type B project. Therefore, per the CAPCOA HRA Guidance in effect when the Draft EIR for the Project was prepared, the

lead agency did not include an HRA in the Draft EIR. Accordingly, this HRA was done voluntarily for informational purposes only to supplement the administrative record and respond to comments. This HRA further demonstrates that even if an HRA were necessary under applicable case law and regulatory guidance (which it is not) the Project would not have a significant air quality impact, including as to TAC impacts.

The OEHHA adopted the Air Toxics Hot Spots Program Guidance Manual for the Preparation of Risk Assessments (2003 Guidance Manual) in October of 2003. The Guidance Manual was developed by OEHHA, in conjunction with the California Air Resources Board (CARB), for use in implementing the Air Toxics "Hot Spots" Program (Health and Safety Code Section 44360 et. seq.). The Air Toxics "Hot Spots" Program requires stationary sources to report the types and quantities of certain substances routinely released into the air. The goals of the Air Toxics "Hot Spots" Program are to collect emission data, to identify facilities having localized impacts, to ascertain health risks, to notify nearby residents of significant risks, and to reduce those significant risks to acceptable levels.

OEHHA adopted a new version of the Air Toxics Hot Spots Program Guidance Manual for the Preparation of Risk Assessments (2015 Guidance Manual) in March of 2015.[2] CARB acknowledges that the Guidance Manual does not include guidance for projects prepared under the auspices of CEQA and that it would be "handled by individual [Air Pollution Control] Districts."[3] As noted by CARB,

> *The Air Toxics "Hot Spots" Information and Assessment Act (AB 2588, 1987, Connelly) was enacted in September 1987. Under this, stationary sources are required to report the types and quantities of certain substances their facilities routinely release into the air. Emissions of interest are those that result from the routine operation of a facility or that are predictable, including but not limited to continuous and intermittent releases and process upsets or leaks….*
>
> *The Act requires that toxic air emissions from stationary sources (facilities) be quantified and compiled into an inventory according to criteria and guidelines developed by the ARB, that each facility be prioritized to determine whether a*

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[2] *Office of Environmental Health Hazard Assessment, Air Toxicology and Epidemiology, Adoption of Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments. March 6, 2015, www.oehha.ca.gov/air/hot_spots/hotspots2015.html, accessed August 8, 2023.*

[3] *CARB, Risk Management Guidance for Stationary Sources of Air Toxics, July 23, 2015, p. 19, www.arb.ca.gov/toxics/rma/rmgssat.pdf.*

risk assessment must be conducted, that the risk assessments be conducted according to methods developed by OEHHA….[4]

As reported above, applicability is associated with commercial and industrial operations. There are two broad classes of facilities subject to the AB 2588 Program: Core facilities and facilities identified within discrete industry-wide source categories. Core facilities subject to AB 2588 compliance are sources whose criteria pollutant emissions (particulate matter, oxides of sulfur, oxides of nitrogen, and volatile organic compounds) are 25 tons per year or more as well as those facilities whose criteria pollutant emissions are 10 tons per year or more but less than 25 tons per year. Industry-wide source facilities are classified as smaller operations with relatively similar emission profiles (e.g., auto body shops, gas stations and dry cleaners using perchloroethylene). The emissions generated from the construction and subsequent occupancy of a mixed-use development project are not classified as core operations nor is it subject to industry-wide source evaluation.

The intent in developing the 2015 Guidance Manual was to provide HRA procedures for use in the Air Toxics Hot Spots Program or for the permitting of new or modified stationary sources. As noted above, the Project is not a new or modified stationary source that requires air quality permits to construct or operate. Air districts are to determine which facilities will prepare an HRA based on a prioritization process. The 2015 Guidance Manual provides recommendations related to cancer risk evaluation of short-term projects. As discussed in Section 8.2.10 of the 2015 Guidance Manual, "[t]he local air pollution control districts sometimes use the risk assessment guidelines for the Hot Spots program in permitting decisions for short-term projects such as construction or waste site remediation." Thus, to be conservative, this HRA was prepared in part to analyze potential construction impacts, even though short-term projects that would require a permitting decision by South Coast Air Quality Management District (SCAQMD) typically would be limited to site remediation (e.g., stationary soil vapor extractors) and would not be applicable to the Project. The 2015 Guidance Manual does not provide specific recommendations for evaluation of short-term use of mobile sources (e.g., heavy-duty diesel construction equipment) that would be applicable to the Project. In addition, potential operational impacts, despite the fact that no considered stationary source is part of the Project's land uses, were assessed for informational purposes given the limited use of heavy-duty trucks associated with occasional moving trucks, trash trucks and delivery trucks.

OEHHA's 2015 Guidance Manual provides Age Sensitivity Factors (ASFs) to account for potential increased sensitivity of early-in-life exposure to carcinogens. For risk

[4] *CARB, Overview of the Air Toxics "Hot Spots" Information and Assessment Act ww2.arb.ca.gov/ overview-air-toxics-hot-spots-information-and-assessment-act, accessed August 8, 2023.*

assessments conducted under the auspices of AB 2588, a weighting factor is applied to all carcinogens regardless of purported mechanism of action. In comments presented to the SCAQMD Governing Board (Meeting Date: June 5, 2015, Agenda No. 28) relating to toxic air contaminant exposures under Rules 1401 (New Source Review of Toxic Air Contaminants), use of the 2015 OEHHA guidelines and their applicability for projects subject to CEQA, as they relate to the incorporation of early-life exposure adjustments, it was reported that:

> *The Proposed Amended Rules are separate from the CEQA significance thresholds. The Response to Comments Staff Report PAR 1401, 1401.1, 1402, and 212 A - 8 June 2015 SCAQMD staff is currently evaluating how to implement the Revised OEHHA Guidelines under CEQA. The SCAQMD staff will evaluate a variety of options on how to evaluate health risks under the Revised OEHHA Guidelines under CEQA. The SCAQMD staff will conduct public workshops to gather input before bringing recommendations to the Governing Board.*

SCAQMD, as a commenting agency, has not conducted public workshops nor developed policy relating to the applicability of applying the 2015 OEHHA guidance for projects prepared by other public/lead agencies subject to CEQA.

To emphasize variability in methodology for conducting HRAs, regulatory agencies throughout the State of California including the Department of Toxic Substances Control (DTSC) which is charged with protecting individuals and the environment from the effects of toxic substances and responsible for assessing, investigating and evaluating sensitive receptor populations to ensure that properties are free of contamination or that health protective remediation levels are achieved have adopted the U.S. Environmental Protection Agency's (USEPA's) policy in the application of early-life exposure adjustments.

Specifically, USEPA guidance relating to the use of early life exposure adjustments (*Supplemental Guidance for Assessing Susceptibility from Early-Life Exposure to Carcinogens, EPA/630/R-003F*) are considered when carcinogens act "through the mutagenic mode of action." As reported:

> *The Agency considered both the advantages and disadvantages of extending the recommended, age dependent adjustment factors for carcinogenic potency to carcinogenic agents for which the mode of action remains unknown. EPA recommends these factors only for carcinogens acting through a mutagenic mode of action based on a combination of analysis of available data and long-standing science policy positions that set out the Agency's overall approach to carcinogen risk assessment, e.g., the use of a*

> *linear, no threshold extrapolation procedure in the absence of data in order to be health protective. In general, the Agency prefers to rely on analyses of data rather than on general defaults. When data are available for a susceptible lifestage, they should be used directly to evaluate risks for that chemical and that lifestage on a case-by-case basis. In the case of nonmutagenic carcinogens, when the mode of action is unknown, the data were judged by EPA to be too limited and the modes of action too diverse to use this as a category for which a general default adjustment factor approach can be applied. In this situation per the Agency's* Guidelines for Carcinogen Risk Assessment*, a linear low-dose extrapolation methodology is recommended. It is the Agency's long-standing science policy position that use of the linear low-dose extrapolation approach (without further adjustment) provides adequate public health conservatism in the absence of chemical-specific data indicating differential early-life susceptibility or when the mode of action is not mutagenicity.*

In 2006, the USEPA published a memorandum which provides guidance regarding the preparation of health risk assessments should carcinogenic compounds elicit a mutagenic mode of action.[5] As presented in the technical memorandum, numerous compounds were identified as having a mutagenic mode of action. For diesel particulates, polycyclic aromatic hydrocarbons (PAHs) and their derivatives, which are known to exhibit a mutagenic mode of action, comprise less than one percent of the exhaust particulate mass. To date, the USEPA reports that whole diesel engine exhaust has not been shown to elicit a mutagenic mode of action.[6]

Based on a review of relevant guidance on the applicability of the use of early life exposure adjustments to identified carcinogens, the use of these factors would not be applicable to this HRA as neither the Lead Agency nor SCAQMD have developed recommendations on whether these factors should be used for CEQA analyses of potential DPM construction or operational impacts. For this assessment, the HRA relied upon USEPA guidance relating to the use of early life exposure adjustment factors (Supplemental Guidance for Assessing Susceptibility from Early-Life Exposure to Carcinogens, EPA/630/R-003F) whereby adjustment factors are only considered when

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[5] *United States Environmental Protection Agency, 2006. Memorandum—Implementation of the Cancer Guidelines and Accompanying Supplemental Guidance—Science Policy Council Cancer Guidelines Implementation Workgroup Communication II: Performing Risk Assessments that include Carcinogens Described in the Supplemental Guidance as having a Mutagenic Mode of Action.*

[6] *United States Environmental Protection Agency, National Center for Environmental Assessment, 2018. Integrated Risk Information System (IRIS). Diesel Engine Exhaust.*

carcinogens act "through the mutagenic mode of action." Therefore, early life exposure adjustments were not considered in this HRA.

Also, CARB published and adopted the *Air Quality and Land Use Handbook: A Community Health Perspective*, which provides recommendations regarding the siting of new sensitive land uses near potential sources of air toxic emissions (e.g., freeways, distribution centers, rail yards, ports, refineries, chrome plating facilities, dry cleaners, and gasoline dispensing facilities).[7] SCAQMD adopted similar recommendations in its *Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning*.[8] Together, the CARB and SCAQMD guidelines recommend siting distances for both the development of sensitive land uses in proximity to Toxic Air Contaminates (TAC) sources and the addition of new TAC sources in proximity to existing sensitive land uses. When considering potential air quality impacts under CEQA, consideration is given to the location of sensitive receptors within close proximity of land uses that emit TACs. Both CARB and SCAQMD guidelines recommend conducting an HRA when siting new sensitive land uses (e.g., residential uses) within 500 feet of a freeway. Applied here, the Project does not site new sensitive land uses near existing sources of air toxic emissions since the Project Site is more than 500 feet from any and all freeways, including the I-10, I-5, and US-101 freeways.

The primary sources of potential air toxics associated with Project operations include DPM from delivery trucks (e.g., truck traffic on local streets and idling on adjacent streets associated with occasional moving trucks, trash trucks, and delivery trucks). However, these activities, and the land uses associated with the Project, are not considered land uses that generate substantial TAC emissions based on review of the air toxic sources listed in SCAQMD's and CARB's guidelines. It should be noted that SCAQMD recommends that HRAs be conducted for substantial individual sources of DPM (e.g., truck stops and warehouse distribution facilities that generate more than 100 trucks per day or more than 40 trucks with operating transport refrigeration units) and has provided guidance for analyzing mobile source diesel emissions.[9] Based on this guidance, the Project is not considered these types of land uses and is not considered to be a substantial source of operational DPM warranting a refined HRA since daily truck trips to the Project Site would not exceed 100 trucks per day or more than 40 trucks with operating transport refrigeration units. In addition, the CARB-mandated ATCM limits diesel-fueled commercial vehicles

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[7] *CARB, Air Quality and Land Use Handbook, a Community Health Perspective, April 2005.*

[8] *SCAQMD, Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning, May 6, 2005.*

[9] *SCAQMD, Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis, 2003.*

(delivery trucks) to idle for no more than 5 minutes at any given time, which would further limit diesel particulate emissions.

Although a construction and operational HRA is not required for the reasons discussed above, for informational purposes only, this HRA has been prepared to provide a good faith and reasoned response to public comments and to provide the City with additional substantial evidence that demonstrates that the Project would not create a significant health risk impact.

3.0 Health Risk Assessment

3.1 Project Description

The Project proposes to develop a mixed-use project on an 81,050-square-foot site (1.86 acres) located in Hollywood. The Project includes two development options (Residential and Office). The Residential Option would include 429 residential units, an approximately 55,000-square-foot grocery store, approximately 5,000 square feet of neighborhood-serving commercial retail uses, and 8,988 square feet of uses in the bungalows. The bungalows would be rehabilitated and adapted for reuse as either restaurants or 12 residential units. The Office Option would develop approximately 463,521 square feet of office uses and 11,914 square feet of restaurant uses in the proposed building, as well as 8,988 square feet of uses in the bungalows. The bungalows would be rehabilitated and adapted for reuse as either restaurants or nine residential units. This HRA accounts for all development described above in both construction and operation phases. This HRA presents results from the Residential Options with bungalows as restaurant as this scenario resulted in the highest emissions.

Certain activities would emit DPM from heavy-duty trucks and heavy-duty equipment used during construction and to a lesser extent heavy-duty trucks accessing the Project Site during operation of the Project associated with occasional moving trucks, trash trucks and delivery trucks. CARB and OEHHA have classified DPM as a carcinogen. Existing adjacent uses consist of residential uses located north and east of the site.

3.2 The Assessment Process

The risk assessment process provided in OEHHA's 2003 Guidance Manual consists of four basic steps: (1) hazard identification; (2) exposure assessment; (3) dose-response assessment; and (4) risk characterization.[10] In the first step, hazard identification involves determining the potential health effect which may be associated with emitted pollutants. The purpose is to identify qualitatively whether a pollutant is a potential human carcinogen or is associated with other types of adverse health effects. Depending on the chemical,

[10] *Office of Environmental Health Hazard Assessment, The Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments, August 2003, p. 1-6.*

these health effects may include short-term ailments or chronic diseases. The dose-response assessment is designed to characterize the relationship between the amount or dose of a chemical and its toxicological effect on the human body. Responses to toxic chemicals will vary depending on the amount and length of exposure. For example, short-term exposure to low concentrations of chemicals may produce no noticeable effect, but continued exposure to the same levels of chemicals over a long period of time may eventually cause harm. The purpose of the exposure assessment is to estimate the extent of exposure to each substance for which risk will be evaluated. This involves emission quantification, modeling of environmental transport, identification of chemicals of concern, identification of exposure routes, identification of exposed populations, and estimation of long-term exposure levels. Risk characterization is an integration of the health effects and public exposure information developed for emitted pollutants to provide a quantitative probability of adverse health effects.

3.3 Source Identification and Characterization

3.3.1 Source Identification

As indicated above, the primary source of potential air toxics associated with the Project is DPM from heavy-duty trucks and heavy-duty construction equipment used during construction and to a lesser extent heavy-duty trucks accessing the Project Site during operation of the Project associated with occasional moving trucks, trash trucks and delivery trucks. SCAQMD recommends that an HRA be conducted for substantial sources of long-term DPM operational sources (e.g., truck stops and warehouse distribution facilities) and has provided guidance for analyzing mobile source diesel emissions.[11] While Project construction and operation would not represent a long-term source of DPM emissions under SCAQMD Guidance[12], SCAQMD Guidance was used for purposes of modeling parameters and assumptions.

3.3.2 Source Characterization

Construction

As described in detail in Section II, Project Description, of the Draft EIR, Project construction would commence with demolition of the existing uses, followed by grading and

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[11] *SCAQMD, Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Emissions, August 2003.*

[12] *Project construction is short term—32 months (Residential Option) and 38 months (Office Option). Moreover, the Project is commercial and office uses, none of which are associated with significant heavy-duty truck use or significant DPM emissions.*

excavation for the subterranean parking garages. Building foundations would then be placed, followed by building construction, paving/concrete installation, and landscape installation. Project construction is anticipated to occur over approximately 38 months. It is estimated that approximately 142,000 cubic yards (cy) of soil would be hauled from the Project Site during the grading and excavation phase.

Total DPM emissions over the duration of Project construction were calculated using the SCAQMD recommended California Emissions Estimator Model (CalEEMod) and consistent with the methodology for calculating criteria pollutant emissions provided in Section IV.A, Air Quality, of the Draft EIR. The calculations of the emissions generated during Project construction activities reflect the types and quantities of construction equipment and haul trucks that would be used to complete the proposed construction activities.

CalEEMod calculates annual emissions based on worst-case conditions occurring on a daily basis. This scenario would not represent real world conditions as construction activities and equipment would not be expected to operate at 100 percent on an average daily basis. Construction surveys prepared for CARB have documented that on a typical construction site, daily average equipment hours range from 2 to 7.5 hours (25 percent to 94 percent of an 8 hour work-day) depending on the type of equipment.[13] Therefore, an adjustment was taken into account which assumes that annual average emissions would conservatively represent 80 percent of a worst-case day.

As an example, the heavy-duty construction equipment mix provided in the air quality analysis for the foundation phase reflects all equipment needed for the largest concrete pour day. Thus, average daily DPM emissions from building foundation would be substantially less since maximum pour days would not occur every day during that phase.

The Project is conservatively assumed to start construction in 2022 and to be completed by 2025. Based on SCAQMD factors, the construction equipment and truck fleet mix will emit less pollution in future years due to more stringent emissions control regulations. As construction activities for the Project are evaluated based on an earlier start date, the emissions presented are more conservative.

The calculation of DPM emissions was based on the 1360 Vine Residential Construction Onsite—Annual CalEEMod output file provided in Appendix A, Air Quality and Greenhouse Gas Emissions, of the Draft EIR. It was assumed that all on-site (e.g.,

[13] *California Air Resources Board, Characterization of the Off-Road Equipment Population, December 2008.*

off-road equipment) equipment would be diesel and, therefore, on-site exhaust PM_{10} emissions were included in this HRA as DPM. The CalEEMod output file is provided in Appendix A of this HRA.

Operation

As discussed above, the Project under the Residential Options with bungalows as restaurant would include 429 residential units, an approximately 55,000-square-foot grocery store, approximately 5,000 square feet of neighborhood-serving commercial retail uses, and 8,988 square feet of uses in the bungalows. The bungalows would be rehabilitated and adapted for reuse as restaurants resulting in a total, cumulative floor area of 484,421 square feet across the Project Site.

A conservative estimate of the number of daily truck trips is provided in Table 1 on page 13 based on the National Cooperative Highway Research Program Truck Trip Generation Data and the Truck Trip Generation by Grocery Stores Final Report.[14,15]

Accordingly, the Project is conservatively estimated to generate approximately 27 trucks per day during operation of which six truck associated with restaurant/retail/ supermarket land uses were assumed to include transportation refrigeration units (TRUs) or 25 percent of the 22.4 total trucks associated with restaurant/retail land uses.

Emissions from TRUs were estimated using the CARB Draft 2019 Emissions Inventory for Transportation Refrigeration Units.[16] Emissions from delivery trucks travelling to and from the Project Site as well as idling were estimated using the CARB EMFAC2021 model.[17] Trucks travelling to/from the loading docks generate emissions through truck engine idling, TRU operation and travelling.

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[14] *National Cooperative Highway Research Program (NCHRP) Synthesis 298 Truck Trip Generation Data, 2001*

[15] *Transportation Northwest, Truck Trip Generation by Grocery Stores, Final Report TNW2010-04, August 2010.*

[16] *California Air Resources Board. Draft 2019 Update to Emissions Inventory for Transportation Refrigeration Units. October 2019.*

[17] *Airborne Toxic Control Measure is set forth in title 13, CCR, section 2485 and requires that drivers of diesel-fueled commercial motor vehicles with gross vehicle weight ratings greater than 10,000 pound not idle the vehicle's primary diesel engine longer than 5 minutes at any location. The 5-minute idle time applies to all heavy-duty trucks—construction as well as operational trucks.*

Table 1
Daily Operational Delivery Truck Trips (Residential Option and Office Options)

Proposed	Residential Option	Office Option
Residential[a]	415,433 sf (4.6 truck trips)	—
Grocery Store[b]	55,000 sf (18 truck trips)	—
Retail[c]	5,000 sf (1.6 truck trips)	—
Office[d]	—	463,521 sf (18.1 truck trips)
Restaurant[c]	—	11,914 sf (3.9 truck trips)
Reuse of Bungalows[c,d]	8,988 sf (2.9 truck trips)	8,988 sf (2.9 truck trips)
Total Floor Area	**484,421 sf (27 truck trips)**	**484,423 sf (25 truck trips)**

sf = square feet

du = dwelling unit

[a] *Table D-2e of the NCHRP data (Trip Generation Summary—Daily Commercial Vehicle Trips per 1,000 sf of Building Space for Other Land Uses (includes housing)) provides 0.011 truck trips per 1,000 sf.*

[b] *Supermarket: Findings from the Grocery Store Study show that grocery stores in the study generated an average of 18 trucks trip per day on a typical peak weekday. It was estimated that five of the trucks per day would be equipped with transportation refrigeration units (TRUs).*

[c] *Table D-2c of the NCHRP data (Trip Generation Summary—Daily Commercial Vehicle Trips per 1,000 sf of Building Space for Retail (includes restaurants)) provides an average of 0.324 truck trips per 1,000 sf. It was estimated that one of the trucks per day would be equipped with a TRU.*

[d] *Table D-2d of the NCHRP data (Trip Generation Summary—Daily Commercial Vehicle Trips per 1,000 sf of Building Space for Office and Services (Office uses)) provides an average of 0.039 truck trips per 1,000 sf.*

[e] *The on-site bungalows would be rehabilitated and adapted for reuse as either restaurant or residential use. The truck trip factor decreases under residential versus restaurant. As such, the table reflects restaurant use truck trips.*

Source: Eyestone Environmental, 2023.

Importantly, with respect to truck emissions associated with the operation of projects, SCAQMD recommends that HRAs be conducted for substantial sources of DPM for developments that include truck stops and warehouse distribution facilities that generate more than 100 trucks per day or more than 40 trucks with operating TRUs. In other words, SCAQMD has identified an amount of truck trips per day that could warrant conducting an HRA to analyze emissions and health risks. Projects with truck trips below the aforementioned amounts should not be considered a substantial source of DPM and HRAs are neither recommended nor required by the applicable regulatory documents. As set forth above, operational truck use is well below both of these benchmarks.

Specifically, the Project is not considered to be a substantial source of operational DPM warranting an HRA because there are only 27 daily truck trips to the Project Site (of which 6 is assumed to be TRUs), which is far below the either more-than-100-trucks-per-day or more-than-40-TRU-trucks-per-day threshold that indicates when a project could be considered a substantial DPM source. Nonetheless, operational health risks from use of operational delivery trucks for the Project was evaluated for informational purposes and included in this HRA.

Based on SCAQMD guidance, there is no quantitative analysis required for future cancer risk within the vicinity of the Project because it is consistent with the recommendations regarding the siting of new sensitive land uses near potential sources of TAC emissions provided in the SCAQMD Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning.

3.3.3 Baseline and Identification of Chemicals of Concern

The Draft EIR identified the baseline of conditions around the Project Site and the ambient levels of TACs. SCAQMD released the fourth round of its Basin-wide Multiple Air Toxics Exposure Study (MATES IV – Final Report) in May 2015. MATES IV estimated the cancer risk from TAC emissions throughout the Basin by conducting a monitoring program, an updated emissions inventory of TACs, and a modeling effort to characterize health risks in the air basin. As part of MATES IV, SCAQMD prepared an interactive map that shows estimates of cancer risks in the Basin from ambient levels of TACs based on the modeling effort to provide insight into relative risks. The map reports estimated cancer risks for discrete two-kilometer-by-two-kilometer grid cells. The cancer risk estimates reported there should not be interpreted as actual rates of disease in the exposed population, but rather as estimates of potential risk, based on a number of conservative assumptions. In general, MATES IV indicates that the highest cancer risks from TACs are found near shipping ports, goods movement sources, and near freeways and other transportation corridors. MATES IV identifies that the cancer risk is approximately 1,150 per one million at the Project Site. A figure in Appendix D to this HRA shows the MATES IV Total Cancer Risk around Project Site. Compared to previous studies of air toxics in the Basin, the MATES IV study found decreasing air toxics exposure from the analysis done in the MATES III time period.

This HRA identifies the baseline condition and also identifies the actual additional risks due to certain emissions associated with the Project. Note that, as discussed above, the CAPCOA regulatory guidance adopted at the time the Draft EIR was prepared indicates that HRAs should assess Type A (toxic emissions) and Type B (placing receptors near existing toxic sources) projects with within the CEQA context. This HRA presents the incremental health risks analysis even though the Project does not qualify as either a

Type A or Type B project. Accordingly, this voluntary HRA analysis is informational, further informs the public and decision makers, and confirms the analysis previously set forth in the Draft EIR, but it is not required pursuant to the laws in effect when the Draft EIR was prepared. Nonetheless, this HRA quantitatively evaluated DPM as a chemical of concern for potential health effects in two categories, carcinogenic and non-carcinogenic.

3.4 Exposure Quantification

Consistent with SCAQMD's Localized Significance Threshold Methodology (LST Guidelines), this HRA used USEPA's Regulatory Model AERMOD to assess the downwind extent of DPM concentrations from proposed construction and operational activities.[18] AERMOD accounts for a variety of refined, site-specific conditions that facilitate an accurate assessment of Project impacts. AERMOD's air dispersion algorithms are based upon a planetary boundary layer turbulence structure and scaling concepts, including the treatment of surface and elevated sources in simple and complex terrain.

Exhaust emissions from construction and operational equipment were treated as a set of side-by-side elevated volume sources. The release height was assumed to be 12 feet. This represents the mid-range of the expected plume rise from frequently used construction equipment and operational heavy-duty trucks during daytime atmospheric conditions. For the purpose of this HRA, construction exhaust emissions were assumed to take place over a 32-month (2.7 year) duration on weekdays between 7 A.M. to 3 P.M. (8-hour period). Operational exhaust emissions were assumed to take place 6-days per week between 7 A.M. to 3 P.M. (8-hour period) and included 15 minutes of idle time to account for ingress, egress, and travel on-site.[19]

Air dispersion models require additional input parameters including local meteorology and receptors. Due to the sensitivity to individual meteorological parameters such as wind speed and direction, the USEPA recommends that meteorological data used as input into dispersion models be selected on the basis of relative spatial and temporal conditions that exist in the area of concern. In response to this recommendation, meteorological data from the SCAQMD Central Los Angeles monitoring station (Source Receptor Area 1) were used to represent local weather conditions and prevailing winds.

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[18] *SCAQMD, Final-Localized Significance Threshold Methodology, 2008*

[19] *SCAQMD, Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis, 2003, www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mobile-source-toxics-analysis, accessed October 11, 2023.*

Cartesian receptor grids were used to represent adjacent and nearby sensitive land uses. The Cartesian receptor grids were placed at each sensitive use with a built-in 5-meter spacing for the nearby residential uses. All receptors were placed at ground level, which is recommended by SCAQMD for AERMOD modeling. Elevations for both sources and receptors were provided by the U.S. Geological Survey (USGS) and included using the AERMOD terrain processor AERMAP.

DPM modeled concentrations were used to calculate cancer risk and chronic hazard index at each relevant receptor. A graphical representation of the source-receptor grid network is presented in Appendix C.

3.5 Risk Characterization

3.5.1 Carcinogenic Chemical Risk

Health risks associated with exposure to carcinogenic compounds at sensitive land uses in close proximity to the Project can be defined in terms of the probability of developing cancer as a result of exposure to a chemical at a given concentration. Under a deterministic approach (i.e., point estimate methodology), the cancer risk probability is determined by multiplying the chemical's annual concentration by its unit risk factor (URF). The URF is a measure of the carcinogenic potential of a chemical when a dose is received through the inhalation pathway. It represents an upper bound estimate of the probability of contracting cancer as a result of continuous exposure to an ambient concentration of one microgram per cubic meter ($\mu g/m^3$) over a 70-year lifetime. SCAQMD recommends a threshold of ten in one million cancer risk for evaluating carcinogenic impacts at sensitive receptors.[20]

The equation used to calculate the potential excess cancer risk is:

$$Risk_i = C_i \times CP_i \times DBR \times EVF$$

Where:

$Risk_i$ = Lifetime Excess Cancer Risk from exposure to $chemical_i$
C_i = Representative Air Concentration for $chemical_i$ ($\mu g/m^3$)
CP_i = Cancer $Potency_i$ $(mg/kg\text{-}day)^{-1}$
DBR = Daily Breathing Rate (L/kg body weight-day)
EVF = Exposure Value Factor (unitless)

[20] *SCAQMD, Air Quality Significance Thresholds, www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf?sfvrsn=2, accessed August 8, 2023.*

An estimate of an individual's incremental excess cancer risk from exposure to Project construction and operational DPM emissions is calculated by summing the chemical-specific excess cancer risks. In addition, cancer risk is evaluated based on the duration on which a sensitive receptor is exposed to DPM (exposure duration). Based on OEHHA guidelines, it is recommended that cancer risk analyses assume an exposure duration of 70-years for residential receptors.[21] The exposure duration takes into account the construction duration of 38 months during construction, and operational emissions occurring each year.

3.5.2 Non-Carcinogenic Chemical Risk

The potential for chronic non-carcinogenic health effects is evaluated by calculating the total hazard index (HI) for the Project construction and operational DPM emissions. This HI represents the sum of the hazard quotients (HQs) developed for each individual project-related chemical, where a HQ is the ratio of the representative air concentration of the chemical to the chemical specific non-cancer Reference Exposure Level (REL). The non-cancer RELs represent the daily average exposure concentration at (or below) which no adverse health effects are anticipated.

The equations used to calculate the chemical-specific HQs and HIs are:

$HQ_i = C_i/REL_i$
$HI = \Sigma HQi$

Where:

HQ_i = Hazard Quotient for chemical$_i$
C_i = Average Daily Air Concentration for chemical$_i$ ($\mu g/m^3$)
REL_i = Noncancer Reference Exposure Level for chemical$_i$ ($\mu g/m^3$)
HI = Hazard Index

SCAQMD recommends that the non-carcinogenic hazards of toxic air contaminants should not exceed a hazard index of 1.0 for either chronic or acute effects.[22] Acute effects are due to short-term exposure, while chronic effects are due to long-term exposure to a substance. For chronic and acute risks, the hazard index is calculated as the summation of the hazard quotients for all chemicals to which an individual would be exposed. The acute

[21] *Air Toxics Hot Spots Program Risk Assessment Guidelines. Office of Environmental Health and Hazard Assessment. August 2003*

[22] *SCAQMD, Air Quality Significance Thresholds, www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf?sfvrsn=2, accessed August 8, 2023.*

hazard index was not quantified since an inhalation REL has not been determined by the OEHHA for DPM at the time of preparation of this HRA or the Draft EIR.

3.6 Conclusions

The results from the health risk calculations provide an estimate of the potential risks and hazards to individuals through inhalation of Project construction DPM emissions over a 38-month duration. Consistent with OEHHA guidelines, health risk impacts from Project operational DPM emissions were assessed over a 70-year exposure duration for residential receptors. The estimated risks and hazards include: lifetime excess cancer risk estimates, and cumulative chronic HI estimates for the receptor locations of concern.

As shown in Appendix B and in Table 2 below, the results of the HRA yields a maximum off-site individual cancer risk of 7.2 in a million for residential uses located south and east of the Project Site, adjacent to the Project Site and across Carlton Way (for combined construction and operational emissions).[23] The maximum chronic risk of 0.071 occurs within this same residential receptor area. As the Project (construction and operational emissions, separate and cumulative) would not emit carcinogenic or toxic air contaminants that result in impacts which exceed the maximum individual cancer risk of ten in one million or the chronic index of 1.0, Project-related toxic emission impacts would be less than significant.

Table 2
Health Risk Assessment (Combined Construction and Operational Emissions)

Risk	Significance Threshold	Calculated Risk	Significant Impact
Cancer Risk (Resident)	10 in 1 Million	7.2E-06 which denotes excess cases of cancer of 7.2 in one million	No
Non-Carcinogenic Risk (Maximum)	Chronic Index (HI) of 1.0	7.1E-02 which denotes an HI of 0.071	No

[23] *As combined emissions (construction and operations) are below significance thresholds, individual emissions (i.e., construction separate from operational emission) are necessarily below the significance thresholds and the thresholds are the same as between the two.*

4.0 Uncertainty Assessment

Evaluating carcinogenic pollutant concentrations based on OEHHA methodology and SCAQMD Guidance has an implied uncertainty. These methodologies were developed to provide a conservative health risk estimate. The conservative nature of this methodology relies on a number of inputs designed to prevent an underestimation of risk. The following discusses the conservative nature of the risk assessment analysis assumptions utilized in this analysis.

The cancer risk from DPM occurs mainly through inhalation. Output from the dispersion analysis was used to estimate the DPM concentrations. The cancer risk estimate is then calculated based on those estimated DPM concentrations using the risk methodology promulgated by OEHHA. The risk assessment guidelines established by SCAQMD and included in the analysis are designed to produce conservative (high) estimates of the risk posed by DPM, due to the following factors:

- As a conservative measure, SCAQMD does not recognize indoor adjustments for residential uses. However, studies have shown that the typical person spends approximately 87 percent of their time indoors, 5 percent of their time outdoors, and 7 percent of their time in vehicles. A DPM exposure assessment showed that an average indoor concentration was 2.0 µg/m^3, compared with an outdoor concentration of 3.0 µg/m^3.[24]

- OEHHA has a toxicity database that lists TACs and their URFs. A URF describes the cancer potency of a particular TAC and is used to estimate cancer risk. Most of these URFs are extrapolated from animal studies based on continuous exposure to particular toxin. This method can have some significant uncertainties. For example, a chemical that is carcinogenic by one route of exposure is considered to be carcinogenic for all routes of exposure at its maximum potency. Also, it is not realistic for a receptor to be exposed to a continuous concentration of TACs over time. In reality, receptors are exposed to constantly changing concentration levels that would expose receptors to lower levels of TACs over time than analyzed in this analysis.

[24] *SCAQMD, Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Emissions, 2002.*

- The use of the SCAQMD meteorological data set and conservative exposure assumptions (e.g., assumes receptor would be located outside in the same location 24 hours per day for the entire construction duration) amongst others, likely also lead to overestimated risks.

As such, uncertainty in the health risk analysis is conservative in nature and is designed to prevent undisclosed impacts to human health. Concentrations reported in this report represent a conservative scenario that is likely an overestimation of actual pollutant concentrations.

Appendix A

Emissions Calculations

1360 Vine

Residential Construction Emissions (Annual Diesel Particulate Matter)

CalEEMod Output (tons/year)

Phase No.	Phase	Year	Mitigated	On/Off Site	Category	Exhaust PM10
1	Demolition	2021	Mitigated	On-site	Off-Road	0.00452
1	Demolition	2022	Mitigated	On-site	Off-Road	0.01071
2	Grading	2022	Mitigated	On-site	Off-Road	0.05417
3	Mat Foundation	2022	Mitigated	On-site	Off-Road	0.0025
4	Foundation	2022	Mitigated	On-site	Off-Road	0.04615
4	Foundation	2023	Mitigated	On-site	Off-Road	0.01055
5	Building Construction	2023	Mitigated	On-site	Off-Road	0.14294
5	Building Construction	2024	Mitigated	On-site	Off-Road	0.13808
5	Building Construction	2025	Mitigated	On-site	Off-Road	0.01347
6	Architectural Coating	2024	Mitigated	On-site	Off-Road	0
6	Architectural Coating	2025	Mitigated	On-site	Off-Road	0
7	Paving	2025	Mitigated	On-site	Off-Road	0.00413

Annual Totals (tons)

Daily Max to Annual Ratio	80%
Year	**Totals (tons/year)**
2021	0.0036
2022	0.0908
2023	0.1228
2024	0.1105
2025	0.0141
Total	0.3418

Construction Duration (years)	3.2	38-months
Hours per Day	8	
Seconds per Day	28,800	
Construction Duration (seconds)	33,291,504	

Annual Average Emission Rate (g/s) **0.0093**

1360 Vine

Office Construction Emissions (Annual Diesel Particulate Matter)

CalEEMod Output (tons/year)

Phase No.	Phase	Year	Mitigated	On/Off Site	Category	Exhaust PM10
1	Demolition	2021	Mitigated	On-site	Off-Road	0.00452
1	Demolition	2022	Mitigated	On-site	Off-Road	0.01071
2	Grading	2022	Mitigated	On-site	Off-Road	0.11051
3	Mat Foundation	2023	Mitigated	On-site	Off-Road	0.00173
4	Foundation	2023	Mitigated	On-site	Off-Road	0.09089
5	Building Construction	2023	Mitigated	On-site	Off-Road	0.04146
5	Building Construction	2024	Mitigated	On-site	Off-Road	0.13808
5	Building Construction	2025	Mitigated	On-site	Off-Road	0.01347
6	Architectural Coating	2024	Mitigated	On-site	Off-Road	0.00399
6	Architectural Coating	2025	Mitigated	On-site	Off-Road	0.0009
7	Paving	2025	Mitigated	On-site	Off-Road	0.00413

Annual Totals (tons)

Daily Max to Annual Ratio	80%
Year	**Totals (tons/year)**
2021	0.0036
2022	0.0970
2023	0.1073
2024	0.1137
2025	0.0148
Total	0.3363

Construction Duration (years)	3.2	32-months
Hours per Day	8	
Seconds per Day	28,800	
Construction Duration (seconds)	33,291,504	
Annual Average Emission Rate (g/s)	**0.0092**	

1360 Vine

Emergency Generator - Emissions Calculations

CalEEMod Output

Equipment Type	Exhaust PM10 (lbs/year)	
Emergency Generator - Diesel (HP Rating)	300	
Load Factor	0.73	CalEEMod Default
Hours per year	200	Likely permitted hours (SCAQMD Rule 1470)
Emission Factor (g/hp-hr)	0.01	Adjusted based on new SCAQMD Rule 1470 st
Emissions per Year (g)	438	
Days per Year	365	
Hours per Day	24	
Seconds per Year	31536000	
Emission Rate (g/s)	1.38889E-05	

Concentration Calculations

	East
Scaler Concentration (ug/m3)	4.18
Emission Rate (g/s)	1.39E-05
Actual Concentration (ug/m3)	5.81E-05

Note: SCAQMD Rule 1470 was amended on October 1, 2021. Table 1 in SCAQMD Rule 1470 provides new PM emission standards for emergency generators located at sensitive receptors (e.g., residences) or within 50 meters from a sensiteve receptor.
Engines between 175 hp and 750 hp have a limit of 0.01 g/bhp-hr. Therefore, the emission rate for the emergency generator was updated to account for the amended rule.

1360 Vine

Operational HRA (Residential with Restaurant) - On-site Truck Emissions

Diesel Particulate Emission Factors - T7 Single Truck (EMFAC2021 - Year 2026)

Speed	g/mi	
5	0.0098	Idle emission factor
15	0.0067	On-site travel emission factor. T8 Tractor

Emissions Calculations (Loading Docks)

Land Use	TSF	Truck Trips/TSF	Truck Trips
Housing	415.433	0.011	4.6
Commercial	13.988	0.324	4.5
Grocery Store	55		18.0
Total	484.421		27

National Cooperative Highway Research Program (NCHRP) Synthesis 298 Truck Trip Generation Data, 2001, http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_syn_298.pdf.

Transportation Northwest, Truck Trip Generation by Grocery Stores, Final Report TNW2010-04,

Parameter	Loading Dock	
Average Trucks per Day	**27**	
Days per Year	312	6 days per week
Trucks per Year	8,486	
Idle time per Truck (min)	15	5 minutes x 3 (enter, loadi
Idle time per Truck (hrs)	0.25	
Idle time per year (hrs)	2122	
Idle Emission Factor (g/hr)	0.0098	
Idle emissions per year (g)	20.88	
Annual Idle emission rate (g/s)	**1.99E-06**	8-hour operation

Transportation Refrigeration Unit (TRU)

Emission Rate (g/hr)	0.43	See TRU Emission Factor C
TRU Operation Time per Truck (hrs)	2	Duration of time at loading
Daily Number of Trucks with TRU	**6**	
Total Annual TRU Hours	3754	6 days per week operation
Total Annual TRU Emissions (g)	1600.0	
Annual TRU Emission Rate (g/s)	**1.52E-04**	8-hour operation
Total Emission Rate (g/s)	**1.54E-04**	AERMOD Input - Idle + Tra

Concentration Calculations

Loading Dock	
Scaler Concentration (ug/m3)	8.68
Emission Rate (g/s)	1.54E-04
Actual Concentration (ug/m3)	1.34E-03

1360 Vine

Operational HRA (Residential) - On-site Truck Emissions

Diesel Particulate Emission Factors - T7 Single Truck (EMFAC2021 - Year 2026)

Speed	g/mi	
5	0.0098	Idle emission factor
15	0.0067	On-site travel emission factor. T8 Tractor

Emissions Calculations (Loading Docks)

Land Use	TSF	Truck Trips/TSF	Truck Trips
Housing (429 DU)	424.421	0.011	4.7
Commercial	5	0.324	1.6
Grocery Store	55		18.0
Total	429.421		25

National Cooperative Highway Research Program (NCHRP) Synthesis 298 Truck Trip Generation Data, 2001, http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_syn_298.pdf.

Transportation Northwest, Truck Trip Generation by Grocery Stores, Final Report TNW2010-04,

Parameter	Loading Dock	
Average Trucks per Day	**25**	
Days per Year	312	6 days per week
Trucks per Year	7,800	
Idle time per Truck (min)	15	5 minutes x 3 (enter, loadi
Idle time per Truck (hrs)	0.25	
Idle time per year (hrs)	1950	
Idle Emission Factor (g/hr)	0.0098	
Idle emissions per year (g)	19.19	
Annual Idle emission rate (g/s)	**1.83E-06**	8-hour operation

Transportation Refrigeration Unit (TRU)

Emission Rate (g/hr)	0.43	See TRU Emission Factor C
TRU Operation Time per Truck (hrs)	2	Duration of time at loading
Daily Number of Trucks with TRU	**5**	
Total Annual TRU Hours	3129	6 days per week operation
Total Annual TRU Emissions (g)	1333.4	
Annual TRU Emission Rate (g/s)	**1.27E-04**	8-hour operation
Total Emission Rate (g/s)	**1.29E-04**	AERMOD Input - Idle + Tra

Concentration Calculations

Loading Dock	
Scaler Concentration (ug/m3)	8.68
Emission Rate (g/s)	1.29E-04
Actual Concentration (ug/m3)	1.12E-03

1360 Vine

Operational HRA (Office with Residential) - On-site Truck Emissions

Diesel Particulate Emission Factors - T7 Single Truck (EMFAC2021 - Year 2026)

Speed	g/mi	
5	0.0098	Idle emission factor
15	0.0067	On-site travel emission factor. T8 Tractor

Emissions Calculations (Loading Docks)

Land Use	TSF	Truck Trips/TSF	Truck Trips
Office and Hotel	463.521	0.039	18.1
Commercial	11.914	0.324	3.9
Housing (9 DU)	8.988	0.011	0.1
Total	475.435		23

National Cooperative Highway Research Program (NCHRP) Synthesis 298 Truck Trip Generation Data, 2001, http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_syn_298.pdf.

Transportation Northwest, Truck Trip Generation by Grocery Stores, Final Report TNW2010-04,

Parameter	Loading Dock	
Average Trucks per Day	**23**	
Days per Year	312	6 days per week
Trucks per Year	7,176	
Idle time per Truck (min)	15	5 minutes x 3 (enter, loadi
Idle time per Truck (hrs)	0.25	
Idle time per year (hrs)	1794	
Idle Emission Factor (g/hr)	0.0098	
Idle emissions per year (g)	17.65	
Annual Idle emission rate (g/s)	**1.68E-06**	8-hour operation
Transportation Refrigeration Unit (TRU)		
Emission Rate (g/hr)	0.43	See TRU Emission Factor (
TRU Operation Time per Truck (hrs)	2	Duration of time at loadin
Daily Number of Trucks with TRU	**2**	
Total Annual TRU Hours	1251	6 days per week operation
Total Annual TRU Emissions (g)	533.3	
Annual TRU Emission Rate (g/s)	**5.07E-05**	8-hour operation
Total Emission Rate (g/s)	**5.24E-05**	AERMOD Input - Idle + Tra

Concentration Calculations

Loading Dock	
Scaler Concentration (ug/m3)	8.68
Emission Rate (g/s)	5.24E-05
Actual Concentration (ug/m3)	4.55E-04

1360 Vine

Operational HRA (Office with Restaurant) - On-site Truck Emissions

Diesel Particulate Emission Factors - T7 Single Truck (EMFAC2021 - Year 2026)

Speed	g/mi	
5	0.0098	Idle emission factor
15	0.0067	On-site travel emission factor. T8 Tractor

Emissions Calculations (Loading Docks)

Land Use	TSF	Truck Trips/TSF	Truck Trips
Office and Hotel	463.521	0.039	18.1
Commercial	20.902	0.324	6.8
Total	484.423		25

National Cooperative Highway Research Program (NCHRP) Synthesis 298 Truck Trip Generation Data, 2001, http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_syn_298.pdf.

Transportation Northwest, Truck Trip Generation by Grocery Stores, Final Report TNW2010-04,

Parameter	Loading Dock	
Average Trucks per Day	**25**	
Days per Year	312	6 days per week
Trucks per Year	7,800	
Idle time per Truck (min)	15	5 minutes x 3 (enter, loadi
Idle time per Truck (hrs)	0.25	
Idle time per year (hrs)	1950	
Idle Emission Factor (g/hr)	0.0098	
Idle emissions per year (g)	19.19	
Annual Idle emission rate (g/s)	**1.83E-06**	8-hour operation

Transportation Refrigeration Unit (TRU)

Emission Rate (g/hr)	0.43	See TRU Emission Factor C
TRU Operation Time per Truck (hrs)	2	Duration of time at loading
Daily Number of Trucks with TRU	**1**	
Total Annual TRU Hours	626	6 days per week operation
Total Annual TRU Emissions (g)	266.7	
Annual TRU Emission Rate (g/s)	**2.54E-05**	8-hour operation
Total Emission Rate (g/s)	**2.72E-05**	AERMOD Input - Idle + Tra

Concentration Calculations

Loading Dock	
Scaler Concentration (ug/m3)	8.68
Emission Rate (g/s)	2.72E-05
Actual Concentration (ug/m3)	2.36E-04

CalEEMod Version: CalEEMod.2016.3.2

1360 N.Vine-Residential Option (Onsite) - Los Angeles-South Coast County, Annual

1360 N.Vine-Residential Option (Onsite)

Los Angeles-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
User Defined Commercial	1.00	User Defined Unit	0.00	0.00	0
Enclosed Parking with Elevator	764.00	Space	6.88	305,600.00	0
Apartments High Rise	417.00	Dwelling Unit	6.73	415,433.00	1193
Single Family Housing	12.00	Dwelling Unit	3.90	8,998.00	34
Strip Mall	5.00	1000sqft	0.11	5,000.00	0
Supermarket	55.00	1000sqft	1.26	55,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2025
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	616	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - LADWP SB100 Carbon Intensity (Year 2025) - 616 lbs/MWh

Land Use - User Defined Commercial = Project VMT

Construction Phase - Site Specific

Off-road Equipment - Site Specific

Off-road Equipment - Site Specific

Off-road Equipment - Site Specific

Off-road Equipment - Site Specific

Off-road Equipment - Site Specific

Off-road Equipment - Site Specific

Trips and VMT - Site Specific. Haul truck trips were included in vendor as peak daily. The vehicle class was modified to be HHDT with a one-way trip distance of 15.8 miles (Scholl Canyon Landfill)

Demolition -

Grading -

Architectural Coating -

Woodstoves - No Hearth

Area Coating -

Energy Use - see assumptions

Construction Off-road Equipment Mitigation -

Energy Mitigation -

Water Mitigation -

Waste Mitigation - City of LA Waste Diversion Rate 76.4%

Fleet Mix -

Stationary Sources - Emergency Generators and Fire Pumps -

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	20.00	87.00
tblConstructionPhase	NumDays	300.00	4.00
tblConstructionPhase	NumDays	300.00	635.00
tblConstructionPhase	NumDays	20.00	54.00
tblConstructionPhase	NumDays	30.00	168.00
tblConstructionPhase	NumDays	20.00	27.00
tblConstructionPhase	NumDays	10.00	131.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblEnergyUse	T24E	3.92	0.46
tblFireplaces	FireplaceDayYear	25.00	0.00
tblFireplaces	FireplaceHourDay	3.00	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberGas	354.45	0.00
tblFireplaces	NumberNoFireplace	41.70	0.00
tblFireplaces	NumberWood	20.85	0.00
tblFleetMix	HHD	0.03	0.00
tblFleetMix	LDA	0.54	0.00
tblFleetMix	LDT1	0.04	0.00
tblFleetMix	LDT2	0.21	0.00
tblFleetMix	LHD1	0.01	0.00
tblFleetMix	LHD2	6.2720e-003	0.00
tblFleetMix	MCY	5.2390e-003	0.00
tblFleetMix	MDV	0.12	0.00
tblFleetMix	MH	8.4100e-004	0.00
tblFleetMix	MHD	0.02	0.00
tblFleetMix	OBUS	2.5720e-003	0.00
tblFleetMix	SBUS	7.0000e-004	0.00
tblFleetMix	UBUS	1.9840e-003	0.00
tblGrading	MaterialExported	0.00	142,000.00
tblLandUse	LandUseSquareFeet	417,000.00	415,433.00
tblLandUse	LandUseSquareFeet	21,600.00	8,998.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
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tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00

tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblOffRoadEquipment	UsageHours	7.00	8.00
tblOffRoadEquipment	UsageHours	7.00	8.00
tblOffRoadEquipment	UsageHours	7.00	8.00
tblProjectCharacteristics	CO2IntensityFactor	1227.89	616
tblSolidWaste	SolidWasteGenerationRate	191.82	197.34
tblStationaryGeneratorsPumpsUse	HorsePowerValue	0.00	300.00
tblStationaryGeneratorsPumpsUse	HoursPerDay	0.00	0.50
tblStationaryGeneratorsPumpsUse	HoursPerYear	0.00	12.00
tblStationaryGeneratorsPumpsUse	NumberOfEquipment	0.00	1.00
tblTripsAndVMT	HaulingTripLength	20.00	0.10
tblTripsAndVMT	HaulingTripLength	20.00	0.10
tblTripsAndVMT	HaulingTripLength	20.00	0.10
tblTripsAndVMT	HaulingTripLength	20.00	0.10
tblTripsAndVMT	HaulingTripLength	20.00	0.10
tblTripsAndVMT	HaulingTripLength	20.00	0.10
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tblTripsAndVMT	HaulingTripNumber	170.00	0.00
tblTripsAndVMT	HaulingTripNumber	17,750.00	0.00
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tblTripsAndVMT	VendorTripLength	6.90	0.10
tblTripsAndVMT	VendorTripLength	6.90	0.10
tblTripsAndVMT	VendorTripLength	6.90	0.10
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tblTripsAndVMT	VendorTripLength	6.90	0.10
tblTripsAndVMT	VendorTripLength	6.90	0.10
tblTripsAndVMT	VendorTripNumber	0.00	20.00
tblTripsAndVMT	VendorTripNumber	0.00	170.00
tblTripsAndVMT	VendorTripNumber	106.00	175.00
tblTripsAndVMT	VendorTripNumber	0.00	100.00
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tblTripsAndVMT	VendorTripNumber	0.00	30.00
tblTripsAndVMT	VendorVehicleClass	HDT_Mix	HHDT
tblTripsAndVMT	VendorVehicleClass	HDT_Mix	HHDT
tblTripsAndVMT	VendorVehicleClass	HDT_Mix	HHDT
tblTripsAndVMT	VendorVehicleClass	HDT_Mix	HHDT
tblTripsAndVMT	WorkerTripLength	14.70	0.10
tblTripsAndVMT	WorkerTripLength	14.70	0.10

tblTripsAndVMT	WorkerTripLength	14.70	0.10
tblTripsAndVMT	WorkerTripLength	14.70	0.10
tblTripsAndVMT	WorkerTripLength	14.70	0.10
tblTripsAndVMT	WorkerTripLength	14.70	0.10
tblTripsAndVMT	WorkerTripLength	14.70	0.10
tblTripsAndVMT	WorkerTripNumber	13.00	25.00
tblTripsAndVMT	WorkerTripNumber	15.00	75.00
tblTripsAndVMT	WorkerTripNumber	452.00	25.00
tblTripsAndVMT	WorkerTripNumber	38.00	175.00
tblTripsAndVMT	WorkerTripNumber	452.00	500.00
tblTripsAndVMT	WorkerTripNumber	90.00	0.00
tblTripsAndVMT	WorkerTripNumber	18.00	50.00
tblVehicleTrips	CC_TL	8.40	0.00
tblVehicleTrips	CC_TL	8.40	0.00
tblVehicleTrips	CC_TL	8.40	0.00
tblVehicleTrips	CC_TL	8.40	6.32
tblVehicleTrips	CC_TTP	64.40	0.00
tblVehicleTrips	CC_TTP	74.50	0.00
tblVehicleTrips	CC_TTP	0.00	100.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CNW_TL	6.90	0.00
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tblVehicleTrips	CW_TL	16.60	0.00
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tblVehicleTrips	CW_TL	16.60	0.00
tblVehicleTrips	CW_TL	16.60	0.00
tblVehicleTrips	CW_TTP	16.60	0.00
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tblVehicleTrips	DV_TP	11.00	0.00
tblVehicleTrips	DV_TP	40.00	0.00
tblVehicleTrips	DV_TP	30.00	0.00
tblVehicleTrips	HO_TL	8.70	0.00
tblVehicleTrips	HO_TTP	40.60	0.00
tblVehicleTrips	HS_TL	5.90	0.00
tblVehicleTrips	HS_TTP	19.20	0.00
tblVehicleTrips	HW_TL	14.70	0.00
tblVehicleTrips	HW_TTP	40.20	0.00
tblVehicleTrips	PB_TP	3.00	0.00
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tblVehicleTrips	ST_TR	42.04	0.00
tblVehicleTrips	ST_TR	177.59	0.00
tblVehicleTrips	ST_TR	0.00	4,911.00
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tblVehicleTrips	SU_TR	166.44	0.00
tblVehicleTrips	SU_TR	0.00	4,911.00
tblVehicleTrips	WD_TR	4.20	0.00
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tblVehicleTrips	WD_TR	102.24	0.00
tblVehicleTrips	WD_TR	0.00	4,911.00
tblWater	IndoorWaterUseRate	27,169,228.68	27,951,076.99
tblWater	OutdoorWaterUseRate	17,128,426.78	17,621,331.15
tblWoodstoves	NumberCatalytic	20.85	0.00
tblWoodstoves	NumberNoncatalytic	20.85	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

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					
2021						4.5100e-003	9.3100e-003									
2022						0.1135	0.1387									
2023						0.1535	0.1604									
2024						0.1380	0.1452									
2025						0.0176	0.0185									
Maximum						**0.1535**	**0.1604**									

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					
2021						4.5100e-003	6.4000e-003									
2022						0.1135	0.1254									
2023						0.1535	0.1604									

2024						0.1380	0.1452									
2025						0.0176	0.0185									
Maximum						**0.1535**	**0.1604**									

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**3.41**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
		Highest		

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						0.0360	0.0360									
Energy						0.0201	0.0201									
Mobile						0.0378	4.4499									
Stationary						4.3000e-004	4.3000e-004									
Waste						0.0000	0.0000									
Water						0.0000	0.0000									
Total						**0.0943**	**4.5064**									

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						0.0360	0.0360									
Energy						0.0191	0.0191									
Mobile						0.0378	4.4499									
Stationary						4.3000e-004	4.3000e-004									
Waste						0.0000	0.0000									
Water						0.0000	0.0000									
Total						**0.0933**	**4.5054**									

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**1.05**	**0.02**	**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	12/16/2021	2/16/2022	6	54	
2	Grading	Grading	2/17/2022	8/31/2022	6	168	
3	Mat Foundation	Building Construction	9/1/2022	9/6/2022	6	4	
4	Foundation	Site Preparation	9/7/2022	1/31/2023	6	131	
5	Building Construction	Building Construction	2/1/2023	2/10/2025	6	635	
6	Architectural Coating	Architectural Coating	11/1/2024	2/10/2025	6	87	
7	Paving	Paving	1/10/2025	2/10/2025	6	27	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 6.88

Residential Indoor: 859,473; Residential Outdoor: 286,491; Non-Residential Indoor: 90,000; Non-Residential Outdoor: 30,000; Striped

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Air Compressors	1	8.00	78	0.48
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	1	8.00	158	0.38
Demolition	Rubber Tired Dozers	0	8.00	247	0.40
Demolition	Rubber Tired Loaders	1	8.00	203	0.36
Demolition	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Bore/Drill Rigs	1	8.00	221	0.50
Grading	Cranes	1	8.00	231	0.29
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	0	8.00	187	0.41
Grading	Pumps	1	8.00	84	0.74
Grading	Rubber Tired Dozers	0	8.00	247	0.40
Grading	Scrapers	0	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Grading	Welders	1	8.00	46	0.45
Mat Foundation	Cement and Mortar Mixers	2	8.00	9	0.56
Mat Foundation	Cranes	1	8.00	231	0.29
Mat Foundation	Forklifts	0	8.00	89	0.20
Mat Foundation	Generator Sets	0	8.00	84	0.74
Mat Foundation	Pumps	4	8.00	84	0.74
Mat Foundation	Rubber Tired Dozers	0	8.00	247	0.40
Mat Foundation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Mat Foundation	Welders	1	8.00	46	0.45
Foundation	Cement and Mortar Mixers	2	8.00	9	0.56
Foundation	Concrete/Industrial Saws	1	8.00	81	0.73
Foundation	Cranes	1	8.00	231	0.29
Foundation	Forklifts	2	8.00	89	0.20

Foundation	Plate Compactors	4	8.00	8	0.43
Foundation	Pumps	1	8.00	84	0.74
Foundation	Rough Terrain Forklifts	2	8.00	100	0.40
Foundation	Rubber Tired Dozers	0	8.00	247	0.40
Foundation	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Foundation	Welders	2	8.00	46	0.45
Building Construction	Aerial Lifts	3	8.00	63	0.31
Building Construction	Air Compressors	3	8.00	78	0.48
Building Construction	Cement and Mortar Mixers	1	8.00	9	0.56
Building Construction	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Cranes	1	8.00	231	0.29
Building Construction	Forklifts	2	8.00	89	0.20
Building Construction	Generator Sets	0	8.00	84	0.74
Building Construction	Plate Compactors	2	8.00	8	0.43
Building Construction	Pumps	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	0	7.00	97	0.37
Building Construction	Welders	2	8.00	46	0.45
Architectural Coating	Air Compressors	0	6.00	78	0.48
Paving	Cement and Mortar Mixers	1	8.00	9	0.56
Paving	Pavers	0	8.00	130	0.42
Paving	Paving Equipment	1	8.00	132	0.36
Paving	Rollers	1	8.00	80	0.38
Paving	Skid Steer Loaders	2	8.00	65	0.37
Paving	Tractors/Loaders/Backhoes	2	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	5	25.00	20.00	0.00	0.10	0.10	0.10	LD_Mix	HHDT	HHDT
Grading	6	75.00	170.00	0.00	0.10	0.10	0.10	LD_Mix	HHDT	HHDT
Mat Foundation	9	25.00	175.00	0.00	0.10	0.10	0.10	LD_Mix	HHDT	HHDT
Foundation	15	175.00	100.00	0.00	0.10	0.10	0.10	LD_Mix	HHDT	HHDT
Building Construction	16	500.00	30.00	0.00	0.10	0.10	0.10	LD_Mix	HDT_Mix	HHDT
Architectural Coating	0	0.00	0.00	0.00	0.10	0.10	0.10	LD_Mix	HDT_Mix	HHDT
Paving	7	50.00	30.00	0.00	0.10	0.10	0.10	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Demolition - 2021

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						0.0000	4.7700e-003									

Off-Road						4.5100e-003	4.5100e-003									
Total						**4.5100e-003**	**9.2800e-003**									

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									
Vendor						1.0000e-005	2.0000e-005									
Worker						0.0000	2.0000e-005									
Total						**1.0000e-005**	**4.0000e-005**									

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust						0.0000	1.8600e-003									
Off-Road						4.5100e-003	4.5100e-003									
Total						**4.5100e-003**	**6.3700e-003**									

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									
Vendor						1.0000e-005	2.0000e-005									
Worker						0.0000	2.0000e-005									
Total						**1.0000e-005**	**4.0000e-005**									

3.2 Demolition - 2022

Unmitigated Construction On-Site

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

Category	tons/yr										MT/yr					
Fugitive Dust						0.0000	0.0136									
Off-Road						0.0107	0.0107									
Total						**0.0107**	**0.0244**									

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									
Vendor						1.0000e-005	6.0000e-005									
Worker						0.0000	5.0000e-005									
Total						**1.0000e-005**	**1.1000e-004**									

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust						0.0000	5.3100e-003									
Off-Road						0.0107	0.0107									
Total						**0.0107**	**0.0160**									

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									
Vendor						1.0000e-005	6.0000e-005									
Worker						0.0000	5.0000e-005									
Total						**1.0000e-005**	**1.1000e-004**									

3.3 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust						0.0000	8.0300e-003									
Off-Road						0.0536	0.0536									
Total						**0.0536**	**0.0616**									

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									
Vendor						5.3000e-004	2.0600e-003									
Worker						4.0000e-005	5.7000e-004									
Total						**5.7000e-004**	**2.6300e-003**									

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust						0.0000	3.1300e-003									
Off-Road						0.0536	0.0536									
Total						**0.0536**	**0.0567**									

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									
Vendor						5.3000e-004	2.0600e-003									
Worker						4.0000e-005	5.7000e-004									
Total						**5.7000e-004**	**2.6300e-003**									

3.4 Mat Foundation - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road						2.4500e-003	2.4500e-003									
Total						**2.4500e-003**	**2.4500e-003**									

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									
Vendor						2.0000e-005	6.0000e-005									
Worker						0.0000	1.0000e-005									
Total						**2.0000e-005**	**7.0000e-005**									

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road						2.4500e-003	2.4500e-003									
Total						**2.4500e-003**	**2.4500e-003**									

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									
Vendor						2.0000e-005	6.0000e-005									

Worker						0.0000	1.0000e-005									
Total						**2.0000e-005**	**7.0000e-005**									

3.5 Foundation - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust						0.0000	0.0000									
Off-Road						0.0459	0.0459									
Total						**0.0459**	**0.0459**									

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									
Vendor						1.9000e-004	7.2000e-004									
Worker						6.0000e-005	8.0000e-004									
Total						**2.5000e-004**	**1.5200e-003**									

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust						0.0000	0.0000									
Off-Road						0.0459	0.0459									
Total						**0.0459**	**0.0459**									

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									
Vendor						1.9000e-004	7.2000e-004									
Worker						6.0000e-005	8.0000e-004									
Total						**2.5000e-004**	**1.5200e-003**									

3.5 Foundation - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust						0.0000	0.0000									
Off-Road						0.0105	0.0105									
Total						**0.0105**	**0.0105**									

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									
Vendor						3.0000e-005	1.7000e-004									
Worker						2.0000e-005	2.1000e-004									
Total						**5.0000e-005**	**3.8000e-004**									

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust						0.0000	0.0000									
Off-Road						0.0105	0.0105									
Total						**0.0105**	**0.0105**									

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									
Vendor						3.0000e-005	1.7000e-004									
Worker						2.0000e-005	2.1000e-004									
Total						**5.0000e-005**	**3.8000e-004**									

3.6 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road						0.1424	0.1424									
Total						**0.1424**	**0.1424**									

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									
Vendor						6.0000e-005	5.6000e-004									
Worker						4.8000e-004	6.5100e-003									
Total						**5.4000e-004**	**7.0700e-003**									

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						0.1424	0.1424									
Total						**0.1424**	**0.1424**									

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									
Vendor						6.0000e-005	5.6000e-004									
Worker						4.8000e-004	6.5100e-003									
Total						**5.4000e-004**	**7.0700e-003**									

3.6 Building Construction - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road						0.1375	0.1375									
Total						**0.1375**	**0.1375**									

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									
Vendor						6.0000e-005	6.1000e-004									
Worker						5.2000e-004	7.1400e-003									
Total						**5.8000e-004**	**7.7500e-003**									

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						0.1375	0.1375									
Total						**0.1375**	**0.1375**									

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									
Vendor						6.0000e-005	6.1000e-004									
Worker						5.2000e-004	7.1400e-003									
Total						**5.8000e-004**	**7.7500e-003**									

3.6 Building Construction - 2025

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						0.0134	0.0134									
Total						**0.0134**	**0.0134**									

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									
Vendor						1.0000e-005	7.0000e-005									
Worker						6.0000e-005	7.9000e-004									
Total						**7.0000e-005**	**8.6000e-004**									

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						0.0134	0.0134									
Total						**0.0134**	**0.0134**									

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									
Vendor						1.0000e-005	7.0000e-005									
Worker						6.0000e-005	7.9000e-004									
Total						**7.0000e-005**	**8.6000e-004**									

3.7 Architectural Coating - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating						0.0000	0.0000									
Off-Road						0.0000	0.0000									
Total						**0.0000**	**0.0000**									

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									
Vendor						0.0000	0.0000									
Worker						0.0000	0.0000									
Total						**0.0000**	**0.0000**									

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						0.0000	0.0000									
Off-Road						0.0000	0.0000									
Total						**0.0000**	**0.0000**									

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									
Vendor						0.0000	0.0000									
Worker						0.0000	0.0000									
Total						**0.0000**	**0.0000**									

3.7 Architectural Coating - 2025

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						0.0000	0.0000									
Off-Road						0.0000	0.0000									
Total						**0.0000**	**0.0000**									

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									
Vendor						0.0000	0.0000									
Worker						0.0000	0.0000									
Total						**0.0000**	**0.0000**									

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						0.0000	0.0000									
Off-Road						0.0000	0.0000									
Total						**0.0000**	**0.0000**									

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									
Vendor						0.0000	0.0000									
Worker						0.0000	0.0000									
Total						**0.0000**	**0.0000**									

3.8 Paving - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road						4.1300e-003	4.1300e-003									
Paving						0.0000	0.0000									
Total						**4.1300e-003**	**4.1300e-003**									

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									
Vendor						0.0000	5.0000e-005									
Worker						0.0000	6.0000e-005									

Total						**0.0000**	**1.1000e-004**									

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road						4.1300e-003	4.1300e-003									
Paving						0.0000	0.0000									
Total						**4.1300e-003**	**4.1300e-003**									

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									
Vendor						0.0000	5.0000e-005									
Worker						0.0000	6.0000e-005									
Total						**0.0000**	**1.1000e-004**									

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						0.0378	4.4499									
Unmitigated						0.0378	4.4499									

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments High Rise	0.00	0.00	0.00		
Enclosed Parking with Elevator	0.00	0.00	0.00		

Single Family Housing	114.24	118.92	103.44	387,388	387,388
Strip Mall	0.00	0.00	0.00		
Supermarket	0.00	0.00	0.00		
User Defined Commercial	4,911.00	4,911.00	4911.00	11,297,657	11,297,657
Total	5,025.24	5,029.92	5,014.44	11,685,045	11,685,045

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments High Rise	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
Single Family Housing	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Strip Mall	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
Supermarket	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
User Defined Commercial	0.00	6.32	0.00	0.00	100.00	0.00	100	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments High Rise	0.544880	0.044491	0.207704	0.117752	0.014693	0.006272	0.020732	0.032141	0.002572	0.001984	0.005239	0.000700	0.000841
Enclosed Parking with Elevator	0.544880	0.044491	0.207704	0.117752	0.014693	0.006272	0.020732	0.032141	0.002572	0.001984	0.005239	0.000700	0.000841
Single Family Housing	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000
Strip Mall	0.544880	0.044491	0.207704	0.117752	0.014693	0.006272	0.020732	0.032141	0.002572	0.001984	0.005239	0.000700	0.000841
Supermarket	0.544880	0.044491	0.207704	0.117752	0.014693	0.006272	0.020732	0.032141	0.002572	0.001984	0.005239	0.000700	0.000841
User Defined Commercial	0.544880	0.044491	0.207704	0.117752	0.014693	0.006272	0.020732	0.032141	0.002572	0.001984	0.005239	0.000700	0.000841

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

	ROG	NOx	CO	SO2	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									
Electricity Unmitigated						0.0000	0.0000									
NaturalGas Mitigated						0.0191	0.0191									
NaturalGas Unmitigated						0.0201	0.0201									

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					

Apartments High Rise	3.84346e+006						0.0143	0.0143									
Enclosed Parking with Elevator	0						0.0000	0.0000									
Single Family Housing	329955						1.2300e-003	1.2300e-003									
Strip Mall	8200						3.0000e-005	3.0000e-005									
Supermarket	1.21385e+006						4.5200e-003	4.5200e-003									
User Defined Commercial	0						0.0000	0.0000									
Total							**0.0201**	**0.0201**									

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments High Rise	3.66057e+006						0.0136	0.0136									
Enclosed Parking with Elevator	0						0.0000	0.0000									
Single Family Housing	302757						1.1300e-003	1.1300e-003									
Strip Mall	7625						3.0000e-005	3.0000e-005									
Supermarket	1.15979e+006						4.3200e-003	4.3200e-003									
User Defined Commercial	0						0.0000	0.0000									
Total							**0.0191**	**0.0191**									

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments High Rise	1.65135e+006				
Enclosed Parking with Elevator	733440				
Single Family Housing	95708.5				
Strip Mall	67500				
Supermarket	2.05315e+006				
User Defined Commercial	0				
Total					

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments High Rise	1.64449e+006				
Enclosed Parking with Elevator	719382				
Single Family Housing	95455.4				
Strip Mall	65495				
Supermarket	2.02884e+006				
User Defined Commercial	0				
Total					

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	tons/yr										MT/yr					
Mitigated						0.0360	0.0360									
Unmitigated						0.0360	0.0360									

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						0.0000	0.0000									
Consumer Products						0.0000	0.0000									
Hearth						0.0115	0.0115									
Landscaping						0.0246	0.0246									
Total						**0.0360**	**0.0360**									

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating						0.0000	0.0000									
Consumer Products						0.0000	0.0000									
Hearth						0.0115	0.0115									
Landscaping						0.0246	0.0246									
Total						**0.0360**	**0.0360**									

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated				
Unmitigated				

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments High Rise	27.9511 / 17.6213				
Enclosed Parking with Elevator	0 / 0				
Single Family Housing	0.781848 / 0.492904				
Strip Mall	0.370363 / 0.226996				
Supermarket	6.77975 / 0.209683				
User Defined Commercial	0 / 0				
Total					

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments High Rise	27.9511 / 17.6213				
Enclosed Parking with Elevator	0 / 0				
Single Family Housing	0.781848 / 0.492904				
Strip Mall	0.370363 / 0.226996				
Supermarket	6.77975 / 0.209683				
User Defined Commercial	0 / 0				
Total					

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated				
Unmitigated				

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments High Rise	197.34				
Enclosed Parking with Elevator	0				
Single Family Housing	13.94				
Strip Mall	5.25				
Supermarket	310.2				
User Defined Commercial	0				
Total					

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments High Rise	46.5722				
Enclosed Parking with Elevator	0				
Single Family Housing	3.28984				
Strip Mall	1.239				
Supermarket	73.2072				
User Defined Commercial	0				
Total					

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
Emergency Generator	1	0.5	12	300	0.73	Diesel

Boilers

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

User Defined Equipment

Equipment Type	Number

10.1 Stationary Sources

Unmitigated/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
Equipment Type	tons/yr										MT/yr					
Emergency Generator - Diesel (300 - 600 HP)						4.3000e-004	4.3000e-004									
Total						**4.3000e-004**	**4.3000e-004**									

11.0 Vegetation

CalEEMod Version: CalEEMod.2016.3.2

1360 N.Vine-Construction (Onsite) - Office Option - Los Angeles-South Coast County, Annual

1360 N.Vine-Construction (Onsite) - Office Option

Los Angeles-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	463.52	1000sqft	10.64	463,521.00	0
User Defined Commercial	1.00	User Defined Unit	0.00	0.00	0
Enclosed Parking with Elevator	1,705.00	Space	15.34	682,000.00	0
Quality Restaurant	11.91	1000sqft	0.27	11,914.00	0
Single Family Housing	12.00	Dwelling Unit	3.90	8,998.00	34

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2025
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	616	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - LADWP SB100 Carbon Intensity (Year 2025) - 616 lbs/MWh

Land Use - See Project Description

User Defined Commercial - Primary Trips

Construction Phase - Site Specific

Off-road Equipment - Site Specific

Off-road Equipment - Site Specific

Off-road Equipment - see assumptions

Off-road Equipment - Site Specific

Off-road Equipment - Site Specific

Off-road Equipment - Site Specific

Off-road Equipment - see construction assumptions

Off-road Equipment - Site Specific

Trips and VMT - Site Specific. Haul truck trips were included in vendor as peak daily. The vehicle class was modified to be HHDT with a one-way trip distance of 15.8 miles (Scholl Canyon Landfill)

Demolition -

Grading - see assumptions

Architectural Coating -

Woodstoves - No Wood Burning Fireplaces

Area Coating -

Energy Use - Adjustments for parking energy

Construction Off-road Equipment Mitigation -

Energy Mitigation -

Water Mitigation -

Waste Mitigation - City of LA Waste Diversion Rate of 76.4%

Stationary Sources - Emergency Generators and Fire Pumps -

Table Name	Column Name	Default Value	New Value
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tblConstructionPhase	NumDays	500.00	432.00
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tblConstructionPhase	NumDays	45.00	264.00
tblConstructionPhase	NumDays	35.00	27.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblEnergyUse	LightingElect	1.75	2.33
tblEnergyUse	T24E	3.92	0.46
tblFleetMix	HHD	0.03	0.00
tblFleetMix	LDA	0.54	0.00
tblFleetMix	LDT1	0.04	0.00
tblFleetMix	LDT2	0.21	0.00
tblFleetMix	LHD1	0.01	0.00
tblFleetMix	LHD2	6.2720e-003	0.00
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tblFleetMix	MDV	0.12	0.00
tblFleetMix	MH	8.4100e-004	0.00
tblFleetMix	MHD	0.02	0.00
tblFleetMix	OBUS	2.5720e-003	0.00
tblFleetMix	SBUS	7.0000e-004	0.00
tblFleetMix	UBUS	1.9840e-003	0.00
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tblLandUse	LandUseSquareFeet	463,520.00	463,521.00
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tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00

tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
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tblOffRoadEquipment	UsageHours	7.00	8.00
tblOffRoadEquipment	UsageHours	7.00	8.00
tblOffRoadEquipment	UsageHours	7.00	8.00
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tblTripsAndVMT	VendorVehicleClass	HDT_Mix	HHDT
tblTripsAndVMT	VendorVehicleClass	HDT_Mix	HHDT
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tblTripsAndVMT	WorkerTripLength	14.70	0.10
tblTripsAndVMT	WorkerTripLength	14.70	0.10
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tblVehicleTrips	CW_TL	16.60	0.00
tblVehicleTrips	CW_TL	16.60	0.00
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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					
2021						4.5100e-003	9.3100e-003									
2022						0.1213	0.1566									
2023						0.1341	0.1390									
2024						0.1420	0.1492									
2025						0.0185	0.0194									
Maximum						**0.1420**	**0.1566**									

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					
2021						4.5100e-003	6.4000e-003									
2022						0.1213	0.1372									
2023						0.1341	0.1390									
2024						0.1420	0.1492									
2025						0.0185	0.0194									
Maximum						**0.1420**	**0.1492**									

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**4.71**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
		Highest		

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						0.0122	0.0122									
Energy						0.0295	0.0295									
Mobile						0.0304	3.6603									
Stationary						4.3000e-004	4.3000e-004									
Waste						0.0000	0.0000									
Water						0.0000	0.0000									

Total						**0.0725**	**3.7024**									

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						0.0122	0.0122									
Energy						0.0274	0.0274									
Mobile						0.0304	3.6603									
Stationary						4.3000e-004	4.3000e-004									
Waste						0.0000	0.0000									
Water						0.0000	0.0000									
Total						**0.0705**	**3.7004**									

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**2.79**	**0.05**	**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	12/16/2021	2/16/2022	6	54	
2	Grading	Grading	2/17/2022	12/21/2022	6	264	
3	Mat Foundation	Building Construction	1/3/2023	1/6/2023	6	4	
4	Building Foundation and Subgrade	Building Construction	1/7/2023	9/25/2023	6	224	
5	Building Construction	Building Construction	9/26/2023	2/10/2025	6	432	
6	Architectural Coating	Architectural Coating	8/1/2024	2/10/2025	6	166	
7	Paving	Paving	1/10/2025	2/10/2025	6	27	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 15.34

Residential Indoor: 18,221; Residential Outdoor: 6,074; Non-Residential Indoor: 713,153; Non-Residential Outdoor: 237,718; Striped

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Air Compressors	1	8.00	78	0.48
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	1	8.00	158	0.38
Demolition	Rubber Tired Dozers	0	8.00	247	0.40
Demolition	Rubber Tired Loaders	1	8.00	203	0.36

Demolition	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Bore/Drill Rigs	1	8.00	221	0.50
Grading	Cranes	1	8.00	231	0.29
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	0	8.00	187	0.41
Grading	Pumps	1	8.00	84	0.74
Grading	Rubber Tired Dozers	0	8.00	247	0.40
Grading	Rubber Tired Loaders	1	8.00	203	0.36
Grading	Scrapers	0	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Welders	1	8.00	46	0.45
Mat Foundation	Cement and Mortar Mixers	2	8.00	9	0.56
Mat Foundation	Cranes	1	8.00	231	0.29
Mat Foundation	Forklifts	0	8.00	89	0.20
Mat Foundation	Generator Sets	0	8.00	84	0.74
Mat Foundation	Pumps	4	8.00	84	0.74
Mat Foundation	Rubber Tired Dozers	0	8.00	247	0.40
Mat Foundation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Mat Foundation	Welders	1	8.00	46	0.45
Building Foundation and Subgrade	Cement and Mortar Mixers	2	8.00	9	0.56
Building Foundation and Subgrade	Concrete/Industrial Saws	1	8.00	81	0.73
Building Foundation and Subgrade	Cranes	1	8.00	231	0.29
Building Foundation and Subgrade	Forklifts	2	8.00	89	0.20
Building Foundation and Subgrade	Generator Sets	0	8.00	84	0.74
Building Foundation and Subgrade	Plate Compactors	4	8.00	8	0.43
Building Foundation and Subgrade	Pumps	1	8.00	84	0.74
Building Foundation and Subgrade	Rough Terrain Forklifts	2	8.00	100	0.40
Building Foundation and Subgrade	Tractors/Loaders/Backhoes	0	7.00	97	0.37
Building Foundation and Subgrade	Welders	2	8.00	46	0.45
Building Construction	Aerial Lifts	3	8.00	63	0.31
Building Construction	Air Compressors	3	8.00	78	0.48
Building Construction	Cement and Mortar Mixers	1	8.00	9	0.56
Building Construction	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Cranes	1	8.00	231	0.29
Building Construction	Forklifts	2	8.00	89	0.20
Building Construction	Generator Sets	0	8.00	84	0.74
Building Construction	Plate Compactors	2	8.00	8	0.43
Building Construction	Pumps	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	0	7.00	97	0.37
Building Construction	Welders	2	8.00	46	0.45
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	1	8.00	9	0.56
Paving	Pavers	0	8.00	130	0.42
Paving	Paving Equipment	1	8.00	132	0.36
Paving	Rollers	1	8.00	80	0.38
Paving	Skid Steer Loaders	2	8.00	65	0.37
Paving	Tractors/Loaders/Backhoes	2	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	5	25.00	20.00	0.00	0.10	0.10	0.10	LD_Mix	HHDT	HHDT
Grading	8	75.00	190.00	0.00	0.10	0.10	0.10	LD_Mix	HHDT	HHDT
Mat Foundation	9	25.00	175.00	0.00	0.10	0.10	0.10	LD_Mix	HHDT	HHDT
Building Foundation and Subgrade	15	175.00	100.00	0.00	0.10	0.10	0.10	LD_Mix	HDT_Mix	HHDT
Building Construction	16	500.00	30.00	0.00	0.10	0.10	0.10	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	0.00	0.00	0.00	0.10	0.10	0.10	LD_Mix	HDT_Mix	HHDT
Paving	7	50.00	30.00	0.00	0.10	0.10	0.10	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Demolition - 2021

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						0.0000	4.7700e-003									
Off-Road						4.5100e-003	4.5100e-003									
Total						**4.5100e-003**	**9.2800e-003**									

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									
Vendor						1.0000e-005	2.0000e-005									
Worker						0.0000	2.0000e-005									
Total						**1.0000e-005**	**4.0000e-005**									

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust						0.0000	1.8600e-003									

Off-Road						4.5100e-003	4.5100e-003									
Total						**4.5100e-003**	**6.3700e-003**									

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									
Vendor						1.0000e-005	2.0000e-005									
Worker						0.0000	2.0000e-005									
Total						**1.0000e-005**	**4.0000e-005**									

3.2 Demolition - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust						0.0000	0.0136									
Off-Road						0.0107	0.0107									
Total						**0.0107**	**0.0244**									

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									
Vendor						1.0000e-005	6.0000e-005									
Worker						0.0000	5.0000e-005									
Total						**1.0000e-005**	**1.1000e-004**									

Mitigated Construction On-Site

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

Category	tons/yr										MT/yr					
Fugitive Dust						0.0000	5.3100e-003									
Off-Road						0.0107	0.0107									
Total						**0.0107**	**0.0160**									

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									
Vendor						1.0000e-005	6.0000e-005									
Worker						0.0000	5.0000e-005									
Total						**1.0000e-005**	**1.1000e-004**									

3.3 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust						0.0000	0.0182									
Off-Road						0.1095	0.1095									
Total						**0.1095**	**0.1276**									

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									
Vendor						9.4000e-004	3.6200e-003									
Worker						7.0000e-005	9.0000e-004									
Total						**1.0100e-003**	**4.5200e-003**									

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust						0.0000	7.0800e-003									
Off-Road						0.1095	0.1095									
Total						**0.1095**	**0.1166**									

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									
Vendor						9.4000e-004	3.6200e-003									
Worker						7.0000e-005	9.0000e-004									
Total						**1.0100e-003**	**4.5200e-003**									

3.4 Mat Foundation - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road						1.7200e-003	1.7200e-003									
Total						**1.7200e-003**	**1.7200e-003**									

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									
Vendor						1.0000e-005	5.0000e-005									
Worker						0.0000	0.0000									
Total						**1.0000e-005**	**5.0000e-005**									

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						1.7200e-003	1.7200e-003									
Total						**1.7200e-003**	**1.7200e-003**									

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									
Vendor						1.0000e-005	5.0000e-005									
Worker						0.0000	0.0000									
Total						**1.0000e-005**	**5.0000e-005**									

3.5 Building Foundation and Subgrade - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road						0.0906	0.0906									
Total						**0.0906**	**0.0906**									

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									
Vendor						1.6000e-004	1.4700e-003									

Worker						1.3000e-004	1.7800e-003									
Total						**2.9000e-004**	**3.2500e-003**									

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						0.0906	0.0906									
Total						**0.0906**	**0.0906**									

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									
Vendor						1.6000e-004	1.4700e-003									
Worker						1.3000e-004	1.7800e-003									
Total						**2.9000e-004**	**3.2500e-003**									

3.6 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road						0.0413	0.0413									
Total						**0.0413**	**0.0413**									

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									
Vendor						2.0000e-005	1.6000e-004									
Worker						1.4000e-004	1.8900e-003									
Total						**1.6000e-004**	**2.0500e-003**									

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						0.0413	0.0413									
Total						**0.0413**	**0.0413**									

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									
Vendor						2.0000e-005	1.6000e-004									
Worker						1.4000e-004	1.8900e-003									
Total						**1.6000e-004**	**2.0500e-003**									

3.6 Building Construction - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road						0.1375	0.1375									
Total						**0.1375**	**0.1375**									

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									
Vendor						6.0000e-005	6.1000e-004									
Worker						5.2000e-004	7.1400e-003									
Total						**5.8000e-004**	**7.7500e-003**									

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						0.1375	0.1375									
Total						**0.1375**	**0.1375**									

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									
Vendor						6.0000e-005	6.1000e-004									
Worker						5.2000e-004	7.1400e-003									
Total						**5.8000e-004**	**7.7500e-003**									

3.6 Building Construction - 2025

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						0.0134	0.0134									
Total						**0.0134**	**0.0134**									

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									
Vendor						1.0000e-005	7.0000e-005									
Worker						6.0000e-005	7.9000e-004									
Total						**7.0000e-005**	**8.6000e-004**									

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						0.0134	0.0134									
Total						**0.0134**	**0.0134**									

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									
Vendor						1.0000e-005	7.0000e-005									
Worker						6.0000e-005	7.9000e-004									
Total						**7.0000e-005**	**8.6000e-004**									

3.7 Architectural Coating - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating						0.0000	0.0000									
Off-Road						3.9900e-003	3.9900e-003									

Total						**3.9900e-003**	**3.9900e-003**									

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									
Vendor						0.0000	0.0000									
Worker						0.0000	0.0000									
Total						**0.0000**	**0.0000**									

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						0.0000	0.0000									
Off-Road						3.9900e-003	3.9900e-003									
Total						**3.9900e-003**	**3.9900e-003**									

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									
Vendor						0.0000	0.0000									
Worker						0.0000	0.0000									
Total						**0.0000**	**0.0000**									

3.7 Architectural Coating - 2025

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						0.0000	0.0000									
Off-Road						9.0000e-004	9.0000e-004									
Total						**9.0000e-004**	**9.0000e-004**									

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									
Vendor						0.0000	0.0000									
Worker						0.0000	0.0000									
Total						**0.0000**	**0.0000**									

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						0.0000	0.0000									
Off-Road						9.0000e-004	9.0000e-004									
Total						**9.0000e-004**	**9.0000e-004**									

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									
Vendor						0.0000	0.0000									
Worker						0.0000	0.0000									
Total						**0.0000**	**0.0000**									

3.8 Paving - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road						4.1300e-003	4.1300e-003									
Paving						0.0000	0.0000									
Total						**4.1300e-003**	**4.1300e-003**									

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									
Vendor						0.0000	5.0000e-005									
Worker						0.0000	6.0000e-005									
Total						**0.0000**	**1.1000e-004**									

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road						4.1300e-003	4.1300e-003									
Paving						0.0000	0.0000									
Total						**4.1300e-003**	**4.1300e-003**									

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									
Vendor						0.0000	5.0000e-005									
Worker						0.0000	6.0000e-005									
Total						**0.0000**	**1.1000e-004**									

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						0.0304	3.6603									
Unmitigated						0.0304	3.6603									

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Enclosed Parking with Elevator	0.00	0.00	0.00		
General Office Building	0.00	0.00	0.00		
Quality Restaurant	0.00	0.00	0.00		
Single Family Housing	114.24	118.92	103.44	387,388	387,388
User Defined Commercial	3,534.00	3,534.00	3534.00	9,236,180	9,236,180
Total	3,648.24	3,652.92	3,637.44	9,623,568	9,623,568

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
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
General Office Building	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
Quality Restaurant	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
Single Family Housing	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
User Defined Commercial	0.00	7.18	0.00	0.00	100.00	0.00	100	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Single Family Housing	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000
Enclosed Parking with Elevator	0.544880	0.044491	0.207704	0.117752	0.014693	0.006272	0.020732	0.032141	0.002572	0.001984	0.005239	0.000700	0.000841
General Office Building	0.544880	0.044491	0.207704	0.117752	0.014693	0.006272	0.020732	0.032141	0.002572	0.001984	0.005239	0.000700	0.000841
Quality Restaurant	0.544880	0.044491	0.207704	0.117752	0.014693	0.006272	0.020732	0.032141	0.002572	0.001984	0.005239	0.000700	0.000841
User Defined Commercial	0.544880	0.044491	0.207704	0.117752	0.014693	0.006272	0.020732	0.032141	0.002572	0.001984	0.005239	0.000700	0.000841

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

	ROG	NOx	CO	SO2	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									
Electricity Unmitigated						0.0000	0.0000									
NaturalGas Mitigated						0.0274	0.0274									
NaturalGas Unmitigated						0.0295	0.0295									

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					
Enclosed Parking with Elevator	0						0.0000	0.0000									
General Office Building	4.82525e+006						0.0180	0.0180									
Quality Restaurant	2.74927e+006						0.0102	0.0102									
Single Family Housing	329955						1.2300e-003	1.2300e-003									
User Defined Commercial	0						0.0000	0.0000									
Total							**0.0295**	**0.0295**									

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					
Enclosed Parking with Elevator	0						0.0000	0.0000									
General Office Building	4.36081e+006						0.0163	0.0163									
Quality Restaurant	2.69807e+006						0.0101	0.0101									
Single Family Housing	302757						1.1300e-003	1.1300e-003									
User Defined Commercial	0						0.0000	0.0000									
Total							**0.0274**	**0.0274**									

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Enclosed Parking with Elevator	2.03236e+006				
General Office Building	6.02114e+006				
Quality Restaurant	525884				
Single Family Housing	95708.5				
User Defined Commercial	0				
Total					

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Enclosed Parking with Elevator	2.00099e+006				
General Office Building	5.80792e+006				
Quality Restaurant	516222				
Single Family Housing	95455.4				
User Defined Commercial	0				
Total					

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	tons/yr										MT/yr					
Mitigated						0.0122	0.0122									
Unmitigated						0.0122	0.0122									

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						0.0000	0.0000									
Consumer Products						0.0000	0.0000									
Hearth						0.0115	0.0115									
Landscaping						7.8000e-004	7.8000e-004									
Total						**0.0122**	**0.0122**									

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating						0.0000	0.0000									
Consumer Products						0.0000	0.0000									
Hearth						0.0115	0.0115									
Landscaping						7.8000e-004	7.8000e-004									
Total						**0.0122**	**0.0122**									

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated				
Unmitigated				

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			

Enclosed Parking with Elevator	0 / 0				
General Office Building	82.3831 / 50.4929				
Quality Restaurant	3.61509 / 0.23075				
Single Family Housing	0.781848 / 0.492904				
User Defined Commercial	0 / 0				
Total					

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Enclosed Parking with Elevator	0 / 0				
General Office Building	82.3831 / 50.4929				
Quality Restaurant	3.61509 / 0.23075				
Single Family Housing	0.781848 / 0.492904				
User Defined Commercial	0 / 0				
Total					

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated				
Unmitigated				

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			

Enclosed Parking with Elevator	0			
General Office Building	431.07			
Quality Restaurant	10.87			
Single Family Housing	13.94			
User Defined Commercial	0			
Total				

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Enclosed Parking with Elevator	0				
General Office Building	101.733				
Quality Restaurant	2.56532				
Single Family Housing	3.28984				
User Defined Commercial	0				
Total					

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
Emergency Generator	1	0.5	12	300	0.73	Diesel

Boilers

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

User Defined Equipment

Equipment Type	Number

10.1 Stationary Sources

Unmitigated/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
Equipment Type	tons/yr										MT/yr					
Emergency Generator - Diesel (300 - 600 HP)						4.3000e-004	4.3000e-004									

Total						4.3000e-004	4.3000e-004										

11.0 Vegetation

Appendix B

Carcinogenic and Non-Carcinogenic Risk Calculations

1360 Vine - Health Risk Assessment

Cancer Risk Calculations

Residential Receptor - 70 year Exposure Duration

Diesel Particulate Matter Emission Rate Calculation / Scaler		Construction	Operations	
	Year -->	**2023-2025**	**2025-2092**	
Average Annual Emission Rate (g/s)[a]		9.31E-03	-	
Scaler Concentration (ug/m3)[b]		37.97	-	
Diesel Particulate Concentration (ug/m3)		0.354	1.40E-03	

Cancer Risk Calculations - DPM

Parameter	**2023-2025**	**2025-2092**	**Total**
Breathing Rate	393	393	
Exposure Frequency (EF)	350	350	
Exposure Duration (ED) (years)	**3.17**	**66.83**	**70**
AT	25550	25550	
70-Year (Lifetime) Concentration (ug/m3)	3.54E-01	1.40E-03	
70-Year (Lifetime) Dose (mg/kg-d)	1.33E-04	5.26E-07	
Carcinogen Potency (CPF) $(mg/kg\text{-}d)^{-1}$			
- Diesel Particulate Matter	1.1	1.1	
Cancer Risk	6.63E-06	5.53E-07	7.18E-06
Risk per Million (DPM)	**6.6**	**0.55**	**7.2**

[a] Emissions based on a 4-year average

[b] Scaler concentration based on an AERMOD emission rate of 1 g/s, 8-hours per day

Chronic Risk Calculations - DPM

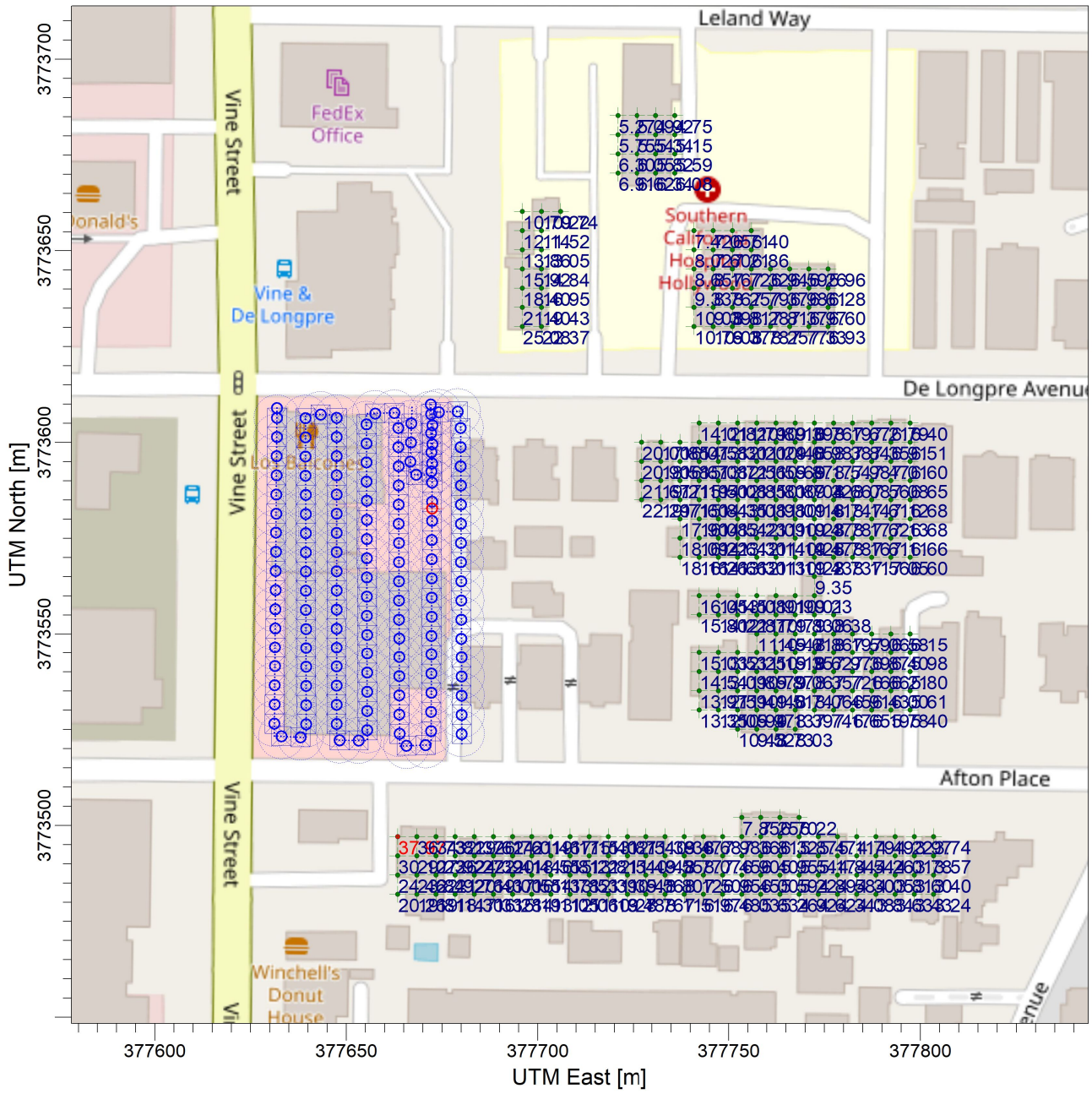
Receptor	**Annual Concentration (ug/m3)**	**Chronic Inhalation REL (ug/m3)**	**Chronic Risk (HI)**
Residential	3.5E-01	5	7.1E-02

Appendix C

AERMOD Source Receptor Configuration and Output File

PROJECT TITLE:

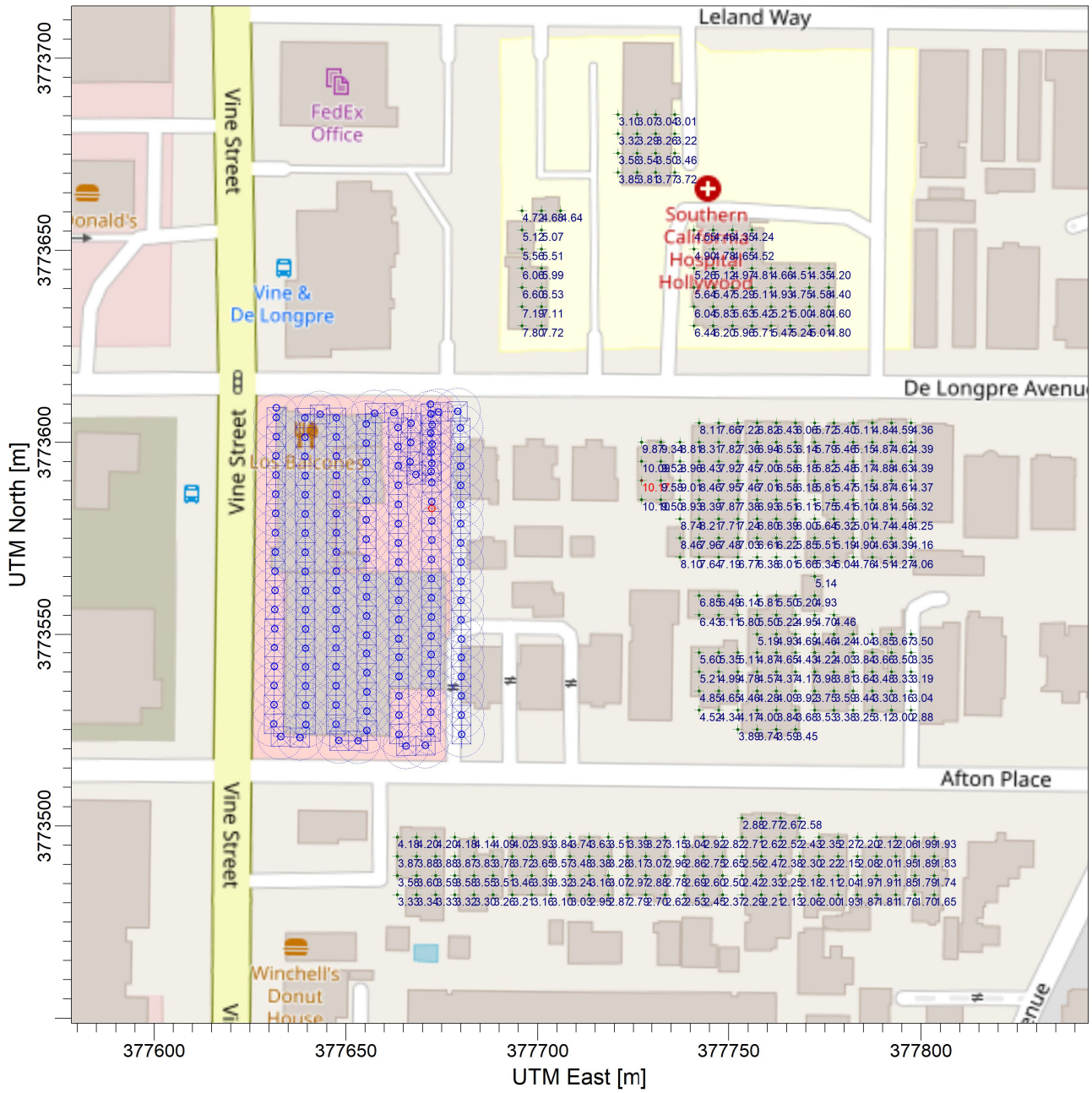
1360 N. Vine HRA - Construction



COMMENTS:	SOURCES: **3**	COMPANY NAME:	
	RECEPTORS: **379**	MODELER:	
	OUTPUT TYPE: **Concentration**	SCALE: 1:1,669 (0 — 0.05 km)	
	MAX: **38.0 ug/m^3**	DATE: **10/23/2023**	PROJECT NO.:

PROJECT TITLE:

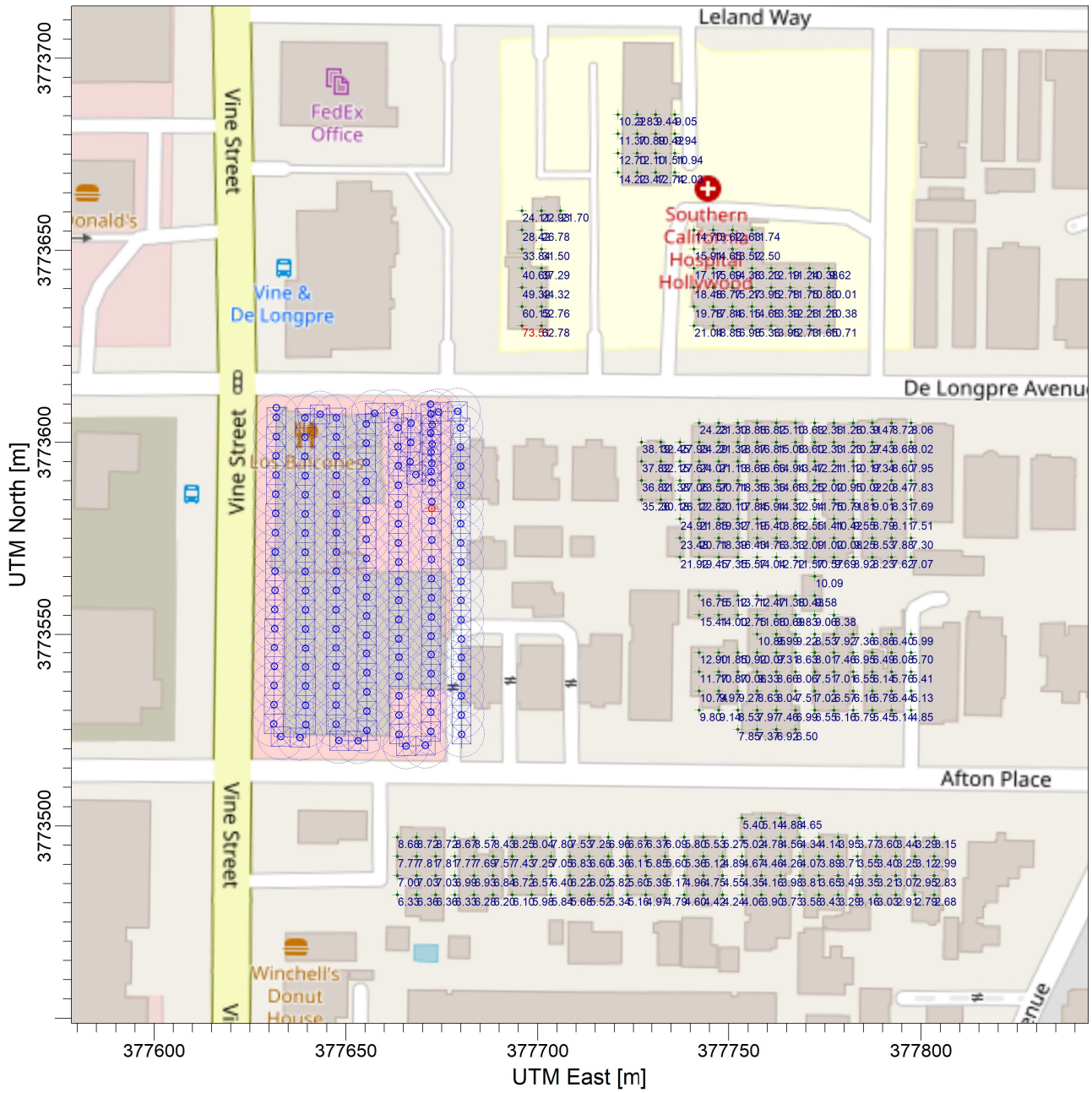
1360 N. Vine HRA - Emergency Generator



COMMENTS:	SOURCES: **3**	COMPANY NAME:	
	RECEPTORS: **379**	MODELER:	
	OUTPUT TYPE: **Concentration**	SCALE: 1:1,666 (0 — 0.05 km)	
	MAX: **10.17 ug/m^3**	DATE: **10/23/2023**	PROJECT NO.:

PROJECT TITLE:

1360 N. Vine HRA - Loading Dock



COMMENTS:	SOURCES: **3**	COMPANY NAME:	
	RECEPTORS: **379**	MODELER:	
	OUTPUT TYPE: **Concentration**	SCALE: 1:1,666 (0 — 0.05 km)	
	MAX: **73.5 ug/m^3**	DATE: **10/23/2023**	PROJECT NO.:

```
** Lakes Environmental AERMOD MPI
**
**************************************
**
** AERMOD Input Produced by:
** AERMOD View Ver. 11.2.0
** Lakes Environmental Software Inc.
** Date: 10/20/2023
** File: C:\Users\M.McPherson\Desktop\1360 Vine v2\1360 Vine v2.ADI
**
**************************************
**
**
**************************************
** AERMOD Control Pathway
**************************************
**
**
CO STARTING
   TITLEONE C:\Users\M.McPherson\Desktop\1360 Vine v2\1360 Vine v2.isc
   MODELOPT DFAULT CONC
   AVERTIME PERIOD
   URBANOPT 9818605
   POLLUTID DPM
   RUNORNOT RUN
   ERRORFIL "1360 Vine v2.err"
CO FINISHED
**
**************************************
** AERMOD Source Pathway
**************************************
**
**
SO STARTING
** Source Location **
** Source ID - Type - X Coord. - Y Coord. **
** ------------------------------------------------------------------------
** Line Source Represented by Adjacent Volume Sources
** LINE VOLUME Source ID = CONSTRUCTION
** DESCRSRC
** PREFIX
** Length of Side = 5.00
** Configuration = Adjacent
** Emission Rate = 1.0
** Elevated
** Vertical Dimension = 5.00
** SZINIT = 1.16
** Nodes = 14
** 377631.872, 3773608.990, 102.82, 0.00, 2.33
** 377631.179, 3773523.328, 101.11, 0.00, 2.33
** 377639.509, 3773522.879, 101.06, 0.00, 2.33
** 377639.301, 3773607.417, 102.79, 0.00, 2.33
** 377647.488, 3773607.206, 102.82, 0.00, 2.33
** 377647.424, 3773522.192, 100.98, 0.00, 2.33
** 377655.454, 3773522.086, 101.40, 0.00, 2.33
** 377655.232, 3773607.536, 102.89, 0.00, 2.33
** 377663.567, 3773607.779, 102.88, 0.00, 2.33
** 377663.869, 3773520.693, 101.34, 0.00, 2.33
** 377672.125, 3773520.970, 101.29, 0.00, 2.33
** 377672.455, 3773607.893, 102.86, 0.00, 2.33
** 377679.812, 3773608.116, 102.77, 0.00, 2.33
** 377680.141, 3773520.457, 101.20, 0.00, 2.33
** ------------------------------------------------------------------------
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   LOCATION L0025468     VOLUME   377631.812 3773601.490 102.61
   LOCATION L0025469     VOLUME   377631.771 3773596.490 102.51
LOCATION L0025470     VOLUME   377631.731 3773591.491 102.42
LOCATION L0025471     VOLUME   377631.690 3773586.491 102.31
LOCATION L0025472     VOLUME   377631.650 3773581.491 102.21
LOCATION L0025473     VOLUME   377631.610 3773576.491 102.11
LOCATION L0025474     VOLUME   377631.569 3773571.491 102.01
LOCATION L0025475     VOLUME   377631.529 3773566.491 101.90
LOCATION L0025476     VOLUME   377631.488 3773561.492 101.80
LOCATION L0025477     VOLUME   377631.448 3773556.492 101.70
LOCATION L0025478     VOLUME   377631.407 3773551.492 101.60
LOCATION L0025479     VOLUME   377631.367 3773546.492 101.50
LOCATION L0025480     VOLUME   377631.326 3773541.492 101.39
LOCATION L0025481     VOLUME   377631.286 3773536.492 101.29
LOCATION L0025482     VOLUME   377631.246 3773531.493 101.19
LOCATION L0025483     VOLUME   377631.205 3773526.493 101.08
LOCATION L0025484     VOLUME   377633.012 3773523.229 101.03
LOCATION L0025485     VOLUME   377638.004 3773522.960 101.09
LOCATION L0025486     VOLUME   377639.500 3773526.372 101.18
LOCATION L0025487     VOLUME   377639.488 3773531.372 101.29
LOCATION L0025488     VOLUME   377639.476 3773536.372 101.40
LOCATION L0025489     VOLUME   377639.463 3773541.372 101.51
LOCATION L0025490     VOLUME   377639.451 3773546.372 101.62
LOCATION L0025491     VOLUME   377639.439 3773551.372 101.72
LOCATION L0025492     VOLUME   377639.426 3773556.372 101.83
LOCATION L0025493     VOLUME   377639.414 3773561.372 101.94
LOCATION L0025494     VOLUME   377639.402 3773566.372 102.04
LOCATION L0025495     VOLUME   377639.390 3773571.372 102.14
LOCATION L0025496     VOLUME   377639.377 3773576.372 102.23
LOCATION L0025497     VOLUME   377639.365 3773581.372 102.33
LOCATION L0025498     VOLUME   377639.353 3773586.372 102.43
LOCATION L0025499     VOLUME   377639.340 3773591.372 102.53
LOCATION L0025500     VOLUME   377639.328 3773596.372 102.60
LOCATION L0025501     VOLUME   377639.316 3773601.372 102.68
LOCATION L0025502     VOLUME   377639.303 3773606.372 102.75
LOCATION L0025503     VOLUME   377643.254 3773607.316 102.79
LOCATION L0025504     VOLUME   377647.487 3773606.442 102.81
LOCATION L0025505     VOLUME   377647.483 3773601.442 102.76
LOCATION L0025506     VOLUME   377647.480 3773596.442 102.70
LOCATION L0025507     VOLUME   377647.476 3773591.442 102.65
LOCATION L0025508     VOLUME   377647.472 3773586.442 102.56
LOCATION L0025509     VOLUME   377647.468 3773581.442 102.46
LOCATION L0025510     VOLUME   377647.465 3773576.442 102.37
LOCATION L0025511     VOLUME   377647.461 3773571.442 102.27
LOCATION L0025512     VOLUME   377647.457 3773566.442 102.18
LOCATION L0025513     VOLUME   377647.453 3773561.442 102.08
LOCATION L0025514     VOLUME   377647.450 3773556.442 101.97
LOCATION L0025515     VOLUME   377647.446 3773551.442 101.85
LOCATION L0025516     VOLUME   377647.442 3773546.442 101.74
LOCATION L0025517     VOLUME   377647.438 3773541.442 101.62
LOCATION L0025518     VOLUME   377647.435 3773536.442 101.51
LOCATION L0025519     VOLUME   377647.431 3773531.442 101.39
LOCATION L0025520     VOLUME   377647.427 3773526.442 101.27
LOCATION L0025521     VOLUME   377648.174 3773522.183 101.18
LOCATION L0025522     VOLUME   377653.174 3773522.116 101.24
LOCATION L0025523     VOLUME   377655.447 3773524.805 101.33
LOCATION L0025524     VOLUME   377655.434 3773529.805 101.45
LOCATION L0025525     VOLUME   377655.421 3773534.805 101.57
LOCATION L0025526     VOLUME   377655.408 3773539.805 101.70
LOCATION L0025527     VOLUME   377655.395 3773544.805 101.82
LOCATION L0025528     VOLUME   377655.382 3773549.805 101.94
LOCATION L0025529     VOLUME   377655.369 3773554.805 102.07
LOCATION L0025530     VOLUME   377655.356 3773559.805 102.19
LOCATION L0025531     VOLUME   377655.343 3773564.805 102.28
LOCATION L0025532     VOLUME   377655.330 3773569.805 102.38
LOCATION L0025533     VOLUME   377655.317 3773574.805 102.47
LOCATION L0025534     VOLUME   377655.304 3773579.805 102.56
LOCATION L0025535     VOLUME   377655.291 3773584.805 102.65
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   LOCATION L0025536     VOLUME   377655.279 3773589.805 102.75
   LOCATION L0025537     VOLUME   377655.266 3773594.805 102.79
   LOCATION L0025538     VOLUME   377655.253 3773599.805 102.82
   LOCATION L0025539     VOLUME   377655.240 3773604.805 102.85
   LOCATION L0025540     VOLUME   377657.501 3773607.602 102.88
   LOCATION L0025541     VOLUME   377662.498 3773607.748 102.85
   LOCATION L0025542     VOLUME   377663.581 3773603.849 102.83
   LOCATION L0025543     VOLUME   377663.598 3773598.849 102.80
   LOCATION L0025544     VOLUME   377663.615 3773593.849 102.78
   LOCATION L0025545     VOLUME   377663.633 3773588.849 102.72
   LOCATION L0025546     VOLUME   377663.650 3773583.849 102.62
   LOCATION L0025547     VOLUME   377663.668 3773578.849 102.53
   LOCATION L0025548     VOLUME   377663.685 3773573.849 102.43
   LOCATION L0025549     VOLUME   377663.702 3773568.849 102.33
   LOCATION L0025550     VOLUME   377663.720 3773563.849 102.23
   LOCATION L0025551     VOLUME   377663.737 3773558.849 102.12
   LOCATION L0025552     VOLUME   377663.754 3773553.849 102.00
   LOCATION L0025553     VOLUME   377663.772 3773548.849 101.88
   LOCATION L0025554     VOLUME   377663.789 3773543.849 101.76
   LOCATION L0025555     VOLUME   377663.806 3773538.849 101.64
   LOCATION L0025556     VOLUME   377663.824 3773533.849 101.51
   LOCATION L0025557     VOLUME   377663.841 3773528.849 101.39
   LOCATION L0025558     VOLUME   377663.858 3773523.849 101.28
   LOCATION L0025559     VOLUME   377665.713 3773520.755 101.20
   LOCATION L0025560     VOLUME   377670.710 3773520.922 101.18
   LOCATION L0025561     VOLUME   377672.139 3773524.554 101.25
   LOCATION L0025562     VOLUME   377672.158 3773529.553 101.35
   LOCATION L0025563     VOLUME   377672.177 3773534.553 101.47
   LOCATION L0025564     VOLUME   377672.196 3773539.553 101.58
   LOCATION L0025565     VOLUME   377672.215 3773544.553 101.70
   LOCATION L0025566     VOLUME   377672.234 3773549.553 101.81
   LOCATION L0025567     VOLUME   377672.253 3773554.553 101.93
   LOCATION L0025568     VOLUME   377672.272 3773559.553 102.04
   LOCATION L0025569     VOLUME   377672.291 3773564.553 102.15
   LOCATION L0025570     VOLUME   377672.309 3773569.553 102.26
   LOCATION L0025571     VOLUME   377672.328 3773574.553 102.36
   LOCATION L0025572     VOLUME   377672.347 3773579.553 102.47
   LOCATION L0025573     VOLUME   377672.366 3773584.553 102.58
   LOCATION L0025574     VOLUME   377672.385 3773589.553 102.68
   LOCATION L0025575     VOLUME   377672.404 3773594.553 102.73
   LOCATION L0025576     VOLUME   377672.423 3773599.553 102.76
   LOCATION L0025577     VOLUME   377672.442 3773604.553 102.78
   LOCATION L0025578     VOLUME   377674.114 3773607.943 102.79
   LOCATION L0025579     VOLUME   377679.112 3773608.095 102.76
   LOCATION L0025580     VOLUME   377679.828 3773603.817 102.73
   LOCATION L0025581     VOLUME   377679.847 3773598.817 102.71
   LOCATION L0025582     VOLUME   377679.866 3773593.817 102.68
   LOCATION L0025583     VOLUME   377679.885 3773588.817 102.62
   LOCATION L0025584     VOLUME   377679.903 3773583.817 102.51
   LOCATION L0025585     VOLUME   377679.922 3773578.817 102.39
   LOCATION L0025586     VOLUME   377679.941 3773573.817 102.28
   LOCATION L0025587     VOLUME   377679.960 3773568.817 102.17
   LOCATION L0025588     VOLUME   377679.978 3773563.817 102.05
   LOCATION L0025589     VOLUME   377679.997 3773558.817 101.94
   LOCATION L0025590     VOLUME   377680.016 3773553.817 101.83
   LOCATION L0025591     VOLUME   377680.034 3773548.818 101.72
   LOCATION L0025592     VOLUME   377680.053 3773543.818 101.61
   LOCATION L0025593     VOLUME   377680.072 3773538.818 101.50
   LOCATION L0025594     VOLUME   377680.091 3773533.818 101.39
   LOCATION L0025595     VOLUME   377680.109 3773528.818 101.28
   LOCATION L0025596     VOLUME   377680.128 3773523.818 101.19
** End of LINE VOLUME Source ID = CONSTRUCTION
** ----------------------------------------------------------------------
** Line Source Represented by Adjacent Volume Sources
** LINE VOLUME Source ID = LOADING
** DESCRSRC
** PREFIX
** Length of Side = 5.00
** Configuration = Adjacent
** Emission Rate = 1.0
** Elevated
** Vertical Dimension = 5.00
** SZINIT = 1.16
** Nodes = 4
** 377672.066, 3773609.935, 102.86, 3.66, 2.33
** 377672.242, 3773591.447, 102.66, 3.66, 2.33
** 377666.577, 3773591.675, 102.72, 3.66, 2.33
** 377667.111, 3773609.139, 102.88, 3.66, 2.33
** ----------------------------------------------------------------------
   LOCATION L0012220     VOLUME   377672.090 3773607.435 102.80
   LOCATION L0012221     VOLUME   377672.138 3773602.435 102.77
   LOCATION L0012222     VOLUME   377672.185 3773597.435 102.75
   LOCATION L0012223     VOLUME   377672.233 3773592.435 102.72
   LOCATION L0012224     VOLUME   377668.234 3773591.608 102.74
   LOCATION L0012225     VOLUME   377666.680 3773595.016 102.77
   LOCATION L0012226     VOLUME   377666.832 3773600.013 102.79
   LOCATION L0012227     VOLUME   377666.985 3773605.011 102.81
** End of LINE VOLUME Source ID = LOADING
   LOCATION GENERATOR    POINT      377672.400  3773582.840      102.540
** Source Parameters **
** LINE VOLUME Source ID = CONSTRUCTION
   SRCPARAM L0025467     0.0076923077      0.00      2.33      1.16
   SRCPARAM L0025468     0.0076923077      0.00      2.33      1.16
   SRCPARAM L0025469     0.0076923077      0.00      2.33      1.16
   SRCPARAM L0025470     0.0076923077      0.00      2.33      1.16
   SRCPARAM L0025471     0.0076923077      0.00      2.33      1.16
   SRCPARAM L0025472     0.0076923077      0.00      2.33      1.16
   SRCPARAM L0025473     0.0076923077      0.00      2.33      1.16
   SRCPARAM L0025474     0.0076923077      0.00      2.33      1.16
   SRCPARAM L0025475     0.0076923077      0.00      2.33      1.16
   SRCPARAM L0025476     0.0076923077      0.00      2.33      1.16
   SRCPARAM L0025477     0.0076923077      0.00      2.33      1.16
   SRCPARAM L0025478     0.0076923077      0.00      2.33      1.16
   SRCPARAM L0025479     0.0076923077      0.00      2.33      1.16
   SRCPARAM L0025480     0.0076923077      0.00      2.33      1.16
   SRCPARAM L0025481     0.0076923077      0.00      2.33      1.16
   SRCPARAM L0025482     0.0076923077      0.00      2.33      1.16
   SRCPARAM L0025483     0.0076923077      0.00      2.33      1.16
   SRCPARAM L0025484     0.0076923077      0.00      2.33      1.16
   SRCPARAM L0025485     0.0076923077      0.00      2.33      1.16
   SRCPARAM L0025486     0.0076923077      0.00      2.33      1.16
   SRCPARAM L0025487     0.0076923077      0.00      2.33      1.16
   SRCPARAM L0025488     0.0076923077      0.00      2.33      1.16
   SRCPARAM L0025489     0.0076923077      0.00      2.33      1.16
   SRCPARAM L0025490     0.0076923077      0.00      2.33      1.16
   SRCPARAM L0025491     0.0076923077      0.00      2.33      1.16
   SRCPARAM L0025492     0.0076923077      0.00      2.33      1.16
   SRCPARAM L0025493     0.0076923077      0.00      2.33      1.16
   SRCPARAM L0025494     0.0076923077      0.00      2.33      1.16
   SRCPARAM L0025495     0.0076923077      0.00      2.33      1.16
   SRCPARAM L0025496     0.0076923077      0.00      2.33      1.16
   SRCPARAM L0025497     0.0076923077      0.00      2.33      1.16
   SRCPARAM L0025498     0.0076923077      0.00      2.33      1.16
   SRCPARAM L0025499     0.0076923077      0.00      2.33      1.16
   SRCPARAM L0025500     0.0076923077      0.00      2.33      1.16
   SRCPARAM L0025501     0.0076923077      0.00      2.33      1.16
   SRCPARAM L0025502     0.0076923077      0.00      2.33      1.16
   SRCPARAM L0025503     0.0076923077      0.00      2.33      1.16
   SRCPARAM L0025504     0.0076923077      0.00      2.33      1.16
   SRCPARAM L0025505     0.0076923077      0.00      2.33      1.16
   SRCPARAM L0025506     0.0076923077      0.00      2.33      1.16
   SRCPARAM L0025507     0.0076923077      0.00      2.33      1.16
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   SRCPARAM L0025508     0.0076923077      0.00      2.33      1.16
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   SRCPARAM L0025510     0.0076923077      0.00      2.33      1.16
   SRCPARAM L0025511     0.0076923077      0.00      2.33      1.16
   SRCPARAM L0025512     0.0076923077      0.00      2.33      1.16
   SRCPARAM L0025513     0.0076923077      0.00      2.33      1.16
   SRCPARAM L0025514     0.0076923077      0.00      2.33      1.16
   SRCPARAM L0025515     0.0076923077      0.00      2.33      1.16
   SRCPARAM L0025516     0.0076923077      0.00      2.33      1.16
   SRCPARAM L0025517     0.0076923077      0.00      2.33      1.16
   SRCPARAM L0025518     0.0076923077      0.00      2.33      1.16
   SRCPARAM L0025519     0.0076923077      0.00      2.33      1.16
   SRCPARAM L0025520     0.0076923077      0.00      2.33      1.16
   SRCPARAM L0025521     0.0076923077      0.00      2.33      1.16
   SRCPARAM L0025522     0.0076923077      0.00      2.33      1.16
   SRCPARAM L0025523     0.0076923077      0.00      2.33      1.16
   SRCPARAM L0025524     0.0076923077      0.00      2.33      1.16
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   SRCPARAM L0025528     0.0076923077      0.00      2.33      1.16
   SRCPARAM L0025529     0.0076923077      0.00      2.33      1.16
   SRCPARAM L0025530     0.0076923077      0.00      2.33      1.16
   SRCPARAM L0025531     0.0076923077      0.00      2.33      1.16
   SRCPARAM L0025532     0.0076923077      0.00      2.33      1.16
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   SRCPARAM L0025534     0.0076923077      0.00      2.33      1.16
   SRCPARAM L0025535     0.0076923077      0.00      2.33      1.16
   SRCPARAM L0025536     0.0076923077      0.00      2.33      1.16
   SRCPARAM L0025537     0.0076923077      0.00      2.33      1.16
   SRCPARAM L0025538     0.0076923077      0.00      2.33      1.16
   SRCPARAM L0025539     0.0076923077      0.00      2.33      1.16
   SRCPARAM L0025540     0.0076923077      0.00      2.33      1.16
   SRCPARAM L0025541     0.0076923077      0.00      2.33      1.16
   SRCPARAM L0025542     0.0076923077      0.00      2.33      1.16
   SRCPARAM L0025543     0.0076923077      0.00      2.33      1.16
   SRCPARAM L0025544     0.0076923077      0.00      2.33      1.16
   SRCPARAM L0025545     0.0076923077      0.00      2.33      1.16
   SRCPARAM L0025546     0.0076923077      0.00      2.33      1.16
   SRCPARAM L0025547     0.0076923077      0.00      2.33      1.16
   SRCPARAM L0025548     0.0076923077      0.00      2.33      1.16
   SRCPARAM L0025549     0.0076923077      0.00      2.33      1.16
   SRCPARAM L0025550     0.0076923077      0.00      2.33      1.16
   SRCPARAM L0025551     0.0076923077      0.00      2.33      1.16
   SRCPARAM L0025552     0.0076923077      0.00      2.33      1.16
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   SRCPARAM L0025560     0.0076923077      0.00      2.33      1.16
   SRCPARAM L0025561     0.0076923077      0.00      2.33      1.16
   SRCPARAM L0025562     0.0076923077      0.00      2.33      1.16
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   SRCPARAM L0025564     0.0076923077      0.00      2.33      1.16
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   SRCPARAM L0025570     0.0076923077      0.00      2.33      1.16
   SRCPARAM L0025571     0.0076923077      0.00      2.33      1.16
   SRCPARAM L0025572     0.0076923077      0.00      2.33      1.16
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   SRCPARAM L0025574     0.0076923077      0.00      2.33      1.16
   SRCPARAM L0025575     0.0076923077      0.00      2.33      1.16
   SRCPARAM L0025576     0.0076923077      0.00      2.33      1.16
   SRCPARAM L0025577     0.0076923077      0.00      2.33      1.16
   SRCPARAM L0025578     0.0076923077      0.00      2.33      1.16
   SRCPARAM L0025579     0.0076923077      0.00      2.33      1.16
   SRCPARAM L0025580     0.0076923077      0.00      2.33      1.16
   SRCPARAM L0025581     0.0076923077      0.00      2.33      1.16
   SRCPARAM L0025582     0.0076923077      0.00      2.33      1.16
   SRCPARAM L0025583     0.0076923077      0.00      2.33      1.16
   SRCPARAM L0025584     0.0076923077      0.00      2.33      1.16
   SRCPARAM L0025585     0.0076923077      0.00      2.33      1.16
   SRCPARAM L0025586     0.0076923077      0.00      2.33      1.16
   SRCPARAM L0025587     0.0076923077      0.00      2.33      1.16
   SRCPARAM L0025588     0.0076923077      0.00      2.33      1.16
   SRCPARAM L0025589     0.0076923077      0.00      2.33      1.16
   SRCPARAM L0025590     0.0076923077      0.00      2.33      1.16
   SRCPARAM L0025591     0.0076923077      0.00      2.33      1.16
   SRCPARAM L0025592     0.0076923077      0.00      2.33      1.16
   SRCPARAM L0025593     0.0076923077      0.00      2.33      1.16
   SRCPARAM L0025594     0.0076923077      0.00      2.33      1.16
   SRCPARAM L0025595     0.0076923077      0.00      2.33      1.16
   SRCPARAM L0025596     0.0076923077      0.00      2.33      1.16
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** LINE VOLUME Source ID = LOADING
   SRCPARAM L0012220          0.125      3.66      2.33      1.16
   SRCPARAM L0012221          0.125      3.66      2.33      1.16
   SRCPARAM L0012222          0.125      3.66      2.33      1.16
   SRCPARAM L0012223          0.125      3.66      2.33      1.16
   SRCPARAM L0012224          0.125      3.66      2.33      1.16
   SRCPARAM L0012225          0.125      3.66      2.33      1.16
   SRCPARAM L0012226          0.125      3.66      2.33      1.16
   SRCPARAM L0012227          0.125      3.66      2.33      1.16
** ------------------------------------------------------------------
   SRCPARAM GENERATOR           1.0     3.658   768.150 15.9178729994454    0.3048
   URBANSRC ALL

** Variable Emissions Type: "By Hour-of-Day (HROFDY)"
** Variable Emission Scenario: "Construction"
   EMISFACT L0025467     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT L0025467     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
   EMISFACT L0025467     HROFDY 1.0 1.0 1.0 0.0 0.0 0.0
   EMISFACT L0025467     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT L0025468     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT L0025468     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
   EMISFACT L0025468     HROFDY 1.0 1.0 1.0 0.0 0.0 0.0
   EMISFACT L0025468     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT L0025469     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT L0025469     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
   EMISFACT L0025469     HROFDY 1.0 1.0 1.0 0.0 0.0 0.0
   EMISFACT L0025469     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT L0025470     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT L0025470     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
   EMISFACT L0025470     HROFDY 1.0 1.0 1.0 0.0 0.0 0.0
   EMISFACT L0025470     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT L0025471     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT L0025471     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
   EMISFACT L0025471     HROFDY 1.0 1.0 1.0 0.0 0.0 0.0
   EMISFACT L0025471     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT L0025472     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT L0025472     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
   EMISFACT L0025472     HROFDY 1.0 1.0 1.0 0.0 0.0 0.0
   EMISFACT L0025472     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT L0025473     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT L0025473     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
   EMISFACT L0025473     HROFDY 1.0 1.0 1.0 0.0 0.0 0.0
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EMISFACT L0025538     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0025538     HROFDY 1.0 1.0 1.0 0.0 0.0 0.0
EMISFACT L0025538     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0025539     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0025539     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0025539     HROFDY 1.0 1.0 1.0 0.0 0.0 0.0
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EMISFACT L0025539     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0025540     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0025540     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0025540     HROFDY 1.0 1.0 1.0 0.0 0.0 0.0
EMISFACT L0025540     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0025541     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0025541     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0025541     HROFDY 1.0 1.0 1.0 0.0 0.0 0.0
EMISFACT L0025541     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0025542     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0025542     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0025542     HROFDY 1.0 1.0 1.0 0.0 0.0 0.0
EMISFACT L0025542     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0025543     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0025543     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0025543     HROFDY 1.0 1.0 1.0 0.0 0.0 0.0
EMISFACT L0025543     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0025544     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0025544     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0025544     HROFDY 1.0 1.0 1.0 0.0 0.0 0.0
EMISFACT L0025544     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0025545     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0025545     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0025545     HROFDY 1.0 1.0 1.0 0.0 0.0 0.0
EMISFACT L0025545     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0025546     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0025546     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0025546     HROFDY 1.0 1.0 1.0 0.0 0.0 0.0
EMISFACT L0025546     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0025547     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0025547     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0025547     HROFDY 1.0 1.0 1.0 0.0 0.0 0.0
EMISFACT L0025547     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0025548     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0025548     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0025548     HROFDY 1.0 1.0 1.0 0.0 0.0 0.0
EMISFACT L0025548     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0025549     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0025549     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0025549     HROFDY 1.0 1.0 1.0 0.0 0.0 0.0
EMISFACT L0025549     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0025550     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0025550     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0025550     HROFDY 1.0 1.0 1.0 0.0 0.0 0.0
EMISFACT L0025550     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0025551     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0025551     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0025551     HROFDY 1.0 1.0 1.0 0.0 0.0 0.0
EMISFACT L0025551     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0025552     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0025552     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0025552     HROFDY 1.0 1.0 1.0 0.0 0.0 0.0
EMISFACT L0025552     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0025553     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0025553     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0025553     HROFDY 1.0 1.0 1.0 0.0 0.0 0.0
EMISFACT L0025553     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0025554     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0025554     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0025554     HROFDY 1.0 1.0 1.0 0.0 0.0 0.0
EMISFACT L0025554     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0025555     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0025555     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0025555     HROFDY 1.0 1.0 1.0 0.0 0.0 0.0
EMISFACT L0025555     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0025556     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
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EMISFACT L0025556     HROFDY 1.0 1.0 1.0 0.0 0.0 0.0
EMISFACT L0025556     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0025557     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0025557     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0025557     HROFDY 1.0 1.0 1.0 0.0 0.0 0.0
EMISFACT L0025557     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0025558     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0025558     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0025558     HROFDY 1.0 1.0 1.0 0.0 0.0 0.0
EMISFACT L0025558     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0025559     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0025559     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0025559     HROFDY 1.0 1.0 1.0 0.0 0.0 0.0
EMISFACT L0025559     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0025560     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0025560     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0025560     HROFDY 1.0 1.0 1.0 0.0 0.0 0.0
EMISFACT L0025560     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0025561     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
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EMISFACT L0025561     HROFDY 1.0 1.0 1.0 0.0 0.0 0.0
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EMISFACT L0025562     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
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EMISFACT L0025562     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0025563     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
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EMISFACT L0025563     HROFDY 1.0 1.0 1.0 0.0 0.0 0.0
EMISFACT L0025563     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0025564     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
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EMISFACT L0025564     HROFDY 1.0 1.0 1.0 0.0 0.0 0.0
EMISFACT L0025564     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0025565     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0025565     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0025565     HROFDY 1.0 1.0 1.0 0.0 0.0 0.0
EMISFACT L0025565     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0025566     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0025566     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0025566     HROFDY 1.0 1.0 1.0 0.0 0.0 0.0
EMISFACT L0025566     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0025567     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0025567     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0025567     HROFDY 1.0 1.0 1.0 0.0 0.0 0.0
EMISFACT L0025567     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0025568     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0025568     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0025568     HROFDY 1.0 1.0 1.0 0.0 0.0 0.0
EMISFACT L0025568     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0025569     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
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EMISFACT L0025569     HROFDY 1.0 1.0 1.0 0.0 0.0 0.0
EMISFACT L0025569     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0025570     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
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EMISFACT L0025570     HROFDY 1.0 1.0 1.0 0.0 0.0 0.0
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EMISFACT L0025571     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0025571     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0025571     HROFDY 1.0 1.0 1.0 0.0 0.0 0.0
EMISFACT L0025571     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0025572     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0025572     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0025572     HROFDY 1.0 1.0 1.0 0.0 0.0 0.0
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   EMISFACT L0025572     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT L0025573     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT L0025573     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
   EMISFACT L0025573     HROFDY 1.0 1.0 1.0 0.0 0.0 0.0
   EMISFACT L0025573     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT L0025574     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT L0025574     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
   EMISFACT L0025574     HROFDY 1.0 1.0 1.0 0.0 0.0 0.0
   EMISFACT L0025574     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT L0025575     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT L0025575     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
   EMISFACT L0025575     HROFDY 1.0 1.0 1.0 0.0 0.0 0.0
   EMISFACT L0025575     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT L0025576     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT L0025576     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
   EMISFACT L0025576     HROFDY 1.0 1.0 1.0 0.0 0.0 0.0
   EMISFACT L0025576     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT L0025577     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT L0025577     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
   EMISFACT L0025577     HROFDY 1.0 1.0 1.0 0.0 0.0 0.0
   EMISFACT L0025577     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT L0025578     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT L0025578     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
   EMISFACT L0025578     HROFDY 1.0 1.0 1.0 0.0 0.0 0.0
   EMISFACT L0025578     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT L0025579     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
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   EMISFACT L0025579     HROFDY 1.0 1.0 1.0 0.0 0.0 0.0
   EMISFACT L0025579     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT L0025580     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT L0025580     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
   EMISFACT L0025580     HROFDY 1.0 1.0 1.0 0.0 0.0 0.0
   EMISFACT L0025580     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT L0025581     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT L0025581     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
   EMISFACT L0025581     HROFDY 1.0 1.0 1.0 0.0 0.0 0.0
   EMISFACT L0025581     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT L0025582     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT L0025582     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
   EMISFACT L0025582     HROFDY 1.0 1.0 1.0 0.0 0.0 0.0
   EMISFACT L0025582     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT L0025583     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT L0025583     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
   EMISFACT L0025583     HROFDY 1.0 1.0 1.0 0.0 0.0 0.0
   EMISFACT L0025583     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT L0025584     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT L0025584     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
   EMISFACT L0025584     HROFDY 1.0 1.0 1.0 0.0 0.0 0.0
   EMISFACT L0025584     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT L0025585     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT L0025585     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
   EMISFACT L0025585     HROFDY 1.0 1.0 1.0 0.0 0.0 0.0
   EMISFACT L0025585     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT L0025586     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT L0025586     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
   EMISFACT L0025586     HROFDY 1.0 1.0 1.0 0.0 0.0 0.0
   EMISFACT L0025586     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT L0025587     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT L0025587     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
   EMISFACT L0025587     HROFDY 1.0 1.0 1.0 0.0 0.0 0.0
   EMISFACT L0025587     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
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   EMISFACT L0025588     HROFDY 1.0 1.0 1.0 0.0 0.0 0.0
   EMISFACT L0025588     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT L0025589     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT L0025589     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
   EMISFACT L0025589     HROFDY 1.0 1.0 1.0 0.0 0.0 0.0
   EMISFACT L0025589     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT L0025590     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT L0025590     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
   EMISFACT L0025590     HROFDY 1.0 1.0 1.0 0.0 0.0 0.0
   EMISFACT L0025590     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT L0025591     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT L0025591     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
   EMISFACT L0025591     HROFDY 1.0 1.0 1.0 0.0 0.0 0.0
   EMISFACT L0025591     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT L0025592     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT L0025592     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
   EMISFACT L0025592     HROFDY 1.0 1.0 1.0 0.0 0.0 0.0
   EMISFACT L0025592     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT L0025593     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
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   EMISFACT L0025593     HROFDY 1.0 1.0 1.0 0.0 0.0 0.0
   EMISFACT L0025593     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT L0025594     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT L0025594     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
   EMISFACT L0025594     HROFDY 1.0 1.0 1.0 0.0 0.0 0.0
   EMISFACT L0025594     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT L0025595     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT L0025595     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
   EMISFACT L0025595     HROFDY 1.0 1.0 1.0 0.0 0.0 0.0
   EMISFACT L0025595     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT L0025596     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT L0025596     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
   EMISFACT L0025596     HROFDY 1.0 1.0 1.0 0.0 0.0 0.0
   EMISFACT L0025596     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0

** Variable Emissions Type: "By Hour-of-Day (HROFDY)"
** Variable Emission Scenario: "Operations (1)"
   EMISFACT L0012220     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT L0012220     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
   EMISFACT L0012220     HROFDY 1.0 1.0 1.0 0.0 0.0 0.0
   EMISFACT L0012220     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT L0012221     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT L0012221     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
   EMISFACT L0012221     HROFDY 1.0 1.0 1.0 0.0 0.0 0.0
   EMISFACT L0012221     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT L0012222     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT L0012222     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
   EMISFACT L0012222     HROFDY 1.0 1.0 1.0 0.0 0.0 0.0
   EMISFACT L0012222     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT L0012223     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT L0012223     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
   EMISFACT L0012223     HROFDY 1.0 1.0 1.0 0.0 0.0 0.0
   EMISFACT L0012223     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT L0012224     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT L0012224     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
   EMISFACT L0012224     HROFDY 1.0 1.0 1.0 0.0 0.0 0.0
   EMISFACT L0012224     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT L0012225     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT L0012225     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
   EMISFACT L0012225     HROFDY 1.0 1.0 1.0 0.0 0.0 0.0
   EMISFACT L0012225     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT L0012226     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT L0012226     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
   EMISFACT L0012226     HROFDY 1.0 1.0 1.0 0.0 0.0 0.0
   EMISFACT L0012226     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT L0012227     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT L0012227     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
   EMISFACT L0012227     HROFDY 1.0 1.0 1.0 0.0 0.0 0.0
   EMISFACT L0012227     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
```

```
   EMISFACT GENERATOR    HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT GENERATOR    HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
   EMISFACT GENERATOR    HROFDY 1.0 1.0 1.0 0.0 0.0 0.0
   EMISFACT GENERATOR    HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   SRCGROUP Construc L0025467 L0025468 L0025469 L0025470 L0025471 L0025472
   SRCGROUP Construc L0025473 L0025474 L0025475 L0025476 L0025477 L0025478
   SRCGROUP Construc L0025479 L0025480 L0025481 L0025482 L0025483 L0025484
   SRCGROUP Construc L0025485 L0025486 L0025487 L0025488 L0025489 L0025490
   SRCGROUP Construc L0025491 L0025492 L0025493 L0025494 L0025495 L0025496
   SRCGROUP Construc L0025497 L0025498 L0025499 L0025500 L0025501 L0025502
   SRCGROUP Construc L0025503 L0025504 L0025505 L0025506 L0025507 L0025508
   SRCGROUP Construc L0025509 L0025510 L0025511 L0025512 L0025513 L0025514
   SRCGROUP Construc L0025515 L0025516 L0025517 L0025518 L0025519 L0025520
   SRCGROUP Construc L0025521 L0025522 L0025523 L0025524 L0025525 L0025526
   SRCGROUP Construc L0025527 L0025528 L0025529 L0025530 L0025531 L0025532
   SRCGROUP Construc L0025533 L0025534 L0025535 L0025536 L0025537 L0025538
   SRCGROUP Construc L0025539 L0025540 L0025541 L0025542 L0025543 L0025544
   SRCGROUP Construc L0025545 L0025546 L0025547 L0025548 L0025549 L0025550
   SRCGROUP Construc L0025551 L0025552 L0025553 L0025554 L0025555 L0025556
   SRCGROUP Construc L0025557 L0025558 L0025559 L0025560 L0025561 L0025562
   SRCGROUP Construc L0025563 L0025564 L0025565 L0025566 L0025567 L0025568
   SRCGROUP Construc L0025569 L0025570 L0025571 L0025572 L0025573 L0025574
   SRCGROUP Construc L0025575 L0025576 L0025577 L0025578 L0025579 L0025580
   SRCGROUP Construc L0025581 L0025582 L0025583 L0025584 L0025585 L0025586
   SRCGROUP Construc L0025587 L0025588 L0025589 L0025590 L0025591 L0025592
   SRCGROUP Construc L0025593 L0025594 L0025595 L0025596
   SRCGROUP Generato GENERATOR
   SRCGROUP Loading  L0012220 L0012221 L0012222 L0012223 L0012224 L0012225
   SRCGROUP Loading  L0012226 L0012227
SO FINISHED
**
**************************************
** AERMOD Receptor Pathway
**************************************
**
**
RE STARTING
   INCLUDED "1360 Vine v2.rou"
RE FINISHED
**
**************************************
** AERMOD Meteorology Pathway
**************************************
**
**
ME STARTING
   SURFFILE KCQT_V9_ADJU\KCQT_v9.SFC
   PROFFILE KCQT_V9_ADJU\KCQT_v9.PFL
   SURFDATA 93134 2012
   UAIRDATA 3190 2012
   PROFBASE 55.0 METERS
ME FINISHED
**
**************************************
** AERMOD Output Pathway
**************************************
**
**
OU STARTING
** Auto-Generated Plotfiles
   PLOTFILE PERIOD Construc "1360 VINE V2.AD\PE00G001.PLT" 31
   PLOTFILE PERIOD Generato "1360 VINE V2.AD\PE00G002.PLT" 32
   PLOTFILE PERIOD Loading "1360 VINE V2.AD\PE00G003.PLT" 33
   SUMMFILE "1360 Vine v2.sum"
OU FINISHED
```

```
 *** Message Summary For AERMOD Model Setup ***

 --------- Summary of Total Messages --------

A Total of            0 Fatal Error Message(s)
A Total of            2 Warning Message(s)
A Total of            0 Informational Message(s)


   ******** FATAL ERROR MESSAGES ********
              ***  NONE  ***


   ********   WARNING MESSAGES   ********
 ME W186     975       MEOPEN: THRESH_1MIN 1-min ASOS wind speed threshold used
0.50
 ME W187     975       MEOPEN: ADJ_U* Option for Stable Low Winds used in AERMET

 ***********************************
 *** SETUP Finishes Successfully ***
 ***********************************
```

```
 *** AERMOD - VERSION 21112  ***   *** C:\Users\M.McPherson\Desktop\1360 Vine v2\1360
Vine v2.isc           ***        10/20/23
 *** AERMET - VERSION  16216 ***   ***
***        11:58:10

PAGE   1
 *** MODELOPTs:    RegDFAULT  CONC  ELEV  URBAN  ADJ_U*

                                        ***     MODEL SETUP OPTIONS SUMMARY
***
 - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -
- - - - - - - - - - - - - - - - - - -

 **Model Is Setup For Calculation of Average CONCentration Values.

   --  DEPOSITION LOGIC  --
 **NO GAS DEPOSITION Data Provided.
 **NO PARTICLE DEPOSITION Data Provided.
 **Model Uses NO DRY DEPLETION.  DRYDPLT  =  F
 **Model Uses NO WET DEPLETION.  WETDPLT  =  F

 **Model Uses URBAN Dispersion Algorithm for the SBL for   139 Source(s),
   for Total of    1 Urban Area(s):
   Urban Population =   9818605.0 ;  Urban Roughness Length =  1.000 m

 **Model Uses Regulatory DEFAULT Options:
        1. Stack-tip Downwash.
        2. Model Accounts for ELEVated Terrain Effects.
        3. Use Calms Processing Routine.
        4. Use Missing Data Processing Routine.
        5. No Exponential Decay.
        6. Urban Roughness Length of 1.0 Meter Assumed.

 **Other Options Specified:
        ADJ_U*   - Use ADJ_U* option for SBL in AERMET
        CCVR_Sub - Meteorological data includes CCVR substitutions
        TEMP_Sub - Meteorological data includes TEMP substitutions

 **Model Assumes No FLAGPOLE Receptor Heights.

 **The User Specified a Pollutant Type of:  DPM

 **Model Calculates PERIOD Averages Only

 **This Run Includes:    139 Source(s);       3 Source Group(s); and     379
Receptor(s)

               with:      1 POINT(s), including
                          0 POINTCAP(s) and      0 POINTHOR(s)
                and:    138 VOLUME source(s)
                and:      0 AREA type source(s)
                and:      0 LINE source(s)
                and:      0 RLINE/RLINEXT source(s)
                and:      0 OPENPIT source(s)
                and:      0 BUOYANT LINE source(s) with a total of     0 line(s)


 **Model Set To Continue RUNning After the Setup Testing.

 **The AERMET Input Meteorological Data Version Date:  16216

 **Output Options Selected:
         Model Outputs Tables of PERIOD Averages by Receptor
         Model Outputs External File(s) of High Values for Plotting (PLOTFILE Keyword)
         Model Outputs Separate Summary File of High Ranked Values (SUMMFILE Keyword)
 **NOTE:  The Following Flags May Appear Following CONC Values:  c for Calm Hours
                                                                 m for Missing Hours
                                                                 b for Both Calm and
Missing Hours

 **Misc. Inputs:  Base Elev. for Pot. Temp. Profile (m MSL) =    55.00 ;  Decay Coef. =
0.000     ;  Rot. Angle =     0.0
                 Emission Units = GRAMS/SEC                             ;  Emission
Rate Unit Factor =   0.10000E+07
                 Output Units   = MICROGRAMS/M**3

 **Approximate Storage Requirements of Model =      3.6 MB of RAM.

 **Input Runstream File:          aermod.inp
 **Output Print File:             aermod.out

 **Detailed Error/Message File:   1360 Vine v2.err
 **File for Summary of Results:   1360 Vine v2.sum
```

```
 *** AERMOD - VERSION 21112  ***   *** C:\Users\M.McPherson\Desktop\1360 Vine v2\1360
Vine v2.isc           ***        10/20/23
 *** AERMET - VERSION  16216 ***   ***
***        11:58:10

PAGE   2
 *** MODELOPTs:    RegDFAULT  CONC  ELEV  URBAN  ADJ_U*


                                                *** POINT SOURCE DATA ***

               NUMBER EMISSION RATE                    BASE     STACK    STACK    STACK
STACK    BLDG   URBAN  CAP/  EMIS RATE
   SOURCE       PART.  (GRAMS/SEC)     X        Y      ELEV.    HEIGHT  TEMP.   EXIT
VEL. DIAMETER  EXISTS SOURCE HOR   SCALAR
     ID         CATS.               (METERS) (METERS) (METERS) (METERS) (DEG.K)
(M/SEC)   (METERS)                    VARY BY
 - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -
- - - - - - - - - - - - - - - - - - - - - -

 GENERATOR        0   0.10000E+01  377672.4 3773582.8   102.5     3.66   768.15
15.92     0.30    NO      YES   NO  HROFDY
```

```
 *** AERMOD - VERSION 21112  ***   *** C:\Users\M.McPherson\Desktop\1360 Vine v2\1360
Vine v2.isc           ***        10/20/23
 *** AERMET - VERSION  16216 ***   ***
***        11:58:10

PAGE   3
 *** MODELOPTs:    RegDFAULT  CONC  ELEV  URBAN  ADJ_U*


                                                *** VOLUME SOURCE DATA ***

              NUMBER EMISSION RATE                    BASE    RELEASE    INIT.
INIT.   URBAN  EMISSION RATE
   SOURCE       PART.  (GRAMS/SEC)     X        Y      ELEV.   HEIGHT      SY       SZ
SOURCE  SCALAR VARY
     ID          CATS.               (METERS) (METERS) (METERS) (METERS) (METERS)
(METERS)             BY
 - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -
- - - - - - - - - - - - - - - - - -

 L0025467         0   0.76923E-02  377631.9 3773606.5   102.7     0.00     2.33
1.16     YES   HROFDY
 L0025468         0   0.76923E-02  377631.8 3773601.5   102.6     0.00     2.33
1.16     YES   HROFDY
 L0025469         0   0.76923E-02  377631.8 3773596.5   102.5     0.00     2.33
1.16     YES   HROFDY
 L0025470         0   0.76923E-02  377631.7 3773591.5   102.4     0.00     2.33
1.16     YES   HROFDY
 L0025471         0   0.76923E-02  377631.7 3773586.5   102.3     0.00     2.33
1.16     YES   HROFDY
 L0025472         0   0.76923E-02  377631.6 3773581.5   102.2     0.00     2.33
1.16     YES   HROFDY
 L0025473         0   0.76923E-02  377631.6 3773576.5   102.1     0.00     2.33
1.16     YES   HROFDY
 L0025474         0   0.76923E-02  377631.6 3773571.5   102.0     0.00     2.33
1.16     YES   HROFDY
 L0025475         0   0.76923E-02  377631.5 3773566.5   101.9     0.00     2.33
1.16     YES   HROFDY
 L0025476         0   0.76923E-02  377631.5 3773561.5   101.8     0.00     2.33
1.16     YES   HROFDY
 L0025477         0   0.76923E-02  377631.4 3773556.5   101.7     0.00     2.33
1.16     YES   HROFDY
 L0025478         0   0.76923E-02  377631.4 3773551.5   101.6     0.00     2.33
1.16     YES   HROFDY
 L0025479         0   0.76923E-02  377631.4 3773546.5   101.5     0.00     2.33
1.16     YES   HROFDY
 L0025480         0   0.76923E-02  377631.3 3773541.5   101.4     0.00     2.33
1.16     YES   HROFDY
 L0025481         0   0.76923E-02  377631.3 3773536.5   101.3     0.00     2.33
1.16     YES   HROFDY
 L0025482         0   0.76923E-02  377631.2 3773531.5   101.2     0.00     2.33
1.16     YES   HROFDY
 L0025483         0   0.76923E-02  377631.2 3773526.5   101.1     0.00     2.33
1.16     YES   HROFDY
 L0025484         0   0.76923E-02  377633.0 3773523.2   101.0     0.00     2.33
1.16     YES   HROFDY
 L0025485         0   0.76923E-02  377638.0 3773523.0   101.1     0.00     2.33
1.16     YES   HROFDY
 L0025486         0   0.76923E-02  377639.5 3773526.4   101.2     0.00     2.33
1.16     YES   HROFDY
 L0025487         0   0.76923E-02  377639.5 3773531.4   101.3     0.00     2.33
1.16     YES   HROFDY
 L0025488         0   0.76923E-02  377639.5 3773536.4   101.4     0.00     2.33
1.16     YES   HROFDY
 L0025489         0   0.76923E-02  377639.5 3773541.4   101.5     0.00     2.33
1.16     YES   HROFDY
 L0025490         0   0.76923E-02  377639.5 3773546.4   101.6     0.00     2.33
1.16     YES   HROFDY
 L0025491         0   0.76923E-02  377639.4 3773551.4   101.7     0.00     2.33
1.16     YES   HROFDY
 L0025492         0   0.76923E-02  377639.4 3773556.4   101.8     0.00     2.33
1.16     YES   HROFDY
 L0025493         0   0.76923E-02  377639.4 3773561.4   101.9     0.00     2.33
1.16     YES   HROFDY
 L0025494         0   0.76923E-02  377639.4 3773566.4   102.0     0.00     2.33
1.16     YES   HROFDY
 L0025495         0   0.76923E-02  377639.4 3773571.4   102.1     0.00     2.33
1.16     YES   HROFDY
 L0025496         0   0.76923E-02  377639.4 3773576.4   102.2     0.00     2.33
1.16     YES   HROFDY
 L0025497         0   0.76923E-02  377639.4 3773581.4   102.3     0.00     2.33
1.16     YES   HROFDY
 L0025498         0   0.76923E-02  377639.4 3773586.4   102.4     0.00     2.33
1.16     YES   HROFDY
 L0025499         0   0.76923E-02  377639.3 3773591.4   102.5     0.00     2.33
1.16     YES   HROFDY
 L0025500         0   0.76923E-02  377639.3 3773596.4   102.6     0.00     2.33
1.16     YES   HROFDY
 L0025501         0   0.76923E-02  377639.3 3773601.4   102.7     0.00     2.33
1.16     YES   HROFDY
 L0025502         0   0.76923E-02  377639.3 3773606.4   102.8     0.00     2.33
1.16     YES   HROFDY
 L0025503         0   0.76923E-02  377643.3 3773607.3   102.8     0.00     2.33
1.16     YES   HROFDY
 L0025504         0   0.76923E-02  377647.5 3773606.4   102.8     0.00     2.33
1.16     YES   HROFDY
 L0025505         0   0.76923E-02  377647.5 3773601.4   102.8     0.00     2.33
1.16     YES   HROFDY
 L0025506         0   0.76923E-02  377647.5 3773596.4   102.7     0.00     2.33
1.16     YES   HROFDY
```

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 *** AERMOD - VERSION 21112  ***   *** C:\Users\M.McPherson\Desktop\1360 Vine v2\1360
Vine v2.isc           ***        10/20/23
 *** AERMET - VERSION  16216 ***   ***
***        11:58:10

PAGE   4
 *** MODELOPTs:    RegDFAULT  CONC  ELEV  URBAN  ADJ_U*


                                                *** VOLUME SOURCE DATA ***

              NUMBER EMISSION RATE                    BASE    RELEASE    INIT.
INIT.   URBAN  EMISSION RATE
   SOURCE       PART.  (GRAMS/SEC)     X        Y      ELEV.   HEIGHT      SY       SZ
SOURCE  SCALAR VARY
     ID          CATS.               (METERS) (METERS) (METERS) (METERS) (METERS)
(METERS)             BY
 - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -
- - - - - - - - - - - - - - - - - -

 L0025507         0   0.76923E-02  377647.5 3773591.4   102.6     0.00     2.33
1.16     YES   HROFDY
 L0025508         0   0.76923E-02  377647.5 3773586.4   102.6     0.00     2.33
1.16     YES   HROFDY
 L0025509         0   0.76923E-02  377647.5 3773581.4   102.5     0.00     2.33
1.16     YES   HROFDY
 L0025510         0   0.76923E-02  377647.5 3773576.4   102.4     0.00     2.33
1.16     YES   HROFDY
 L0025511         0   0.76923E-02  377647.5 3773571.4   102.3     0.00     2.33
1.16     YES   HROFDY
 L0025512         0   0.76923E-02  377647.5 3773566.4   102.2     0.00     2.33
1.16     YES   HROFDY
 L0025513         0   0.76923E-02  377647.5 3773561.4   102.1     0.00     2.33
1.16     YES   HROFDY
 L0025514         0   0.76923E-02  377647.5 3773556.4   102.0     0.00     2.33
1.16     YES   HROFDY
 L0025515         0   0.76923E-02  377647.4 3773551.4   101.8     0.00     2.33
1.16     YES   HROFDY
 L0025516         0   0.76923E-02  377647.4 3773546.4   101.7     0.00     2.33
1.16     YES   HROFDY
 L0025517         0   0.76923E-02  377647.4 3773541.4   101.6     0.00     2.33
1.16     YES   HROFDY
 L0025518         0   0.76923E-02  377647.4 3773536.4   101.5     0.00     2.33
1.16     YES   HROFDY
 L0025519         0   0.76923E-02  377647.4 3773531.4   101.4     0.00     2.33
1.16     YES   HROFDY
 L0025520         0   0.76923E-02  377647.4 3773526.4   101.3     0.00     2.33
1.16     YES   HROFDY
 L0025521         0   0.76923E-02  377648.2 3773522.2   101.2     0.00     2.33
1.16     YES   HROFDY
 L0025522         0   0.76923E-02  377653.2 3773522.1   101.2     0.00     2.33
1.16     YES   HROFDY
 L0025523         0   0.76923E-02  377655.4 3773524.8   101.3     0.00     2.33
1.16     YES   HROFDY
 L0025524         0   0.76923E-02  377655.4 3773529.8   101.5     0.00     2.33
1.16     YES   HROFDY
 L0025525         0   0.76923E-02  377655.4 3773534.8   101.6     0.00     2.33
1.16     YES   HROFDY
 L0025526         0   0.76923E-02  377655.4 3773539.8   101.7     0.00     2.33
1.16     YES   HROFDY
 L0025527         0   0.76923E-02  377655.4 3773544.8   101.8     0.00     2.33
1.16     YES   HROFDY
 L0025528         0   0.76923E-02  377655.4 3773549.8   101.9     0.00     2.33
1.16     YES   HROFDY
 L0025529         0   0.76923E-02  377655.4 3773554.8   102.1     0.00     2.33
1.16     YES   HROFDY
 L0025530         0   0.76923E-02  377655.4 3773559.8   102.2     0.00     2.33
1.16     YES   HROFDY
 L0025531         0   0.76923E-02  377655.3 3773564.8   102.3     0.00     2.33
1.16     YES   HROFDY
 L0025532         0   0.76923E-02  377655.3 3773569.8   102.4     0.00     2.33
1.16     YES   HROFDY
 L0025533         0   0.76923E-02  377655.3 3773574.8   102.5     0.00     2.33
1.16     YES   HROFDY
 L0025534         0   0.76923E-02  377655.3 3773579.8   102.6     0.00     2.33
1.16     YES   HROFDY
 L0025535         0   0.76923E-02  377655.3 3773584.8   102.6     0.00     2.33
1.16     YES   HROFDY
 L0025536         0   0.76923E-02  377655.3 3773589.8   102.8     0.00     2.33
1.16     YES   HROFDY
 L0025537         0   0.76923E-02  377655.3 3773594.8   102.8     0.00     2.33
1.16     YES   HROFDY
 L0025538         0   0.76923E-02  377655.3 3773599.8   102.8     0.00     2.33
1.16     YES   HROFDY
 L0025539         0   0.76923E-02  377655.2 3773604.8   102.8     0.00     2.33
1.16     YES   HROFDY
 L0025540         0   0.76923E-02  377657.5 3773607.6   102.9     0.00     2.33
1.16     YES   HROFDY
 L0025541         0   0.76923E-02  377662.5 3773607.7   102.8     0.00     2.33
1.16     YES   HROFDY
 L0025542         0   0.76923E-02  377663.6 3773603.8   102.8     0.00     2.33
1.16     YES   HROFDY
 L0025543         0   0.76923E-02  377663.6 3773598.8   102.8     0.00     2.33
1.16     YES   HROFDY
 L0025544         0   0.76923E-02  377663.6 3773593.8   102.8     0.00     2.33
1.16     YES   HROFDY
 L0025545         0   0.76923E-02  377663.6 3773588.8   102.7     0.00     2.33
1.16     YES   HROFDY
 L0025546         0   0.76923E-02  377663.6 3773583.8   102.6     0.00     2.33
1.16     YES   HROFDY
```

```
 *** AERMOD - VERSION 21112  ***   *** C:\Users\M.McPherson\Desktop\1360 Vine v2\1360
Vine v2.isc            ***        10/20/23
 *** AERMET - VERSION  16216 ***   ***
***        11:58:10

PAGE   5
 *** MODELOPTs:    RegDFAULT  CONC  ELEV  URBAN  ADJ_U*


                                                *** VOLUME SOURCE DATA ***

              NUMBER EMISSION RATE                    BASE    RELEASE    INIT.
INIT.   URBAN  EMISSION RATE
   SOURCE       PART.  (GRAMS/SEC)     X        Y      ELEV.   HEIGHT      SY       SZ
SOURCE  SCALAR VARY
     ID          CATS.               (METERS) (METERS) (METERS) (METERS) (METERS)
(METERS)            BY
 - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -
- - - - - - - - - - - - - - - - - -

 L0025547         0   0.76923E-02  377663.7 3773578.8   102.5     0.00     2.33
1.16     YES   HROFDY
 L0025548         0   0.76923E-02  377663.7 3773573.8   102.4     0.00     2.33
1.16     YES   HROFDY
 L0025549         0   0.76923E-02  377663.7 3773568.8   102.3     0.00     2.33
1.16     YES   HROFDY
 L0025550         0   0.76923E-02  377663.7 3773563.8   102.2     0.00     2.33
1.16     YES   HROFDY
 L0025551         0   0.76923E-02  377663.7 3773558.8   102.1     0.00     2.33
1.16     YES   HROFDY
 L0025552         0   0.76923E-02  377663.8 3773553.8   102.0     0.00     2.33
1.16     YES   HROFDY
 L0025553         0   0.76923E-02  377663.8 3773548.8   101.9     0.00     2.33
1.16     YES   HROFDY
 L0025554         0   0.76923E-02  377663.8 3773543.8   101.8     0.00     2.33
1.16     YES   HROFDY
 L0025555         0   0.76923E-02  377663.8 3773538.8   101.6     0.00     2.33
1.16     YES   HROFDY
 L0025556         0   0.76923E-02  377663.8 3773533.8   101.5     0.00     2.33
1.16     YES   HROFDY
 L0025557         0   0.76923E-02  377663.8 3773528.8   101.4     0.00     2.33
1.16     YES   HROFDY
 L0025558         0   0.76923E-02  377663.9 3773523.8   101.3     0.00     2.33
1.16     YES   HROFDY
 L0025559         0   0.76923E-02  377665.7 3773520.8   101.2     0.00     2.33
1.16     YES   HROFDY
 L0025560         0   0.76923E-02  377670.7 3773520.9   101.2     0.00     2.33
1.16     YES   HROFDY
 L0025561         0   0.76923E-02  377672.1 3773524.6   101.2     0.00     2.33
1.16     YES   HROFDY
 L0025562         0   0.76923E-02  377672.2 3773529.6   101.3     0.00     2.33
1.16     YES   HROFDY
 L0025563         0   0.76923E-02  377672.2 3773534.6   101.5     0.00     2.33
1.16     YES   HROFDY
 L0025564         0   0.76923E-02  377672.2 3773539.6   101.6     0.00     2.33
1.16     YES   HROFDY
 L0025565         0   0.76923E-02  377672.2 3773544.6   101.7     0.00     2.33
1.16     YES   HROFDY
 L0025566         0   0.76923E-02  377672.2 3773549.6   101.8     0.00     2.33
1.16     YES   HROFDY
 L0025567         0   0.76923E-02  377672.3 3773554.6   101.9     0.00     2.33
1.16     YES   HROFDY
 L0025568         0   0.76923E-02  377672.3 3773559.6   102.0     0.00     2.33
1.16     YES   HROFDY
 L0025569         0   0.76923E-02  377672.3 3773564.6   102.1     0.00     2.33
1.16     YES   HROFDY
 L0025570         0   0.76923E-02  377672.3 3773569.6   102.3     0.00     2.33
1.16     YES   HROFDY
 L0025571         0   0.76923E-02  377672.3 3773574.6   102.4     0.00     2.33
1.16     YES   HROFDY
 L0025572         0   0.76923E-02  377672.3 3773579.6   102.5     0.00     2.33
1.16     YES   HROFDY
 L0025573         0   0.76923E-02  377672.4 3773584.6   102.6     0.00     2.33
1.16     YES   HROFDY
 L0025574         0   0.76923E-02  377672.4 3773589.6   102.7     0.00     2.33
1.16     YES   HROFDY
 L0025575         0   0.76923E-02  377672.4 3773594.6   102.7     0.00     2.33
1.16     YES   HROFDY
 L0025576         0   0.76923E-02  377672.4 3773599.6   102.8     0.00     2.33
1.16     YES   HROFDY
 L0025577         0   0.76923E-02  377672.4 3773604.6   102.8     0.00     2.33
1.16     YES   HROFDY
 L0025578         0   0.76923E-02  377674.1 3773607.9   102.8     0.00     2.33
1.16     YES   HROFDY
 L0025579         0   0.76923E-02  377679.1 3773608.1   102.8     0.00     2.33
1.16     YES   HROFDY
 L0025580         0   0.76923E-02  377679.8 3773603.8   102.7     0.00     2.33
1.16     YES   HROFDY
 L0025581         0   0.76923E-02  377679.8 3773598.8   102.7     0.00     2.33
1.16     YES   HROFDY
 L0025582         0   0.76923E-02  377679.9 3773593.8   102.7     0.00     2.33
1.16     YES   HROFDY
 L0025583         0   0.76923E-02  377679.9 3773588.8   102.6     0.00     2.33
1.16     YES   HROFDY
 L0025584         0   0.76923E-02  377679.9 3773583.8   102.5     0.00     2.33
1.16     YES   HROFDY
 L0025585         0   0.76923E-02  377679.9 3773578.8   102.4     0.00     2.33
1.16     YES   HROFDY
 L0025586         0   0.76923E-02  377679.9 3773573.8   102.3     0.00     2.33
1.16     YES   HROFDY
```

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 *** AERMOD - VERSION 21112  ***   *** C:\Users\M.McPherson\Desktop\1360 Vine v2\1360
Vine v2.isc           ***        10/20/23
 *** AERMET - VERSION  16216 ***   ***
***        11:58:10

PAGE   6
 *** MODELOPTs:    RegDFAULT  CONC  ELEV  URBAN  ADJ_U*


                                                *** VOLUME SOURCE DATA ***

              NUMBER EMISSION RATE                    BASE    RELEASE    INIT.
INIT.   URBAN  EMISSION RATE
   SOURCE       PART.  (GRAMS/SEC)     X        Y      ELEV.   HEIGHT      SY       SZ
SOURCE  SCALAR VARY
     ID         CATS.               (METERS) (METERS) (METERS) (METERS) (METERS)
(METERS)            BY
 - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -
- - - - - - - - - - - - - - - - - -

 L0025587         0   0.76923E-02  377680.0 3773568.8   102.2     0.00     2.33
1.16     YES   HROFDY
 L0025588         0   0.76923E-02  377680.0 3773563.8   102.0     0.00     2.33
1.16     YES   HROFDY
 L0025589         0   0.76923E-02  377680.0 3773558.8   101.9     0.00     2.33
1.16     YES   HROFDY
 L0025590         0   0.76923E-02  377680.0 3773553.8   101.8     0.00     2.33
1.16     YES   HROFDY
 L0025591         0   0.76923E-02  377680.0 3773548.8   101.7     0.00     2.33
1.16     YES   HROFDY
 L0025592         0   0.76923E-02  377680.1 3773543.8   101.6     0.00     2.33
1.16     YES   HROFDY
 L0025593         0   0.76923E-02  377680.1 3773538.8   101.5     0.00     2.33
1.16     YES   HROFDY
 L0025594         0   0.76923E-02  377680.1 3773533.8   101.4     0.00     2.33
1.16     YES   HROFDY
 L0025595         0   0.76923E-02  377680.1 3773528.8   101.3     0.00     2.33
1.16     YES   HROFDY
 L0025596         0   0.76923E-02  377680.1 3773523.8   101.2     0.00     2.33
1.16     YES   HROFDY
 L0012220         0   0.12500E+00  377672.1 3773607.4   102.8     3.66     2.33
1.16     YES   HROFDY
 L0012221         0   0.12500E+00  377672.1 3773602.4   102.8     3.66     2.33
1.16     YES   HROFDY
 L0012222         0   0.12500E+00  377672.2 3773597.4   102.8     3.66     2.33
1.16     YES   HROFDY
 L0012223         0   0.12500E+00  377672.2 3773592.4   102.7     3.66     2.33
1.16     YES   HROFDY
 L0012224         0   0.12500E+00  377668.2 3773591.6   102.7     3.66     2.33
1.16     YES   HROFDY
 L0012225         0   0.12500E+00  377666.7 3773595.0   102.8     3.66     2.33
1.16     YES   HROFDY
 L0012226         0   0.12500E+00  377666.8 3773600.0   102.8     3.66     2.33
1.16     YES   HROFDY
 L0012227         0   0.12500E+00  377667.0 3773605.0   102.8     3.66     2.33
1.16     YES   HROFDY
```

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 *** AERMOD - VERSION 21112  ***   *** C:\Users\M.McPherson\Desktop\1360 Vine v2\1360
Vine v2.isc           ***       10/20/23                                                  LOADING    L0012220    , L0012221    , L0012222    , L0012223    , L0012224    ,
 *** AERMET - VERSION  16216 ***   ***                                                 L0012225    , L0012226    , L0012227    ,
***       11:58:10

PAGE   7
 *** MODELOPTs:    RegDFAULT  CONC  ELEV  URBAN  ADJ_U*


                                        *** SOURCE IDs DEFINING SOURCE GROUPS ***

 SRCGROUP ID                                          SOURCE IDs
 -----------                                          ----------


  CONSTRUC   L0025467    , L0025468    , L0025469    , L0025470    , L0025471    ,
L0025472    , L0025473    , L0025474    ,

             L0025475    , L0025476    , L0025477    , L0025478    , L0025479    ,
L0025480    , L0025481    , L0025482    ,

             L0025483    , L0025484    , L0025485    , L0025486    , L0025487    ,
L0025488    , L0025489    , L0025490    ,

             L0025491    , L0025492    , L0025493    , L0025494    , L0025495    ,
L0025496    , L0025497    , L0025498    ,

             L0025499    , L0025500    , L0025501    , L0025502    , L0025503    ,
L0025504    , L0025505    , L0025506    ,

             L0025507    , L0025508    , L0025509    , L0025510    , L0025511    ,
L0025512    , L0025513    , L0025514    ,

             L0025515    , L0025516    , L0025517    , L0025518    , L0025519    ,
L0025520    , L0025521    , L0025522    ,

             L0025523    , L0025524    , L0025525    , L0025526    , L0025527    ,
L0025528    , L0025529    , L0025530    ,

             L0025531    , L0025532    , L0025533    , L0025534    , L0025535    ,
L0025536    , L0025537    , L0025538    ,

             L0025539    , L0025540    , L0025541    , L0025542    , L0025543    ,
L0025544    , L0025545    , L0025546    ,

             L0025547    , L0025548    , L0025549    , L0025550    , L0025551    ,
L0025552    , L0025553    , L0025554    ,

             L0025555    , L0025556    , L0025557    , L0025558    , L0025559    ,
L0025560    , L0025561    , L0025562    ,

             L0025563    , L0025564    , L0025565    , L0025566    , L0025567    ,
L0025568    , L0025569    , L0025570    ,

             L0025571    , L0025572    , L0025573    , L0025574    , L0025575    ,
L0025576    , L0025577    , L0025578    ,

             L0025579    , L0025580    , L0025581    , L0025582    , L0025583    ,
L0025584    , L0025585    , L0025586    ,

             L0025587    , L0025588    , L0025589    , L0025590    , L0025591    ,
L0025592    , L0025593    , L0025594    ,

             L0025595    , L0025596    ,

  GENERATO   GENERATOR   ,
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 *** AERMOD - VERSION 21112  ***   *** C:\Users\M.McPherson\Desktop\1360 Vine v2\1360
Vine v2.isc           ***       10/20/23                                                                    L0012226    , L0012227    , GENERATOR   ,
 *** AERMET - VERSION  16216 ***   ***
***        11:58:10

PAGE   8
 *** MODELOPTs:    RegDFAULT  CONC  ELEV  URBAN  ADJ_U*


                                      *** SOURCE IDs DEFINED AS URBAN SOURCES ***

  URBAN ID   URBAN POP                                SOURCE IDs
  --------   ---------                                ----------


              9818605.   L0025467    , L0025468    , L0025469    , L0025470    ,
L0025471    , L0025472    , L0025473    ,
 L0025474    ,

              L0025475    , L0025476    , L0025477    , L0025478    , L0025479    ,
L0025480    , L0025481    , L0025482    ,

              L0025483    , L0025484    , L0025485    , L0025486    , L0025487    ,
L0025488    , L0025489    , L0025490    ,

              L0025491    , L0025492    , L0025493    , L0025494    , L0025495    ,
L0025496    , L0025497    , L0025498    ,

              L0025499    , L0025500    , L0025501    , L0025502    , L0025503    ,
L0025504    , L0025505    , L0025506    ,

              L0025507    , L0025508    , L0025509    , L0025510    , L0025511    ,
L0025512    , L0025513    , L0025514    ,

              L0025515    , L0025516    , L0025517    , L0025518    , L0025519    ,
L0025520    , L0025521    , L0025522    ,

              L0025523    , L0025524    , L0025525    , L0025526    , L0025527    ,
L0025528    , L0025529    , L0025530    ,

              L0025531    , L0025532    , L0025533    , L0025534    , L0025535    ,
L0025536    , L0025537    , L0025538    ,

              L0025539    , L0025540    , L0025541    , L0025542    , L0025543    ,
L0025544    , L0025545    , L0025546    ,

              L0025547    , L0025548    , L0025549    , L0025550    , L0025551    ,
L0025552    , L0025553    , L0025554    ,

              L0025555    , L0025556    , L0025557    , L0025558    , L0025559    ,
L0025560    , L0025561    , L0025562    ,

              L0025563    , L0025564    , L0025565    , L0025566    , L0025567    ,
L0025568    , L0025569    , L0025570    ,

              L0025571    , L0025572    , L0025573    , L0025574    , L0025575    ,
L0025576    , L0025577    , L0025578    ,

              L0025579    , L0025580    , L0025581    , L0025582    , L0025583    ,
L0025584    , L0025585    , L0025586    ,

              L0025587    , L0025588    , L0025589    , L0025590    , L0025591    ,
L0025592    , L0025593    , L0025594    ,

              L0025595    , L0025596    , L0012220    , L0012221    , L0012222    ,
L0012223    , L0012224    , L0012225    ,
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 *** AERMOD - VERSION 21112  ***   *** C:\Users\M.McPherson\Desktop\1360 Vine v2\1360
Vine v2.isc           ***        10/20/23
 *** AERMET - VERSION  16216 ***   ***
***        11:58:10

PAGE   9
 *** MODELOPTs:    RegDFAULT  CONC  ELEV  URBAN  ADJ_U*

                        * SOURCE EMISSION RATE SCALARS WHICH VARY FOR EACH HOUR OF
THE DAY *

     HOUR    SCALAR      HOUR    SCALAR      HOUR    SCALAR      HOUR    SCALAR
HOUR    SCALAR      HOUR    SCALAR
 - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -
- - - - - - - - - - - - - - - - - - - - -


 SOURCE ID = L0025467     ; SOURCE TYPE = VOLUME   :
       1   .00000E+00      2   .00000E+00      3   .00000E+00      4   .00000E+00
5   .00000E+00      6   .00000E+00
       7   .00000E+00      8   .10000E+01      9   .10000E+01     10   .10000E+01
11   .10000E+01     12   .10000E+01
      13   .10000E+01     14   .10000E+01     15   .10000E+01     16   .00000E+00
17   .00000E+00     18   .00000E+00
      19   .00000E+00     20   .00000E+00     21   .00000E+00     22   .00000E+00
23   .00000E+00     24   .00000E+00


 SOURCE ID = L0025468     ; SOURCE TYPE = VOLUME   :
       1   .00000E+00      2   .00000E+00      3   .00000E+00      4   .00000E+00
5   .00000E+00      6   .00000E+00
       7   .00000E+00      8   .10000E+01      9   .10000E+01     10   .10000E+01
11   .10000E+01     12   .10000E+01
      13   .10000E+01     14   .10000E+01     15   .10000E+01     16   .00000E+00
17   .00000E+00     18   .00000E+00
      19   .00000E+00     20   .00000E+00     21   .00000E+00     22   .00000E+00
23   .00000E+00     24   .00000E+00


 SOURCE ID = L0025469     ; SOURCE TYPE = VOLUME   :
       1   .00000E+00      2   .00000E+00      3   .00000E+00      4   .00000E+00
5   .00000E+00      6   .00000E+00
       7   .00000E+00      8   .10000E+01      9   .10000E+01     10   .10000E+01
11   .10000E+01     12   .10000E+01
      13   .10000E+01     14   .10000E+01     15   .10000E+01     16   .00000E+00
17   .00000E+00     18   .00000E+00
      19   .00000E+00     20   .00000E+00     21   .00000E+00     22   .00000E+00
23   .00000E+00     24   .00000E+00


 SOURCE ID = L0025470     ; SOURCE TYPE = VOLUME   :
       1   .00000E+00      2   .00000E+00      3   .00000E+00      4   .00000E+00
5   .00000E+00      6   .00000E+00
       7   .00000E+00      8   .10000E+01      9   .10000E+01     10   .10000E+01
11   .10000E+01     12   .10000E+01
      13   .10000E+01     14   .10000E+01     15   .10000E+01     16   .00000E+00
17   .00000E+00     18   .00000E+00
      19   .00000E+00     20   .00000E+00     21   .00000E+00     22   .00000E+00
23   .00000E+00     24   .00000E+00


 SOURCE ID = L0025471     ; SOURCE TYPE = VOLUME   :
       1   .00000E+00      2   .00000E+00      3   .00000E+00      4   .00000E+00
5   .00000E+00      6   .00000E+00
       7   .00000E+00      8   .10000E+01      9   .10000E+01     10   .10000E+01
11   .10000E+01     12   .10000E+01
      13   .10000E+01     14   .10000E+01     15   .10000E+01     16   .00000E+00
17   .00000E+00     18   .00000E+00
      19   .00000E+00     20   .00000E+00     21   .00000E+00     22   .00000E+00
23   .00000E+00     24   .00000E+00
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 *** AERMOD - VERSION 21112  ***   *** C:\Users\M.McPherson\Desktop\1360 Vine v2\1360
Vine v2.isc           ***        10/20/23
 *** AERMET - VERSION  16216 ***   ***
***        11:58:10

PAGE  10
 *** MODELOPTs:    RegDFAULT  CONC  ELEV  URBAN  ADJ_U*

                        * SOURCE EMISSION RATE SCALARS WHICH VARY FOR EACH HOUR OF
THE DAY *

     HOUR    SCALAR      HOUR    SCALAR      HOUR    SCALAR      HOUR    SCALAR
HOUR    SCALAR      HOUR    SCALAR
 - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -
- - - - - - - - - - - - - - - - - - - - -


 SOURCE ID = L0025472     ; SOURCE TYPE = VOLUME   :
       1   .00000E+00      2   .00000E+00      3   .00000E+00      4   .00000E+00
5   .00000E+00      6   .00000E+00
       7   .00000E+00      8   .10000E+01      9   .10000E+01     10   .10000E+01
11   .10000E+01     12   .10000E+01
      13   .10000E+01     14   .10000E+01     15   .10000E+01     16   .00000E+00
17   .00000E+00     18   .00000E+00
      19   .00000E+00     20   .00000E+00     21   .00000E+00     22   .00000E+00
23   .00000E+00     24   .00000E+00


 SOURCE ID = L0025473     ; SOURCE TYPE = VOLUME   :
       1   .00000E+00      2   .00000E+00      3   .00000E+00      4   .00000E+00
5   .00000E+00      6   .00000E+00
       7   .00000E+00      8   .10000E+01      9   .10000E+01     10   .10000E+01
11   .10000E+01     12   .10000E+01
      13   .10000E+01     14   .10000E+01     15   .10000E+01     16   .00000E+00
17   .00000E+00     18   .00000E+00
      19   .00000E+00     20   .00000E+00     21   .00000E+00     22   .00000E+00
23   .00000E+00     24   .00000E+00


 SOURCE ID = L0025474     ; SOURCE TYPE = VOLUME   :
       1   .00000E+00      2   .00000E+00      3   .00000E+00      4   .00000E+00
5   .00000E+00      6   .00000E+00
       7   .00000E+00      8   .10000E+01      9   .10000E+01     10   .10000E+01
11   .10000E+01     12   .10000E+01
      13   .10000E+01     14   .10000E+01     15   .10000E+01     16   .00000E+00
17   .00000E+00     18   .00000E+00
      19   .00000E+00     20   .00000E+00     21   .00000E+00     22   .00000E+00
23   .00000E+00     24   .00000E+00


 SOURCE ID = L0025475     ; SOURCE TYPE = VOLUME   :
       1   .00000E+00      2   .00000E+00      3   .00000E+00      4   .00000E+00
5   .00000E+00      6   .00000E+00
       7   .00000E+00      8   .10000E+01      9   .10000E+01     10   .10000E+01
11   .10000E+01     12   .10000E+01
      13   .10000E+01     14   .10000E+01     15   .10000E+01     16   .00000E+00
17   .00000E+00     18   .00000E+00
      19   .00000E+00     20   .00000E+00     21   .00000E+00     22   .00000E+00
23   .00000E+00     24   .00000E+00


 SOURCE ID = L0025476     ; SOURCE TYPE = VOLUME   :
       1   .00000E+00      2   .00000E+00      3   .00000E+00      4   .00000E+00
5   .00000E+00      6   .00000E+00
       7   .00000E+00      8   .10000E+01      9   .10000E+01     10   .10000E+01
11   .10000E+01     12   .10000E+01
      13   .10000E+01     14   .10000E+01     15   .10000E+01     16   .00000E+00
17   .00000E+00     18   .00000E+00
      19   .00000E+00     20   .00000E+00     21   .00000E+00     22   .00000E+00
23   .00000E+00     24   .00000E+00
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 *** AERMOD - VERSION 21112  ***   *** C:\Users\M.McPherson\Desktop\1360 Vine v2\1360
Vine v2.isc           ***        10/20/23
 *** AERMET - VERSION  16216 ***   ***
***        11:58:10

PAGE  11
 *** MODELOPTs:    RegDFAULT  CONC  ELEV  URBAN  ADJ_U*

                         * SOURCE EMISSION RATE SCALARS WHICH VARY FOR EACH HOUR OF
THE DAY *

     HOUR    SCALAR      HOUR    SCALAR      HOUR    SCALAR      HOUR    SCALAR
HOUR    SCALAR      HOUR    SCALAR
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- - - - - - - - - - - - - - - - - - - - - -


 SOURCE ID = L0025477     ; SOURCE TYPE = VOLUME   :
       1   .00000E+00      2   .00000E+00      3   .00000E+00      4   .00000E+00
5   .00000E+00      6   .00000E+00
       7   .00000E+00      8   .10000E+01      9   .10000E+01     10   .10000E+01
11   .10000E+01     12   .10000E+01
      13   .10000E+01     14   .10000E+01     15   .10000E+01     16   .00000E+00
17   .00000E+00     18   .00000E+00
      19   .00000E+00     20   .00000E+00     21   .00000E+00     22   .00000E+00
23   .00000E+00     24   .00000E+00


 SOURCE ID = L0025478     ; SOURCE TYPE = VOLUME   :
       1   .00000E+00      2   .00000E+00      3   .00000E+00      4   .00000E+00
5   .00000E+00      6   .00000E+00
       7   .00000E+00      8   .10000E+01      9   .10000E+01     10   .10000E+01
11   .10000E+01     12   .10000E+01
      13   .10000E+01     14   .10000E+01     15   .10000E+01     16   .00000E+00
17   .00000E+00     18   .00000E+00
      19   .00000E+00     20   .00000E+00     21   .00000E+00     22   .00000E+00
23   .00000E+00     24   .00000E+00


 SOURCE ID = L0025479     ; SOURCE TYPE = VOLUME   :
       1   .00000E+00      2   .00000E+00      3   .00000E+00      4   .00000E+00
5   .00000E+00      6   .00000E+00
       7   .00000E+00      8   .10000E+01      9   .10000E+01     10   .10000E+01
11   .10000E+01     12   .10000E+01
      13   .10000E+01     14   .10000E+01     15   .10000E+01     16   .00000E+00
17   .00000E+00     18   .00000E+00
      19   .00000E+00     20   .00000E+00     21   .00000E+00     22   .00000E+00
23   .00000E+00     24   .00000E+00


 SOURCE ID = L0025480     ; SOURCE TYPE = VOLUME   :
       1   .00000E+00      2   .00000E+00      3   .00000E+00      4   .00000E+00
5   .00000E+00      6   .00000E+00
       7   .00000E+00      8   .10000E+01      9   .10000E+01     10   .10000E+01
11   .10000E+01     12   .10000E+01
      13   .10000E+01     14   .10000E+01     15   .10000E+01     16   .00000E+00
17   .00000E+00     18   .00000E+00
      19   .00000E+00     20   .00000E+00     21   .00000E+00     22   .00000E+00
23   .00000E+00     24   .00000E+00


 SOURCE ID = L0025481     ; SOURCE TYPE = VOLUME   :
       1   .00000E+00      2   .00000E+00      3   .00000E+00      4   .00000E+00
5   .00000E+00      6   .00000E+00
       7   .00000E+00      8   .10000E+01      9   .10000E+01     10   .10000E+01
11   .10000E+01     12   .10000E+01
      13   .10000E+01     14   .10000E+01     15   .10000E+01     16   .00000E+00
17   .00000E+00     18   .00000E+00
      19   .00000E+00     20   .00000E+00     21   .00000E+00     22   .00000E+00
23   .00000E+00     24   .00000E+00
```

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 *** AERMOD - VERSION 21112  ***   *** C:\Users\M.McPherson\Desktop\1360 Vine v2\1360
Vine v2.isc           ***        10/20/23
 *** AERMET - VERSION  16216 ***   ***
***        11:58:10

PAGE  12
 *** MODELOPTs:    RegDFAULT  CONC  ELEV  URBAN  ADJ_U*

                        * SOURCE EMISSION RATE SCALARS WHICH VARY FOR EACH HOUR OF
THE DAY *

     HOUR    SCALAR      HOUR    SCALAR      HOUR    SCALAR      HOUR    SCALAR
HOUR    SCALAR      HOUR    SCALAR
 - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -
- - - - - - - - - - - - - - - - - - - - -


 SOURCE ID = L0025482     ; SOURCE TYPE = VOLUME   :
       1   .00000E+00      2   .00000E+00      3   .00000E+00      4   .00000E+00
5   .00000E+00      6   .00000E+00
       7   .00000E+00      8   .10000E+01      9   .10000E+01     10   .10000E+01
11   .10000E+01     12   .10000E+01
      13   .10000E+01     14   .10000E+01     15   .10000E+01     16   .00000E+00
17   .00000E+00     18   .00000E+00
      19   .00000E+00     20   .00000E+00     21   .00000E+00     22   .00000E+00
23   .00000E+00     24   .00000E+00


 SOURCE ID = L0025483     ; SOURCE TYPE = VOLUME   :
       1   .00000E+00      2   .00000E+00      3   .00000E+00      4   .00000E+00
5   .00000E+00      6   .00000E+00
       7   .00000E+00      8   .10000E+01      9   .10000E+01     10   .10000E+01
11   .10000E+01     12   .10000E+01
      13   .10000E+01     14   .10000E+01     15   .10000E+01     16   .00000E+00
17   .00000E+00     18   .00000E+00
      19   .00000E+00     20   .00000E+00     21   .00000E+00     22   .00000E+00
23   .00000E+00     24   .00000E+00


 SOURCE ID = L0025484     ; SOURCE TYPE = VOLUME   :
       1   .00000E+00      2   .00000E+00      3   .00000E+00      4   .00000E+00
5   .00000E+00      6   .00000E+00
       7   .00000E+00      8   .10000E+01      9   .10000E+01     10   .10000E+01
11   .10000E+01     12   .10000E+01
      13   .10000E+01     14   .10000E+01     15   .10000E+01     16   .00000E+00
17   .00000E+00     18   .00000E+00
      19   .00000E+00     20   .00000E+00     21   .00000E+00     22   .00000E+00
23   .00000E+00     24   .00000E+00


 SOURCE ID = L0025485     ; SOURCE TYPE = VOLUME   :
       1   .00000E+00      2   .00000E+00      3   .00000E+00      4   .00000E+00
5   .00000E+00      6   .00000E+00
       7   .00000E+00      8   .10000E+01      9   .10000E+01     10   .10000E+01
11   .10000E+01     12   .10000E+01
      13   .10000E+01     14   .10000E+01     15   .10000E+01     16   .00000E+00
17   .00000E+00     18   .00000E+00
      19   .00000E+00     20   .00000E+00     21   .00000E+00     22   .00000E+00
23   .00000E+00     24   .00000E+00


 SOURCE ID = L0025486     ; SOURCE TYPE = VOLUME   :
       1   .00000E+00      2   .00000E+00      3   .00000E+00      4   .00000E+00
5   .00000E+00      6   .00000E+00
       7   .00000E+00      8   .10000E+01      9   .10000E+01     10   .10000E+01
11   .10000E+01     12   .10000E+01
      13   .10000E+01     14   .10000E+01     15   .10000E+01     16   .00000E+00
17   .00000E+00     18   .00000E+00
      19   .00000E+00     20   .00000E+00     21   .00000E+00     22   .00000E+00
23   .00000E+00     24   .00000E+00
```

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 *** AERMOD - VERSION 21112  ***   *** C:\Users\M.McPherson\Desktop\1360 Vine v2\1360
Vine v2.isc           ***        10/20/23
 *** AERMET - VERSION  16216 ***   ***
***        11:58:10

PAGE  13
 *** MODELOPTs:    RegDFAULT  CONC  ELEV  URBAN  ADJ_U*

                         * SOURCE EMISSION RATE SCALARS WHICH VARY FOR EACH HOUR OF
THE DAY *

     HOUR    SCALAR      HOUR    SCALAR      HOUR    SCALAR      HOUR    SCALAR
HOUR    SCALAR      HOUR    SCALAR
 - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -
- - - - - - - - - - - - - - - - - - - - - -


 SOURCE ID = L0025487     ; SOURCE TYPE = VOLUME   :
       1   .00000E+00      2   .00000E+00      3   .00000E+00      4   .00000E+00
5   .00000E+00      6   .00000E+00
       7   .00000E+00      8   .10000E+01      9   .10000E+01     10   .10000E+01
11   .10000E+01     12   .10000E+01
      13   .10000E+01     14   .10000E+01     15   .10000E+01     16   .00000E+00
17   .00000E+00     18   .00000E+00
      19   .00000E+00     20   .00000E+00     21   .00000E+00     22   .00000E+00
23   .00000E+00     24   .00000E+00


 SOURCE ID = L0025488     ; SOURCE TYPE = VOLUME   :
       1   .00000E+00      2   .00000E+00      3   .00000E+00      4   .00000E+00
5   .00000E+00      6   .00000E+00
       7   .00000E+00      8   .10000E+01      9   .10000E+01     10   .10000E+01
11   .10000E+01     12   .10000E+01
      13   .10000E+01     14   .10000E+01     15   .10000E+01     16   .00000E+00
17   .00000E+00     18   .00000E+00
      19   .00000E+00     20   .00000E+00     21   .00000E+00     22   .00000E+00
23   .00000E+00     24   .00000E+00


 SOURCE ID = L0025489     ; SOURCE TYPE = VOLUME   :
       1   .00000E+00      2   .00000E+00      3   .00000E+00      4   .00000E+00
5   .00000E+00      6   .00000E+00
       7   .00000E+00      8   .10000E+01      9   .10000E+01     10   .10000E+01
11   .10000E+01     12   .10000E+01
      13   .10000E+01     14   .10000E+01     15   .10000E+01     16   .00000E+00
17   .00000E+00     18   .00000E+00
      19   .00000E+00     20   .00000E+00     21   .00000E+00     22   .00000E+00
23   .00000E+00     24   .00000E+00


 SOURCE ID = L0025490     ; SOURCE TYPE = VOLUME   :
       1   .00000E+00      2   .00000E+00      3   .00000E+00      4   .00000E+00
5   .00000E+00      6   .00000E+00
       7   .00000E+00      8   .10000E+01      9   .10000E+01     10   .10000E+01
11   .10000E+01     12   .10000E+01
      13   .10000E+01     14   .10000E+01     15   .10000E+01     16   .00000E+00
17   .00000E+00     18   .00000E+00
      19   .00000E+00     20   .00000E+00     21   .00000E+00     22   .00000E+00
23   .00000E+00     24   .00000E+00


 SOURCE ID = L0025491     ; SOURCE TYPE = VOLUME   :
       1   .00000E+00      2   .00000E+00      3   .00000E+00      4   .00000E+00
5   .00000E+00      6   .00000E+00
       7   .00000E+00      8   .10000E+01      9   .10000E+01     10   .10000E+01
11   .10000E+01     12   .10000E+01
      13   .10000E+01     14   .10000E+01     15   .10000E+01     16   .00000E+00
17   .00000E+00     18   .00000E+00
      19   .00000E+00     20   .00000E+00     21   .00000E+00     22   .00000E+00
23   .00000E+00     24   .00000E+00
```

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 *** AERMOD - VERSION 21112  ***   *** C:\Users\M.McPherson\Desktop\1360 Vine v2\1360
Vine v2.isc           ***        10/20/23
 *** AERMET - VERSION  16216 ***   ***
***        11:58:10

PAGE  14
 *** MODELOPTs:    RegDFAULT  CONC  ELEV  URBAN  ADJ_U*

                        * SOURCE EMISSION RATE SCALARS WHICH VARY FOR EACH HOUR OF
THE DAY *

     HOUR    SCALAR      HOUR    SCALAR      HOUR    SCALAR      HOUR    SCALAR
HOUR    SCALAR      HOUR    SCALAR
 - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -
- - - - - - - - - - - - - - - - - - - - - -


 SOURCE ID = L0025492     ; SOURCE TYPE = VOLUME   :
       1   .00000E+00      2   .00000E+00      3   .00000E+00      4   .00000E+00
5   .00000E+00      6   .00000E+00
       7   .00000E+00      8   .10000E+01      9   .10000E+01     10   .10000E+01
11   .10000E+01     12   .10000E+01
      13   .10000E+01     14   .10000E+01     15   .10000E+01     16   .00000E+00
17   .00000E+00     18   .00000E+00
      19   .00000E+00     20   .00000E+00     21   .00000E+00     22   .00000E+00
23   .00000E+00     24   .00000E+00


 SOURCE ID = L0025493     ; SOURCE TYPE = VOLUME   :
       1   .00000E+00      2   .00000E+00      3   .00000E+00      4   .00000E+00
5   .00000E+00      6   .00000E+00
       7   .00000E+00      8   .10000E+01      9   .10000E+01     10   .10000E+01
11   .10000E+01     12   .10000E+01
      13   .10000E+01     14   .10000E+01     15   .10000E+01     16   .00000E+00
17   .00000E+00     18   .00000E+00
      19   .00000E+00     20   .00000E+00     21   .00000E+00     22   .00000E+00
23   .00000E+00     24   .00000E+00


 SOURCE ID = L0025494     ; SOURCE TYPE = VOLUME   :
       1   .00000E+00      2   .00000E+00      3   .00000E+00      4   .00000E+00
5   .00000E+00      6   .00000E+00
       7   .00000E+00      8   .10000E+01      9   .10000E+01     10   .10000E+01
11   .10000E+01     12   .10000E+01
      13   .10000E+01     14   .10000E+01     15   .10000E+01     16   .00000E+00
17   .00000E+00     18   .00000E+00
      19   .00000E+00     20   .00000E+00     21   .00000E+00     22   .00000E+00
23   .00000E+00     24   .00000E+00


 SOURCE ID = L0025495     ; SOURCE TYPE = VOLUME   :
       1   .00000E+00      2   .00000E+00      3   .00000E+00      4   .00000E+00
5   .00000E+00      6   .00000E+00
       7   .00000E+00      8   .10000E+01      9   .10000E+01     10   .10000E+01
11   .10000E+01     12   .10000E+01
      13   .10000E+01     14   .10000E+01     15   .10000E+01     16   .00000E+00
17   .00000E+00     18   .00000E+00
      19   .00000E+00     20   .00000E+00     21   .00000E+00     22   .00000E+00
23   .00000E+00     24   .00000E+00


 SOURCE ID = L0025496     ; SOURCE TYPE = VOLUME   :
       1   .00000E+00      2   .00000E+00      3   .00000E+00      4   .00000E+00
5   .00000E+00      6   .00000E+00
       7   .00000E+00      8   .10000E+01      9   .10000E+01     10   .10000E+01
11   .10000E+01     12   .10000E+01
      13   .10000E+01     14   .10000E+01     15   .10000E+01     16   .00000E+00
17   .00000E+00     18   .00000E+00
      19   .00000E+00     20   .00000E+00     21   .00000E+00     22   .00000E+00
23   .00000E+00     24   .00000E+00
```

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 *** AERMOD - VERSION 21112  ***   *** C:\Users\M.McPherson\Desktop\1360 Vine v2\1360
Vine v2.isc           ***        10/20/23
 *** AERMET - VERSION  16216 ***   ***
***        11:58:10

PAGE  15
 *** MODELOPTs:    RegDFAULT  CONC  ELEV  URBAN  ADJ_U*

                        * SOURCE EMISSION RATE SCALARS WHICH VARY FOR EACH HOUR OF
THE DAY *

     HOUR    SCALAR      HOUR    SCALAR      HOUR    SCALAR      HOUR    SCALAR
HOUR    SCALAR      HOUR    SCALAR
 - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -
- - - - - - - - - - - - - - - - - - - - - -


 SOURCE ID = L0025497     ; SOURCE TYPE = VOLUME   :
       1   .00000E+00      2   .00000E+00      3   .00000E+00      4   .00000E+00
5   .00000E+00      6   .00000E+00
       7   .00000E+00      8   .10000E+01      9   .10000E+01     10   .10000E+01
11   .10000E+01     12   .10000E+01
      13   .10000E+01     14   .10000E+01     15   .10000E+01     16   .00000E+00
17   .00000E+00     18   .00000E+00
      19   .00000E+00     20   .00000E+00     21   .00000E+00     22   .00000E+00
23   .00000E+00     24   .00000E+00


 SOURCE ID = L0025498     ; SOURCE TYPE = VOLUME   :
       1   .00000E+00      2   .00000E+00      3   .00000E+00      4   .00000E+00
5   .00000E+00      6   .00000E+00
       7   .00000E+00      8   .10000E+01      9   .10000E+01     10   .10000E+01
11   .10000E+01     12   .10000E+01
      13   .10000E+01     14   .10000E+01     15   .10000E+01     16   .00000E+00
17   .00000E+00     18   .00000E+00
      19   .00000E+00     20   .00000E+00     21   .00000E+00     22   .00000E+00
23   .00000E+00     24   .00000E+00


 SOURCE ID = L0025499     ; SOURCE TYPE = VOLUME   :
       1   .00000E+00      2   .00000E+00      3   .00000E+00      4   .00000E+00
5   .00000E+00      6   .00000E+00
       7   .00000E+00      8   .10000E+01      9   .10000E+01     10   .10000E+01
11   .10000E+01     12   .10000E+01
      13   .10000E+01     14   .10000E+01     15   .10000E+01     16   .00000E+00
17   .00000E+00     18   .00000E+00
      19   .00000E+00     20   .00000E+00     21   .00000E+00     22   .00000E+00
23   .00000E+00     24   .00000E+00


 SOURCE ID = L0025500     ; SOURCE TYPE = VOLUME   :
       1   .00000E+00      2   .00000E+00      3   .00000E+00      4   .00000E+00
5   .00000E+00      6   .00000E+00
       7   .00000E+00      8   .10000E+01      9   .10000E+01     10   .10000E+01
11   .10000E+01     12   .10000E+01
      13   .10000E+01     14   .10000E+01     15   .10000E+01     16   .00000E+00
17   .00000E+00     18   .00000E+00
      19   .00000E+00     20   .00000E+00     21   .00000E+00     22   .00000E+00
23   .00000E+00     24   .00000E+00


 SOURCE ID = L0025501     ; SOURCE TYPE = VOLUME   :
       1   .00000E+00      2   .00000E+00      3   .00000E+00      4   .00000E+00
5   .00000E+00      6   .00000E+00
       7   .00000E+00      8   .10000E+01      9   .10000E+01     10   .10000E+01
11   .10000E+01     12   .10000E+01
      13   .10000E+01     14   .10000E+01     15   .10000E+01     16   .00000E+00
17   .00000E+00     18   .00000E+00
      19   .00000E+00     20   .00000E+00     21   .00000E+00     22   .00000E+00
23   .00000E+00     24   .00000E+00
```

```
 *** AERMOD - VERSION 21112  ***   *** C:\Users\M.McPherson\Desktop\1360 Vine v2\1360
Vine v2.isc           ***        10/20/23
 *** AERMET - VERSION  16216 ***   ***
***        11:58:10

PAGE  16
 *** MODELOPTs:    RegDFAULT  CONC  ELEV  URBAN  ADJ_U*

                        * SOURCE EMISSION RATE SCALARS WHICH VARY FOR EACH HOUR OF
THE DAY *

     HOUR    SCALAR      HOUR    SCALAR      HOUR    SCALAR      HOUR    SCALAR
HOUR    SCALAR      HOUR    SCALAR
 - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -
- - - - - - - - - - - - - - - - - - - - -


 SOURCE ID = L0025502     ; SOURCE TYPE = VOLUME   :
       1   .00000E+00      2   .00000E+00      3   .00000E+00      4   .00000E+00
5   .00000E+00      6   .00000E+00
       7   .00000E+00      8   .10000E+01      9   .10000E+01     10   .10000E+01
11   .10000E+01     12   .10000E+01
      13   .10000E+01     14   .10000E+01     15   .10000E+01     16   .00000E+00
17   .00000E+00     18   .00000E+00
      19   .00000E+00     20   .00000E+00     21   .00000E+00     22   .00000E+00
23   .00000E+00     24   .00000E+00


 SOURCE ID = L0025503     ; SOURCE TYPE = VOLUME   :
       1   .00000E+00      2   .00000E+00      3   .00000E+00      4   .00000E+00
5   .00000E+00      6   .00000E+00
       7   .00000E+00      8   .10000E+01      9   .10000E+01     10   .10000E+01
11   .10000E+01     12   .10000E+01
      13   .10000E+01     14   .10000E+01     15   .10000E+01     16   .00000E+00
17   .00000E+00     18   .00000E+00
      19   .00000E+00     20   .00000E+00     21   .00000E+00     22   .00000E+00
23   .00000E+00     24   .00000E+00


 SOURCE ID = L0025504     ; SOURCE TYPE = VOLUME   :
       1   .00000E+00      2   .00000E+00      3   .00000E+00      4   .00000E+00
5   .00000E+00      6   .00000E+00
       7   .00000E+00      8   .10000E+01      9   .10000E+01     10   .10000E+01
11   .10000E+01     12   .10000E+01
      13   .10000E+01     14   .10000E+01     15   .10000E+01     16   .00000E+00
17   .00000E+00     18   .00000E+00
      19   .00000E+00     20   .00000E+00     21   .00000E+00     22   .00000E+00
23   .00000E+00     24   .00000E+00


 SOURCE ID = L0025505     ; SOURCE TYPE = VOLUME   :
       1   .00000E+00      2   .00000E+00      3   .00000E+00      4   .00000E+00
5   .00000E+00      6   .00000E+00
       7   .00000E+00      8   .10000E+01      9   .10000E+01     10   .10000E+01
11   .10000E+01     12   .10000E+01
      13   .10000E+01     14   .10000E+01     15   .10000E+01     16   .00000E+00
17   .00000E+00     18   .00000E+00
      19   .00000E+00     20   .00000E+00     21   .00000E+00     22   .00000E+00
23   .00000E+00     24   .00000E+00


 SOURCE ID = L0025506     ; SOURCE TYPE = VOLUME   :
       1   .00000E+00      2   .00000E+00      3   .00000E+00      4   .00000E+00
5   .00000E+00      6   .00000E+00
       7   .00000E+00      8   .10000E+01      9   .10000E+01     10   .10000E+01
11   .10000E+01     12   .10000E+01
      13   .10000E+01     14   .10000E+01     15   .10000E+01     16   .00000E+00
17   .00000E+00     18   .00000E+00
      19   .00000E+00     20   .00000E+00     21   .00000E+00     22   .00000E+00
23   .00000E+00     24   .00000E+00
```

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 *** AERMOD - VERSION 21112  ***   *** C:\Users\M.McPherson\Desktop\1360 Vine v2\1360
Vine v2.isc           ***        10/20/23
 *** AERMET - VERSION  16216 ***   ***
***        11:58:10

PAGE  17
 *** MODELOPTs:    RegDFAULT  CONC  ELEV  URBAN  ADJ_U*

                         * SOURCE EMISSION RATE SCALARS WHICH VARY FOR EACH HOUR OF
THE DAY *

     HOUR    SCALAR      HOUR    SCALAR      HOUR    SCALAR      HOUR    SCALAR
HOUR    SCALAR      HOUR    SCALAR
 - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -
- - - - - - - - - - - - - - - - - - - - - -


 SOURCE ID = L0025507     ; SOURCE TYPE = VOLUME   :
       1   .00000E+00      2   .00000E+00      3   .00000E+00      4   .00000E+00
5   .00000E+00      6   .00000E+00
       7   .00000E+00      8   .10000E+01      9   .10000E+01     10   .10000E+01
11   .10000E+01     12   .10000E+01
      13   .10000E+01     14   .10000E+01     15   .10000E+01     16   .00000E+00
17   .00000E+00     18   .00000E+00
      19   .00000E+00     20   .00000E+00     21   .00000E+00     22   .00000E+00
23   .00000E+00     24   .00000E+00


 SOURCE ID = L0025508     ; SOURCE TYPE = VOLUME   :
       1   .00000E+00      2   .00000E+00      3   .00000E+00      4   .00000E+00
5   .00000E+00      6   .00000E+00
       7   .00000E+00      8   .10000E+01      9   .10000E+01     10   .10000E+01
11   .10000E+01     12   .10000E+01
      13   .10000E+01     14   .10000E+01     15   .10000E+01     16   .00000E+00
17   .00000E+00     18   .00000E+00
      19   .00000E+00     20   .00000E+00     21   .00000E+00     22   .00000E+00
23   .00000E+00     24   .00000E+00


 SOURCE ID = L0025509     ; SOURCE TYPE = VOLUME   :
       1   .00000E+00      2   .00000E+00      3   .00000E+00      4   .00000E+00
5   .00000E+00      6   .00000E+00
       7   .00000E+00      8   .10000E+01      9   .10000E+01     10   .10000E+01
11   .10000E+01     12   .10000E+01
      13   .10000E+01     14   .10000E+01     15   .10000E+01     16   .00000E+00
17   .00000E+00     18   .00000E+00
      19   .00000E+00     20   .00000E+00     21   .00000E+00     22   .00000E+00
23   .00000E+00     24   .00000E+00


 SOURCE ID = L0025510     ; SOURCE TYPE = VOLUME   :
       1   .00000E+00      2   .00000E+00      3   .00000E+00      4   .00000E+00
5   .00000E+00      6   .00000E+00
       7   .00000E+00      8   .10000E+01      9   .10000E+01     10   .10000E+01
11   .10000E+01     12   .10000E+01
      13   .10000E+01     14   .10000E+01     15   .10000E+01     16   .00000E+00
17   .00000E+00     18   .00000E+00
      19   .00000E+00     20   .00000E+00     21   .00000E+00     22   .00000E+00
23   .00000E+00     24   .00000E+00


 SOURCE ID = L0025511     ; SOURCE TYPE = VOLUME   :
       1   .00000E+00      2   .00000E+00      3   .00000E+00      4   .00000E+00
5   .00000E+00      6   .00000E+00
       7   .00000E+00      8   .10000E+01      9   .10000E+01     10   .10000E+01
11   .10000E+01     12   .10000E+01
      13   .10000E+01     14   .10000E+01     15   .10000E+01     16   .00000E+00
17   .00000E+00     18   .00000E+00
      19   .00000E+00     20   .00000E+00     21   .00000E+00     22   .00000E+00
23   .00000E+00     24   .00000E+00
```

```
 *** AERMOD - VERSION 21112  ***   *** C:\Users\M.McPherson\Desktop\1360 Vine v2\1360
Vine v2.isc           ***        10/20/23
 *** AERMET - VERSION  16216 ***   ***
***        11:58:10

PAGE  18
 *** MODELOPTs:    RegDFAULT  CONC  ELEV  URBAN  ADJ_U*

                         * SOURCE EMISSION RATE SCALARS WHICH VARY FOR EACH HOUR OF
THE DAY *

     HOUR    SCALAR      HOUR    SCALAR      HOUR    SCALAR      HOUR    SCALAR
HOUR    SCALAR      HOUR    SCALAR
 - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -
- - - - - - - - - - - - - - - - - - - - -


 SOURCE ID = L0025512     ; SOURCE TYPE = VOLUME   :
       1   .00000E+00      2   .00000E+00      3   .00000E+00      4   .00000E+00
5   .00000E+00      6   .00000E+00
       7   .00000E+00      8   .10000E+01      9   .10000E+01     10   .10000E+01
11   .10000E+01     12   .10000E+01
      13   .10000E+01     14   .10000E+01     15   .10000E+01     16   .00000E+00
17   .00000E+00     18   .00000E+00
      19   .00000E+00     20   .00000E+00     21   .00000E+00     22   .00000E+00
23   .00000E+00     24   .00000E+00


 SOURCE ID = L0025513     ; SOURCE TYPE = VOLUME   :
       1   .00000E+00      2   .00000E+00      3   .00000E+00      4   .00000E+00
5   .00000E+00      6   .00000E+00
       7   .00000E+00      8   .10000E+01      9   .10000E+01     10   .10000E+01
11   .10000E+01     12   .10000E+01
      13   .10000E+01     14   .10000E+01     15   .10000E+01     16   .00000E+00
17   .00000E+00     18   .00000E+00
      19   .00000E+00     20   .00000E+00     21   .00000E+00     22   .00000E+00
23   .00000E+00     24   .00000E+00


 SOURCE ID = L0025514     ; SOURCE TYPE = VOLUME   :
       1   .00000E+00      2   .00000E+00      3   .00000E+00      4   .00000E+00
5   .00000E+00      6   .00000E+00
       7   .00000E+00      8   .10000E+01      9   .10000E+01     10   .10000E+01
11   .10000E+01     12   .10000E+01
      13   .10000E+01     14   .10000E+01     15   .10000E+01     16   .00000E+00
17   .00000E+00     18   .00000E+00
      19   .00000E+00     20   .00000E+00     21   .00000E+00     22   .00000E+00
23   .00000E+00     24   .00000E+00


 SOURCE ID = L0025515     ; SOURCE TYPE = VOLUME   :
       1   .00000E+00      2   .00000E+00      3   .00000E+00      4   .00000E+00
5   .00000E+00      6   .00000E+00
       7   .00000E+00      8   .10000E+01      9   .10000E+01     10   .10000E+01
11   .10000E+01     12   .10000E+01
      13   .10000E+01     14   .10000E+01     15   .10000E+01     16   .00000E+00
17   .00000E+00     18   .00000E+00
      19   .00000E+00     20   .00000E+00     21   .00000E+00     22   .00000E+00
23   .00000E+00     24   .00000E+00


 SOURCE ID = L0025516     ; SOURCE TYPE = VOLUME   :
       1   .00000E+00      2   .00000E+00      3   .00000E+00      4   .00000E+00
5   .00000E+00      6   .00000E+00
       7   .00000E+00      8   .10000E+01      9   .10000E+01     10   .10000E+01
11   .10000E+01     12   .10000E+01
      13   .10000E+01     14   .10000E+01     15   .10000E+01     16   .00000E+00
17   .00000E+00     18   .00000E+00
      19   .00000E+00     20   .00000E+00     21   .00000E+00     22   .00000E+00
23   .00000E+00     24   .00000E+00
```

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 *** AERMOD - VERSION 21112  ***   *** C:\Users\M.McPherson\Desktop\1360 Vine v2\1360
Vine v2.isc           ***        10/20/23
 *** AERMET - VERSION  16216 ***   ***
***        11:58:10

PAGE  19
 *** MODELOPTs:    RegDFAULT  CONC  ELEV  URBAN  ADJ_U*

                        * SOURCE EMISSION RATE SCALARS WHICH VARY FOR EACH HOUR OF
THE DAY *

     HOUR    SCALAR      HOUR    SCALAR      HOUR    SCALAR      HOUR    SCALAR
HOUR    SCALAR      HOUR    SCALAR
 - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -
- - - - - - - - - - - - - - - - - - - - -


 SOURCE ID = L0025517     ; SOURCE TYPE = VOLUME   :
       1   .00000E+00      2   .00000E+00      3   .00000E+00      4   .00000E+00
5   .00000E+00      6   .00000E+00
       7   .00000E+00      8   .10000E+01      9   .10000E+01     10   .10000E+01
11   .10000E+01     12   .10000E+01
      13   .10000E+01     14   .10000E+01     15   .10000E+01     16   .00000E+00
17   .00000E+00     18   .00000E+00
      19   .00000E+00     20   .00000E+00     21   .00000E+00     22   .00000E+00
23   .00000E+00     24   .00000E+00


 SOURCE ID = L0025518     ; SOURCE TYPE = VOLUME   :
       1   .00000E+00      2   .00000E+00      3   .00000E+00      4   .00000E+00
5   .00000E+00      6   .00000E+00
       7   .00000E+00      8   .10000E+01      9   .10000E+01     10   .10000E+01
11   .10000E+01     12   .10000E+01
      13   .10000E+01     14   .10000E+01     15   .10000E+01     16   .00000E+00
17   .00000E+00     18   .00000E+00
      19   .00000E+00     20   .00000E+00     21   .00000E+00     22   .00000E+00
23   .00000E+00     24   .00000E+00


 SOURCE ID = L0025519     ; SOURCE TYPE = VOLUME   :
       1   .00000E+00      2   .00000E+00      3   .00000E+00      4   .00000E+00
5   .00000E+00      6   .00000E+00
       7   .00000E+00      8   .10000E+01      9   .10000E+01     10   .10000E+01
11   .10000E+01     12   .10000E+01
      13   .10000E+01     14   .10000E+01     15   .10000E+01     16   .00000E+00
17   .00000E+00     18   .00000E+00
      19   .00000E+00     20   .00000E+00     21   .00000E+00     22   .00000E+00
23   .00000E+00     24   .00000E+00


 SOURCE ID = L0025520     ; SOURCE TYPE = VOLUME   :
       1   .00000E+00      2   .00000E+00      3   .00000E+00      4   .00000E+00
5   .00000E+00      6   .00000E+00
       7   .00000E+00      8   .10000E+01      9   .10000E+01     10   .10000E+01
11   .10000E+01     12   .10000E+01
      13   .10000E+01     14   .10000E+01     15   .10000E+01     16   .00000E+00
17   .00000E+00     18   .00000E+00
      19   .00000E+00     20   .00000E+00     21   .00000E+00     22   .00000E+00
23   .00000E+00     24   .00000E+00


 SOURCE ID = L0025521     ; SOURCE TYPE = VOLUME   :
       1   .00000E+00      2   .00000E+00      3   .00000E+00      4   .00000E+00
5   .00000E+00      6   .00000E+00
       7   .00000E+00      8   .10000E+01      9   .10000E+01     10   .10000E+01
11   .10000E+01     12   .10000E+01
      13   .10000E+01     14   .10000E+01     15   .10000E+01     16   .00000E+00
17   .00000E+00     18   .00000E+00
      19   .00000E+00     20   .00000E+00     21   .00000E+00     22   .00000E+00
23   .00000E+00     24   .00000E+00
```

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 *** AERMOD - VERSION 21112  ***   *** C:\Users\M.McPherson\Desktop\1360 Vine v2\1360 Vine v2.isc          ***        10/20/23
 *** AERMET - VERSION  16216 ***   ***
***        11:58:10

PAGE  20
 *** MODELOPTs:    RegDFAULT  CONC  ELEV  URBAN  ADJ_U*

                          * SOURCE EMISSION RATE SCALARS WHICH VARY FOR EACH HOUR OF
THE DAY *

     HOUR    SCALAR      HOUR    SCALAR      HOUR    SCALAR      HOUR    SCALAR
HOUR    SCALAR      HOUR    SCALAR
 - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -
- - - - - - - - - - - - - - - - - - - - - -


 SOURCE ID = L0025522     ; SOURCE TYPE = VOLUME   :
       1   .00000E+00      2   .00000E+00      3   .00000E+00      4   .00000E+00
5   .00000E+00      6   .00000E+00
       7   .00000E+00      8   .10000E+01      9   .10000E+01     10   .10000E+01
11   .10000E+01     12   .10000E+01
      13   .10000E+01     14   .10000E+01     15   .10000E+01     16   .00000E+00
17   .00000E+00     18   .00000E+00
      19   .00000E+00     20   .00000E+00     21   .00000E+00     22   .00000E+00
23   .00000E+00     24   .00000E+00


 SOURCE ID = L0025523     ; SOURCE TYPE = VOLUME   :
       1   .00000E+00      2   .00000E+00      3   .00000E+00      4   .00000E+00
5   .00000E+00      6   .00000E+00
       7   .00000E+00      8   .10000E+01      9   .10000E+01     10   .10000E+01
11   .10000E+01     12   .10000E+01
      13   .10000E+01     14   .10000E+01     15   .10000E+01     16   .00000E+00
17   .00000E+00     18   .00000E+00
      19   .00000E+00     20   .00000E+00     21   .00000E+00     22   .00000E+00
23   .00000E+00     24   .00000E+00


 SOURCE ID = L0025524     ; SOURCE TYPE = VOLUME   :
       1   .00000E+00      2   .00000E+00      3   .00000E+00      4   .00000E+00
5   .00000E+00      6   .00000E+00
       7   .00000E+00      8   .10000E+01      9   .10000E+01     10   .10000E+01
11   .10000E+01     12   .10000E+01
      13   .10000E+01     14   .10000E+01     15   .10000E+01     16   .00000E+00
17   .00000E+00     18   .00000E+00
      19   .00000E+00     20   .00000E+00     21   .00000E+00     22   .00000E+00
23   .00000E+00     24   .00000E+00


 SOURCE ID = L0025525     ; SOURCE TYPE = VOLUME   :
       1   .00000E+00      2   .00000E+00      3   .00000E+00      4   .00000E+00
5   .00000E+00      6   .00000E+00
       7   .00000E+00      8   .10000E+01      9   .10000E+01     10   .10000E+01
11   .10000E+01     12   .10000E+01
      13   .10000E+01     14   .10000E+01     15   .10000E+01     16   .00000E+00
17   .00000E+00     18   .00000E+00
      19   .00000E+00     20   .00000E+00     21   .00000E+00     22   .00000E+00
23   .00000E+00     24   .00000E+00


 SOURCE ID = L0025526     ; SOURCE TYPE = VOLUME   :
       1   .00000E+00      2   .00000E+00      3   .00000E+00      4   .00000E+00
5   .00000E+00      6   .00000E+00
       7   .00000E+00      8   .10000E+01      9   .10000E+01     10   .10000E+01
11   .10000E+01     12   .10000E+01
      13   .10000E+01     14   .10000E+01     15   .10000E+01     16   .00000E+00
17   .00000E+00     18   .00000E+00
      19   .00000E+00     20   .00000E+00     21   .00000E+00     22   .00000E+00
23   .00000E+00     24   .00000E+00
```

```
 *** AERMOD - VERSION 21112  ***   *** C:\Users\M.McPherson\Desktop\1360 Vine v2\1360
Vine v2.isc           ***        10/20/23
 *** AERMET - VERSION  16216 ***   ***
***        11:58:10

PAGE  21
 *** MODELOPTs:    RegDFAULT  CONC  ELEV  URBAN  ADJ_U*

                        * SOURCE EMISSION RATE SCALARS WHICH VARY FOR EACH HOUR OF
THE DAY *

     HOUR    SCALAR      HOUR    SCALAR      HOUR    SCALAR      HOUR    SCALAR
HOUR    SCALAR      HOUR    SCALAR
 - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -
- - - - - - - - - - - - - - - - - - - - -


 SOURCE ID = L0025527     ; SOURCE TYPE = VOLUME   :
       1   .00000E+00      2   .00000E+00      3   .00000E+00      4   .00000E+00
5   .00000E+00      6   .00000E+00
       7   .00000E+00      8   .10000E+01      9   .10000E+01     10   .10000E+01
11   .10000E+01     12   .10000E+01
      13   .10000E+01     14   .10000E+01     15   .10000E+01     16   .00000E+00
17   .00000E+00     18   .00000E+00
      19   .00000E+00     20   .00000E+00     21   .00000E+00     22   .00000E+00
23   .00000E+00     24   .00000E+00


 SOURCE ID = L0025528     ; SOURCE TYPE = VOLUME   :
       1   .00000E+00      2   .00000E+00      3   .00000E+00      4   .00000E+00
5   .00000E+00      6   .00000E+00
       7   .00000E+00      8   .10000E+01      9   .10000E+01     10   .10000E+01
11   .10000E+01     12   .10000E+01
      13   .10000E+01     14   .10000E+01     15   .10000E+01     16   .00000E+00
17   .00000E+00     18   .00000E+00
      19   .00000E+00     20   .00000E+00     21   .00000E+00     22   .00000E+00
23   .00000E+00     24   .00000E+00


 SOURCE ID = L0025529     ; SOURCE TYPE = VOLUME   :
       1   .00000E+00      2   .00000E+00      3   .00000E+00      4   .00000E+00
5   .00000E+00      6   .00000E+00
       7   .00000E+00      8   .10000E+01      9   .10000E+01     10   .10000E+01
11   .10000E+01     12   .10000E+01
      13   .10000E+01     14   .10000E+01     15   .10000E+01     16   .00000E+00
17   .00000E+00     18   .00000E+00
      19   .00000E+00     20   .00000E+00     21   .00000E+00     22   .00000E+00
23   .00000E+00     24   .00000E+00


 SOURCE ID = L0025530     ; SOURCE TYPE = VOLUME   :
       1   .00000E+00      2   .00000E+00      3   .00000E+00      4   .00000E+00
5   .00000E+00      6   .00000E+00
       7   .00000E+00      8   .10000E+01      9   .10000E+01     10   .10000E+01
11   .10000E+01     12   .10000E+01
      13   .10000E+01     14   .10000E+01     15   .10000E+01     16   .00000E+00
17   .00000E+00     18   .00000E+00
      19   .00000E+00     20   .00000E+00     21   .00000E+00     22   .00000E+00
23   .00000E+00     24   .00000E+00


 SOURCE ID = L0025531     ; SOURCE TYPE = VOLUME   :
       1   .00000E+00      2   .00000E+00      3   .00000E+00      4   .00000E+00
5   .00000E+00      6   .00000E+00
       7   .00000E+00      8   .10000E+01      9   .10000E+01     10   .10000E+01
11   .10000E+01     12   .10000E+01
      13   .10000E+01     14   .10000E+01     15   .10000E+01     16   .00000E+00
17   .00000E+00     18   .00000E+00
      19   .00000E+00     20   .00000E+00     21   .00000E+00     22   .00000E+00
23   .00000E+00     24   .00000E+00
```

```
 *** AERMOD - VERSION 21112  ***   *** C:\Users\M.McPherson\Desktop\1360 Vine v2\1360
Vine v2.isc           ***        10/20/23
 *** AERMET - VERSION  16216 ***   ***
***        11:58:10

PAGE  22
 *** MODELOPTs:    RegDFAULT  CONC  ELEV  URBAN  ADJ_U*

                         * SOURCE EMISSION RATE SCALARS WHICH VARY FOR EACH HOUR OF
THE DAY *

     HOUR    SCALAR      HOUR    SCALAR      HOUR    SCALAR      HOUR    SCALAR
HOUR    SCALAR      HOUR    SCALAR
 - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -
- - - - - - - - - - - - - - - - - - - - - -


 SOURCE ID = L0025532     ; SOURCE TYPE = VOLUME   :
       1   .00000E+00      2   .00000E+00      3   .00000E+00      4   .00000E+00
5   .00000E+00      6   .00000E+00
       7   .00000E+00      8   .10000E+01      9   .10000E+01     10   .10000E+01
11   .10000E+01     12   .10000E+01
      13   .10000E+01     14   .10000E+01     15   .10000E+01     16   .00000E+00
17   .00000E+00     18   .00000E+00
      19   .00000E+00     20   .00000E+00     21   .00000E+00     22   .00000E+00
23   .00000E+00     24   .00000E+00


 SOURCE ID = L0025533     ; SOURCE TYPE = VOLUME   :
       1   .00000E+00      2   .00000E+00      3   .00000E+00      4   .00000E+00
5   .00000E+00      6   .00000E+00
       7   .00000E+00      8   .10000E+01      9   .10000E+01     10   .10000E+01
11   .10000E+01     12   .10000E+01
      13   .10000E+01     14   .10000E+01     15   .10000E+01     16   .00000E+00
17   .00000E+00     18   .00000E+00
      19   .00000E+00     20   .00000E+00     21   .00000E+00     22   .00000E+00
23   .00000E+00     24   .00000E+00


 SOURCE ID = L0025534     ; SOURCE TYPE = VOLUME   :
       1   .00000E+00      2   .00000E+00      3   .00000E+00      4   .00000E+00
5   .00000E+00      6   .00000E+00
       7   .00000E+00      8   .10000E+01      9   .10000E+01     10   .10000E+01
11   .10000E+01     12   .10000E+01
      13   .10000E+01     14   .10000E+01     15   .10000E+01     16   .00000E+00
17   .00000E+00     18   .00000E+00
      19   .00000E+00     20   .00000E+00     21   .00000E+00     22   .00000E+00
23   .00000E+00     24   .00000E+00


 SOURCE ID = L0025535     ; SOURCE TYPE = VOLUME   :
       1   .00000E+00      2   .00000E+00      3   .00000E+00      4   .00000E+00
5   .00000E+00      6   .00000E+00
       7   .00000E+00      8   .10000E+01      9   .10000E+01     10   .10000E+01
11   .10000E+01     12   .10000E+01
      13   .10000E+01     14   .10000E+01     15   .10000E+01     16   .00000E+00
17   .00000E+00     18   .00000E+00
      19   .00000E+00     20   .00000E+00     21   .00000E+00     22   .00000E+00
23   .00000E+00     24   .00000E+00


 SOURCE ID = L0025536     ; SOURCE TYPE = VOLUME   :
       1   .00000E+00      2   .00000E+00      3   .00000E+00      4   .00000E+00
5   .00000E+00      6   .00000E+00
       7   .00000E+00      8   .10000E+01      9   .10000E+01     10   .10000E+01
11   .10000E+01     12   .10000E+01
      13   .10000E+01     14   .10000E+01     15   .10000E+01     16   .00000E+00
17   .00000E+00     18   .00000E+00
      19   .00000E+00     20   .00000E+00     21   .00000E+00     22   .00000E+00
23   .00000E+00     24   .00000E+00
```

```
 *** AERMOD - VERSION 21112  ***   *** C:\Users\M.McPherson\Desktop\1360 Vine v2\1360
Vine v2.isc           ***        10/20/23
 *** AERMET - VERSION  16216 ***   ***
***        11:58:10

PAGE  23
 *** MODELOPTs:    RegDFAULT  CONC  ELEV  URBAN  ADJ_U*

                        * SOURCE EMISSION RATE SCALARS WHICH VARY FOR EACH HOUR OF
THE DAY *

     HOUR    SCALAR      HOUR    SCALAR      HOUR    SCALAR      HOUR    SCALAR
HOUR    SCALAR      HOUR    SCALAR
 - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -
- - - - - - - - - - - - - - - - - - - - -


 SOURCE ID = L0025537     ; SOURCE TYPE = VOLUME   :
       1   .00000E+00      2   .00000E+00      3   .00000E+00      4   .00000E+00
5   .00000E+00      6   .00000E+00
       7   .00000E+00      8   .10000E+01      9   .10000E+01     10   .10000E+01
11   .10000E+01     12   .10000E+01
      13   .10000E+01     14   .10000E+01     15   .10000E+01     16   .00000E+00
17   .00000E+00     18   .00000E+00
      19   .00000E+00     20   .00000E+00     21   .00000E+00     22   .00000E+00
23   .00000E+00     24   .00000E+00


 SOURCE ID = L0025538     ; SOURCE TYPE = VOLUME   :
       1   .00000E+00      2   .00000E+00      3   .00000E+00      4   .00000E+00
5   .00000E+00      6   .00000E+00
       7   .00000E+00      8   .10000E+01      9   .10000E+01     10   .10000E+01
11   .10000E+01     12   .10000E+01
      13   .10000E+01     14   .10000E+01     15   .10000E+01     16   .00000E+00
17   .00000E+00     18   .00000E+00
      19   .00000E+00     20   .00000E+00     21   .00000E+00     22   .00000E+00
23   .00000E+00     24   .00000E+00


 SOURCE ID = L0025539     ; SOURCE TYPE = VOLUME   :
       1   .00000E+00      2   .00000E+00      3   .00000E+00      4   .00000E+00
5   .00000E+00      6   .00000E+00
       7   .00000E+00      8   .10000E+01      9   .10000E+01     10   .10000E+01
11   .10000E+01     12   .10000E+01
      13   .10000E+01     14   .10000E+01     15   .10000E+01     16   .00000E+00
17   .00000E+00     18   .00000E+00
      19   .00000E+00     20   .00000E+00     21   .00000E+00     22   .00000E+00
23   .00000E+00     24   .00000E+00


 SOURCE ID = L0025540     ; SOURCE TYPE = VOLUME   :
       1   .00000E+00      2   .00000E+00      3   .00000E+00      4   .00000E+00
5   .00000E+00      6   .00000E+00
       7   .00000E+00      8   .10000E+01      9   .10000E+01     10   .10000E+01
11   .10000E+01     12   .10000E+01
      13   .10000E+01     14   .10000E+01     15   .10000E+01     16   .00000E+00
17   .00000E+00     18   .00000E+00
      19   .00000E+00     20   .00000E+00     21   .00000E+00     22   .00000E+00
23   .00000E+00     24   .00000E+00


 SOURCE ID = L0025541     ; SOURCE TYPE = VOLUME   :
       1   .00000E+00      2   .00000E+00      3   .00000E+00      4   .00000E+00
5   .00000E+00      6   .00000E+00
       7   .00000E+00      8   .10000E+01      9   .10000E+01     10   .10000E+01
11   .10000E+01     12   .10000E+01
      13   .10000E+01     14   .10000E+01     15   .10000E+01     16   .00000E+00
17   .00000E+00     18   .00000E+00
      19   .00000E+00     20   .00000E+00     21   .00000E+00     22   .00000E+00
23   .00000E+00     24   .00000E+00
```

```
 *** AERMOD - VERSION 21112  ***   *** C:\Users\M.McPherson\Desktop\1360 Vine v2\1360 Vine v2.isc          ***        10/20/23
 *** AERMET - VERSION  16216 ***   ***
***        11:58:10

PAGE  24
 *** MODELOPTs:    RegDFAULT  CONC  ELEV  URBAN  ADJ_U*

                          * SOURCE EMISSION RATE SCALARS WHICH VARY FOR EACH HOUR OF
THE DAY *

     HOUR    SCALAR      HOUR    SCALAR      HOUR    SCALAR      HOUR    SCALAR
HOUR    SCALAR      HOUR    SCALAR
 - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -
- - - - - - - - - - - - - - - - - - - - - -


 SOURCE ID = L0025542     ; SOURCE TYPE = VOLUME   :
       1   .00000E+00      2   .00000E+00      3   .00000E+00      4   .00000E+00
5   .00000E+00      6   .00000E+00
       7   .00000E+00      8   .10000E+01      9   .10000E+01     10   .10000E+01
11   .10000E+01     12   .10000E+01
      13   .10000E+01     14   .10000E+01     15   .10000E+01     16   .00000E+00
17   .00000E+00     18   .00000E+00
      19   .00000E+00     20   .00000E+00     21   .00000E+00     22   .00000E+00
23   .00000E+00     24   .00000E+00


 SOURCE ID = L0025543     ; SOURCE TYPE = VOLUME   :
       1   .00000E+00      2   .00000E+00      3   .00000E+00      4   .00000E+00
5   .00000E+00      6   .00000E+00
       7   .00000E+00      8   .10000E+01      9   .10000E+01     10   .10000E+01
11   .10000E+01     12   .10000E+01
      13   .10000E+01     14   .10000E+01     15   .10000E+01     16   .00000E+00
17   .00000E+00     18   .00000E+00
      19   .00000E+00     20   .00000E+00     21   .00000E+00     22   .00000E+00
23   .00000E+00     24   .00000E+00


 SOURCE ID = L0025544     ; SOURCE TYPE = VOLUME   :
       1   .00000E+00      2   .00000E+00      3   .00000E+00      4   .00000E+00
5   .00000E+00      6   .00000E+00
       7   .00000E+00      8   .10000E+01      9   .10000E+01     10   .10000E+01
11   .10000E+01     12   .10000E+01
      13   .10000E+01     14   .10000E+01     15   .10000E+01     16   .00000E+00
17   .00000E+00     18   .00000E+00
      19   .00000E+00     20   .00000E+00     21   .00000E+00     22   .00000E+00
23   .00000E+00     24   .00000E+00


 SOURCE ID = L0025545     ; SOURCE TYPE = VOLUME   :
       1   .00000E+00      2   .00000E+00      3   .00000E+00      4   .00000E+00
5   .00000E+00      6   .00000E+00
       7   .00000E+00      8   .10000E+01      9   .10000E+01     10   .10000E+01
11   .10000E+01     12   .10000E+01
      13   .10000E+01     14   .10000E+01     15   .10000E+01     16   .00000E+00
17   .00000E+00     18   .00000E+00
      19   .00000E+00     20   .00000E+00     21   .00000E+00     22   .00000E+00
23   .00000E+00     24   .00000E+00


 SOURCE ID = L0025546     ; SOURCE TYPE = VOLUME   :
       1   .00000E+00      2   .00000E+00      3   .00000E+00      4   .00000E+00
5   .00000E+00      6   .00000E+00
       7   .00000E+00      8   .10000E+01      9   .10000E+01     10   .10000E+01
11   .10000E+01     12   .10000E+01
      13   .10000E+01     14   .10000E+01     15   .10000E+01     16   .00000E+00
17   .00000E+00     18   .00000E+00
      19   .00000E+00     20   .00000E+00     21   .00000E+00     22   .00000E+00
23   .00000E+00     24   .00000E+00
```

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 *** AERMOD - VERSION 21112  ***   *** C:\Users\M.McPherson\Desktop\1360 Vine v2\1360 Vine v2.isc          ***        10/20/23
 *** AERMET - VERSION  16216 ***   ***
***        11:58:10

PAGE  25
 *** MODELOPTs:    RegDFAULT  CONC  ELEV  URBAN  ADJ_U*

                         * SOURCE EMISSION RATE SCALARS WHICH VARY FOR EACH HOUR OF
THE DAY *

     HOUR    SCALAR      HOUR    SCALAR      HOUR    SCALAR      HOUR    SCALAR
HOUR    SCALAR      HOUR    SCALAR
 - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -
- - - - - - - - - - - - - - - - - - - - - -


 SOURCE ID = L0025547     ; SOURCE TYPE = VOLUME   :
       1   .00000E+00      2   .00000E+00      3   .00000E+00      4   .00000E+00
5   .00000E+00      6   .00000E+00
       7   .00000E+00      8   .10000E+01      9   .10000E+01     10   .10000E+01
11   .10000E+01     12   .10000E+01
      13   .10000E+01     14   .10000E+01     15   .10000E+01     16   .00000E+00
17   .00000E+00     18   .00000E+00
      19   .00000E+00     20   .00000E+00     21   .00000E+00     22   .00000E+00
23   .00000E+00     24   .00000E+00


 SOURCE ID = L0025548     ; SOURCE TYPE = VOLUME   :
       1   .00000E+00      2   .00000E+00      3   .00000E+00      4   .00000E+00
5   .00000E+00      6   .00000E+00
       7   .00000E+00      8   .10000E+01      9   .10000E+01     10   .10000E+01
11   .10000E+01     12   .10000E+01
      13   .10000E+01     14   .10000E+01     15   .10000E+01     16   .00000E+00
17   .00000E+00     18   .00000E+00
      19   .00000E+00     20   .00000E+00     21   .00000E+00     22   .00000E+00
23   .00000E+00     24   .00000E+00


 SOURCE ID = L0025549     ; SOURCE TYPE = VOLUME   :
       1   .00000E+00      2   .00000E+00      3   .00000E+00      4   .00000E+00
5   .00000E+00      6   .00000E+00
       7   .00000E+00      8   .10000E+01      9   .10000E+01     10   .10000E+01
11   .10000E+01     12   .10000E+01
      13   .10000E+01     14   .10000E+01     15   .10000E+01     16   .00000E+00
17   .00000E+00     18   .00000E+00
      19   .00000E+00     20   .00000E+00     21   .00000E+00     22   .00000E+00
23   .00000E+00     24   .00000E+00


 SOURCE ID = L0025550     ; SOURCE TYPE = VOLUME   :
       1   .00000E+00      2   .00000E+00      3   .00000E+00      4   .00000E+00
5   .00000E+00      6   .00000E+00
       7   .00000E+00      8   .10000E+01      9   .10000E+01     10   .10000E+01
11   .10000E+01     12   .10000E+01
      13   .10000E+01     14   .10000E+01     15   .10000E+01     16   .00000E+00
17   .00000E+00     18   .00000E+00
      19   .00000E+00     20   .00000E+00     21   .00000E+00     22   .00000E+00
23   .00000E+00     24   .00000E+00


 SOURCE ID = L0025551     ; SOURCE TYPE = VOLUME   :
       1   .00000E+00      2   .00000E+00      3   .00000E+00      4   .00000E+00
5   .00000E+00      6   .00000E+00
       7   .00000E+00      8   .10000E+01      9   .10000E+01     10   .10000E+01
11   .10000E+01     12   .10000E+01
      13   .10000E+01     14   .10000E+01     15   .10000E+01     16   .00000E+00
17   .00000E+00     18   .00000E+00
      19   .00000E+00     20   .00000E+00     21   .00000E+00     22   .00000E+00
23   .00000E+00     24   .00000E+00
```

```
 *** AERMOD - VERSION 21112  ***   *** C:\Users\M.McPherson\Desktop\1360 Vine v2\1360
Vine v2.isc           ***        10/20/23
 *** AERMET - VERSION  16216 ***   ***
***        11:58:10

PAGE  26
 *** MODELOPTs:    RegDFAULT  CONC  ELEV  URBAN  ADJ_U*

                        * SOURCE EMISSION RATE SCALARS WHICH VARY FOR EACH HOUR OF
THE DAY *

     HOUR    SCALAR      HOUR    SCALAR      HOUR    SCALAR      HOUR    SCALAR
HOUR    SCALAR      HOUR    SCALAR
 - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -
- - - - - - - - - - - - - - - - - - - - -


 SOURCE ID = L0025552     ; SOURCE TYPE = VOLUME   :
       1   .00000E+00      2   .00000E+00      3   .00000E+00      4   .00000E+00
5   .00000E+00      6   .00000E+00
       7   .00000E+00      8   .10000E+01      9   .10000E+01     10   .10000E+01
11   .10000E+01     12   .10000E+01
      13   .10000E+01     14   .10000E+01     15   .10000E+01     16   .00000E+00
17   .00000E+00     18   .00000E+00
      19   .00000E+00     20   .00000E+00     21   .00000E+00     22   .00000E+00
23   .00000E+00     24   .00000E+00


 SOURCE ID = L0025553     ; SOURCE TYPE = VOLUME   :
       1   .00000E+00      2   .00000E+00      3   .00000E+00      4   .00000E+00
5   .00000E+00      6   .00000E+00
       7   .00000E+00      8   .10000E+01      9   .10000E+01     10   .10000E+01
11   .10000E+01     12   .10000E+01
      13   .10000E+01     14   .10000E+01     15   .10000E+01     16   .00000E+00
17   .00000E+00     18   .00000E+00
      19   .00000E+00     20   .00000E+00     21   .00000E+00     22   .00000E+00
23   .00000E+00     24   .00000E+00


 SOURCE ID = L0025554     ; SOURCE TYPE = VOLUME   :
       1   .00000E+00      2   .00000E+00      3   .00000E+00      4   .00000E+00
5   .00000E+00      6   .00000E+00
       7   .00000E+00      8   .10000E+01      9   .10000E+01     10   .10000E+01
11   .10000E+01     12   .10000E+01
      13   .10000E+01     14   .10000E+01     15   .10000E+01     16   .00000E+00
17   .00000E+00     18   .00000E+00
      19   .00000E+00     20   .00000E+00     21   .00000E+00     22   .00000E+00
23   .00000E+00     24   .00000E+00


 SOURCE ID = L0025555     ; SOURCE TYPE = VOLUME   :
       1   .00000E+00      2   .00000E+00      3   .00000E+00      4   .00000E+00
5   .00000E+00      6   .00000E+00
       7   .00000E+00      8   .10000E+01      9   .10000E+01     10   .10000E+01
11   .10000E+01     12   .10000E+01
      13   .10000E+01     14   .10000E+01     15   .10000E+01     16   .00000E+00
17   .00000E+00     18   .00000E+00
      19   .00000E+00     20   .00000E+00     21   .00000E+00     22   .00000E+00
23   .00000E+00     24   .00000E+00


 SOURCE ID = L0025556     ; SOURCE TYPE = VOLUME   :
       1   .00000E+00      2   .00000E+00      3   .00000E+00      4   .00000E+00
5   .00000E+00      6   .00000E+00
       7   .00000E+00      8   .10000E+01      9   .10000E+01     10   .10000E+01
11   .10000E+01     12   .10000E+01
      13   .10000E+01     14   .10000E+01     15   .10000E+01     16   .00000E+00
17   .00000E+00     18   .00000E+00
      19   .00000E+00     20   .00000E+00     21   .00000E+00     22   .00000E+00
23   .00000E+00     24   .00000E+00
```

```
 *** AERMOD - VERSION 21112  ***   *** C:\Users\M.McPherson\Desktop\1360 Vine v2\1360
Vine v2.isc           ***        10/20/23
 *** AERMET - VERSION  16216 ***   ***
***        11:58:10

PAGE  27
 *** MODELOPTs:    RegDFAULT  CONC  ELEV  URBAN  ADJ_U*

                        * SOURCE EMISSION RATE SCALARS WHICH VARY FOR EACH HOUR OF
THE DAY *

     HOUR    SCALAR      HOUR    SCALAR      HOUR    SCALAR      HOUR    SCALAR
HOUR    SCALAR      HOUR    SCALAR
 - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -
- - - - - - - - - - - - - - - - - - - - -


 SOURCE ID = L0025557     ; SOURCE TYPE = VOLUME   :
       1   .00000E+00      2   .00000E+00      3   .00000E+00      4   .00000E+00
5   .00000E+00      6   .00000E+00
       7   .00000E+00      8   .10000E+01      9   .10000E+01     10   .10000E+01
11   .10000E+01     12   .10000E+01
      13   .10000E+01     14   .10000E+01     15   .10000E+01     16   .00000E+00
17   .00000E+00     18   .00000E+00
      19   .00000E+00     20   .00000E+00     21   .00000E+00     22   .00000E+00
23   .00000E+00     24   .00000E+00


 SOURCE ID = L0025558     ; SOURCE TYPE = VOLUME   :
       1   .00000E+00      2   .00000E+00      3   .00000E+00      4   .00000E+00
5   .00000E+00      6   .00000E+00
       7   .00000E+00      8   .10000E+01      9   .10000E+01     10   .10000E+01
11   .10000E+01     12   .10000E+01
      13   .10000E+01     14   .10000E+01     15   .10000E+01     16   .00000E+00
17   .00000E+00     18   .00000E+00
      19   .00000E+00     20   .00000E+00     21   .00000E+00     22   .00000E+00
23   .00000E+00     24   .00000E+00


 SOURCE ID = L0025559     ; SOURCE TYPE = VOLUME   :
       1   .00000E+00      2   .00000E+00      3   .00000E+00      4   .00000E+00
5   .00000E+00      6   .00000E+00
       7   .00000E+00      8   .10000E+01      9   .10000E+01     10   .10000E+01
11   .10000E+01     12   .10000E+01
      13   .10000E+01     14   .10000E+01     15   .10000E+01     16   .00000E+00
17   .00000E+00     18   .00000E+00
      19   .00000E+00     20   .00000E+00     21   .00000E+00     22   .00000E+00
23   .00000E+00     24   .00000E+00


 SOURCE ID = L0025560     ; SOURCE TYPE = VOLUME   :
       1   .00000E+00      2   .00000E+00      3   .00000E+00      4   .00000E+00
5   .00000E+00      6   .00000E+00
       7   .00000E+00      8   .10000E+01      9   .10000E+01     10   .10000E+01
11   .10000E+01     12   .10000E+01
      13   .10000E+01     14   .10000E+01     15   .10000E+01     16   .00000E+00
17   .00000E+00     18   .00000E+00
      19   .00000E+00     20   .00000E+00     21   .00000E+00     22   .00000E+00
23   .00000E+00     24   .00000E+00


 SOURCE ID = L0025561     ; SOURCE TYPE = VOLUME   :
       1   .00000E+00      2   .00000E+00      3   .00000E+00      4   .00000E+00
5   .00000E+00      6   .00000E+00
       7   .00000E+00      8   .10000E+01      9   .10000E+01     10   .10000E+01
11   .10000E+01     12   .10000E+01
      13   .10000E+01     14   .10000E+01     15   .10000E+01     16   .00000E+00
17   .00000E+00     18   .00000E+00
      19   .00000E+00     20   .00000E+00     21   .00000E+00     22   .00000E+00
23   .00000E+00     24   .00000E+00
```

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 *** AERMOD - VERSION 21112  ***   *** C:\Users\M.McPherson\Desktop\1360 Vine v2\1360 Vine v2.isc          ***        10/20/23
 *** AERMET - VERSION  16216 ***   ***
***        11:58:10

PAGE  28
 *** MODELOPTs:    RegDFAULT  CONC  ELEV  URBAN  ADJ_U*

                          * SOURCE EMISSION RATE SCALARS WHICH VARY FOR EACH HOUR OF
THE DAY *

     HOUR    SCALAR      HOUR    SCALAR      HOUR    SCALAR      HOUR    SCALAR
HOUR    SCALAR      HOUR    SCALAR
 - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -
- - - - - - - - - - - - - - - - - - - - - -


 SOURCE ID = L0025562     ; SOURCE TYPE = VOLUME   :
       1   .00000E+00      2   .00000E+00      3   .00000E+00      4   .00000E+00
5   .00000E+00      6   .00000E+00
       7   .00000E+00      8   .10000E+01      9   .10000E+01     10   .10000E+01
11   .10000E+01     12   .10000E+01
      13   .10000E+01     14   .10000E+01     15   .10000E+01     16   .00000E+00
17   .00000E+00     18   .00000E+00
      19   .00000E+00     20   .00000E+00     21   .00000E+00     22   .00000E+00
23   .00000E+00     24   .00000E+00


 SOURCE ID = L0025563     ; SOURCE TYPE = VOLUME   :
       1   .00000E+00      2   .00000E+00      3   .00000E+00      4   .00000E+00
5   .00000E+00      6   .00000E+00
       7   .00000E+00      8   .10000E+01      9   .10000E+01     10   .10000E+01
11   .10000E+01     12   .10000E+01
      13   .10000E+01     14   .10000E+01     15   .10000E+01     16   .00000E+00
17   .00000E+00     18   .00000E+00
      19   .00000E+00     20   .00000E+00     21   .00000E+00     22   .00000E+00
23   .00000E+00     24   .00000E+00


 SOURCE ID = L0025564     ; SOURCE TYPE = VOLUME   :
       1   .00000E+00      2   .00000E+00      3   .00000E+00      4   .00000E+00
5   .00000E+00      6   .00000E+00
       7   .00000E+00      8   .10000E+01      9   .10000E+01     10   .10000E+01
11   .10000E+01     12   .10000E+01
      13   .10000E+01     14   .10000E+01     15   .10000E+01     16   .00000E+00
17   .00000E+00     18   .00000E+00
      19   .00000E+00     20   .00000E+00     21   .00000E+00     22   .00000E+00
23   .00000E+00     24   .00000E+00


 SOURCE ID = L0025565     ; SOURCE TYPE = VOLUME   :
       1   .00000E+00      2   .00000E+00      3   .00000E+00      4   .00000E+00
5   .00000E+00      6   .00000E+00
       7   .00000E+00      8   .10000E+01      9   .10000E+01     10   .10000E+01
11   .10000E+01     12   .10000E+01
      13   .10000E+01     14   .10000E+01     15   .10000E+01     16   .00000E+00
17   .00000E+00     18   .00000E+00
      19   .00000E+00     20   .00000E+00     21   .00000E+00     22   .00000E+00
23   .00000E+00     24   .00000E+00


 SOURCE ID = L0025566     ; SOURCE TYPE = VOLUME   :
       1   .00000E+00      2   .00000E+00      3   .00000E+00      4   .00000E+00
5   .00000E+00      6   .00000E+00
       7   .00000E+00      8   .10000E+01      9   .10000E+01     10   .10000E+01
11   .10000E+01     12   .10000E+01
      13   .10000E+01     14   .10000E+01     15   .10000E+01     16   .00000E+00
17   .00000E+00     18   .00000E+00
      19   .00000E+00     20   .00000E+00     21   .00000E+00     22   .00000E+00
23   .00000E+00     24   .00000E+00
```

```
 *** AERMOD - VERSION 21112  ***   *** C:\Users\M.McPherson\Desktop\1360 Vine v2\1360
Vine v2.isc           ***        10/20/23
 *** AERMET - VERSION  16216 ***   ***
***        11:58:10

PAGE  29
 *** MODELOPTs:    RegDFAULT  CONC  ELEV  URBAN  ADJ_U*

                         * SOURCE EMISSION RATE SCALARS WHICH VARY FOR EACH HOUR OF
THE DAY *

     HOUR    SCALAR      HOUR    SCALAR      HOUR    SCALAR      HOUR    SCALAR
HOUR    SCALAR      HOUR    SCALAR
 - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -
- - - - - - - - - - - - - - - - - - - - -


 SOURCE ID = L0025567     ; SOURCE TYPE = VOLUME   :
       1   .00000E+00      2   .00000E+00      3   .00000E+00      4   .00000E+00
5   .00000E+00      6   .00000E+00
       7   .00000E+00      8   .10000E+01      9   .10000E+01     10   .10000E+01
11   .10000E+01     12   .10000E+01
      13   .10000E+01     14   .10000E+01     15   .10000E+01     16   .00000E+00
17   .00000E+00     18   .00000E+00
      19   .00000E+00     20   .00000E+00     21   .00000E+00     22   .00000E+00
23   .00000E+00     24   .00000E+00


 SOURCE ID = L0025568     ; SOURCE TYPE = VOLUME   :
       1   .00000E+00      2   .00000E+00      3   .00000E+00      4   .00000E+00
5   .00000E+00      6   .00000E+00
       7   .00000E+00      8   .10000E+01      9   .10000E+01     10   .10000E+01
11   .10000E+01     12   .10000E+01
      13   .10000E+01     14   .10000E+01     15   .10000E+01     16   .00000E+00
17   .00000E+00     18   .00000E+00
      19   .00000E+00     20   .00000E+00     21   .00000E+00     22   .00000E+00
23   .00000E+00     24   .00000E+00


 SOURCE ID = L0025569     ; SOURCE TYPE = VOLUME   :
       1   .00000E+00      2   .00000E+00      3   .00000E+00      4   .00000E+00
5   .00000E+00      6   .00000E+00
       7   .00000E+00      8   .10000E+01      9   .10000E+01     10   .10000E+01
11   .10000E+01     12   .10000E+01
      13   .10000E+01     14   .10000E+01     15   .10000E+01     16   .00000E+00
17   .00000E+00     18   .00000E+00
      19   .00000E+00     20   .00000E+00     21   .00000E+00     22   .00000E+00
23   .00000E+00     24   .00000E+00


 SOURCE ID = L0025570     ; SOURCE TYPE = VOLUME   :
       1   .00000E+00      2   .00000E+00      3   .00000E+00      4   .00000E+00
5   .00000E+00      6   .00000E+00
       7   .00000E+00      8   .10000E+01      9   .10000E+01     10   .10000E+01
11   .10000E+01     12   .10000E+01
      13   .10000E+01     14   .10000E+01     15   .10000E+01     16   .00000E+00
17   .00000E+00     18   .00000E+00
      19   .00000E+00     20   .00000E+00     21   .00000E+00     22   .00000E+00
23   .00000E+00     24   .00000E+00


 SOURCE ID = L0025571     ; SOURCE TYPE = VOLUME   :
       1   .00000E+00      2   .00000E+00      3   .00000E+00      4   .00000E+00
5   .00000E+00      6   .00000E+00
       7   .00000E+00      8   .10000E+01      9   .10000E+01     10   .10000E+01
11   .10000E+01     12   .10000E+01
      13   .10000E+01     14   .10000E+01     15   .10000E+01     16   .00000E+00
17   .00000E+00     18   .00000E+00
      19   .00000E+00     20   .00000E+00     21   .00000E+00     22   .00000E+00
23   .00000E+00     24   .00000E+00
```

```
 *** AERMOD - VERSION 21112  ***   *** C:\Users\M.McPherson\Desktop\1360 Vine v2\1360
Vine v2.isc           ***        10/20/23
 *** AERMET - VERSION  16216 ***   ***
***        11:58:10

PAGE  30
 *** MODELOPTs:    RegDFAULT  CONC  ELEV  URBAN  ADJ_U*

                        * SOURCE EMISSION RATE SCALARS WHICH VARY FOR EACH HOUR OF
THE DAY *

     HOUR    SCALAR      HOUR    SCALAR      HOUR    SCALAR      HOUR    SCALAR
HOUR    SCALAR      HOUR    SCALAR
 - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -
- - - - - - - - - - - - - - - - - - - - -


 SOURCE ID = L0025572     ; SOURCE TYPE = VOLUME   :
       1   .00000E+00      2   .00000E+00      3   .00000E+00      4   .00000E+00
5   .00000E+00      6   .00000E+00
       7   .00000E+00      8   .10000E+01      9   .10000E+01     10   .10000E+01
11   .10000E+01     12   .10000E+01
      13   .10000E+01     14   .10000E+01     15   .10000E+01     16   .00000E+00
17   .00000E+00     18   .00000E+00
      19   .00000E+00     20   .00000E+00     21   .00000E+00     22   .00000E+00
23   .00000E+00     24   .00000E+00


 SOURCE ID = L0025573     ; SOURCE TYPE = VOLUME   :
       1   .00000E+00      2   .00000E+00      3   .00000E+00      4   .00000E+00
5   .00000E+00      6   .00000E+00
       7   .00000E+00      8   .10000E+01      9   .10000E+01     10   .10000E+01
11   .10000E+01     12   .10000E+01
      13   .10000E+01     14   .10000E+01     15   .10000E+01     16   .00000E+00
17   .00000E+00     18   .00000E+00
      19   .00000E+00     20   .00000E+00     21   .00000E+00     22   .00000E+00
23   .00000E+00     24   .00000E+00


 SOURCE ID = L0025574     ; SOURCE TYPE = VOLUME   :
       1   .00000E+00      2   .00000E+00      3   .00000E+00      4   .00000E+00
5   .00000E+00      6   .00000E+00
       7   .00000E+00      8   .10000E+01      9   .10000E+01     10   .10000E+01
11   .10000E+01     12   .10000E+01
      13   .10000E+01     14   .10000E+01     15   .10000E+01     16   .00000E+00
17   .00000E+00     18   .00000E+00
      19   .00000E+00     20   .00000E+00     21   .00000E+00     22   .00000E+00
23   .00000E+00     24   .00000E+00


 SOURCE ID = L0025575     ; SOURCE TYPE = VOLUME   :
       1   .00000E+00      2   .00000E+00      3   .00000E+00      4   .00000E+00
5   .00000E+00      6   .00000E+00
       7   .00000E+00      8   .10000E+01      9   .10000E+01     10   .10000E+01
11   .10000E+01     12   .10000E+01
      13   .10000E+01     14   .10000E+01     15   .10000E+01     16   .00000E+00
17   .00000E+00     18   .00000E+00
      19   .00000E+00     20   .00000E+00     21   .00000E+00     22   .00000E+00
23   .00000E+00     24   .00000E+00


 SOURCE ID = L0025576     ; SOURCE TYPE = VOLUME   :
       1   .00000E+00      2   .00000E+00      3   .00000E+00      4   .00000E+00
5   .00000E+00      6   .00000E+00
       7   .00000E+00      8   .10000E+01      9   .10000E+01     10   .10000E+01
11   .10000E+01     12   .10000E+01
      13   .10000E+01     14   .10000E+01     15   .10000E+01     16   .00000E+00
17   .00000E+00     18   .00000E+00
      19   .00000E+00     20   .00000E+00     21   .00000E+00     22   .00000E+00
23   .00000E+00     24   .00000E+00
```

```
 *** AERMOD - VERSION 21112  ***   *** C:\Users\M.McPherson\Desktop\1360 Vine v2\1360
Vine v2.isc           ***        10/20/23
 *** AERMET - VERSION  16216 ***   ***
***        11:58:10

PAGE  31
 *** MODELOPTs:    RegDFAULT  CONC  ELEV  URBAN  ADJ_U*

                         * SOURCE EMISSION RATE SCALARS WHICH VARY FOR EACH HOUR OF
THE DAY *

     HOUR    SCALAR      HOUR    SCALAR      HOUR    SCALAR      HOUR    SCALAR
HOUR    SCALAR      HOUR    SCALAR
 - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -
- - - - - - - - - - - - - - - - - - - - - -


 SOURCE ID = L0025577     ; SOURCE TYPE = VOLUME   :
       1   .00000E+00      2   .00000E+00      3   .00000E+00      4   .00000E+00
5   .00000E+00      6   .00000E+00
       7   .00000E+00      8   .10000E+01      9   .10000E+01     10   .10000E+01
11   .10000E+01     12   .10000E+01
      13   .10000E+01     14   .10000E+01     15   .10000E+01     16   .00000E+00
17   .00000E+00     18   .00000E+00
      19   .00000E+00     20   .00000E+00     21   .00000E+00     22   .00000E+00
23   .00000E+00     24   .00000E+00


 SOURCE ID = L0025578     ; SOURCE TYPE = VOLUME   :
       1   .00000E+00      2   .00000E+00      3   .00000E+00      4   .00000E+00
5   .00000E+00      6   .00000E+00
       7   .00000E+00      8   .10000E+01      9   .10000E+01     10   .10000E+01
11   .10000E+01     12   .10000E+01
      13   .10000E+01     14   .10000E+01     15   .10000E+01     16   .00000E+00
17   .00000E+00     18   .00000E+00
      19   .00000E+00     20   .00000E+00     21   .00000E+00     22   .00000E+00
23   .00000E+00     24   .00000E+00


 SOURCE ID = L0025579     ; SOURCE TYPE = VOLUME   :
       1   .00000E+00      2   .00000E+00      3   .00000E+00      4   .00000E+00
5   .00000E+00      6   .00000E+00
       7   .00000E+00      8   .10000E+01      9   .10000E+01     10   .10000E+01
11   .10000E+01     12   .10000E+01
      13   .10000E+01     14   .10000E+01     15   .10000E+01     16   .00000E+00
17   .00000E+00     18   .00000E+00
      19   .00000E+00     20   .00000E+00     21   .00000E+00     22   .00000E+00
23   .00000E+00     24   .00000E+00


 SOURCE ID = L0025580     ; SOURCE TYPE = VOLUME   :
       1   .00000E+00      2   .00000E+00      3   .00000E+00      4   .00000E+00
5   .00000E+00      6   .00000E+00
       7   .00000E+00      8   .10000E+01      9   .10000E+01     10   .10000E+01
11   .10000E+01     12   .10000E+01
      13   .10000E+01     14   .10000E+01     15   .10000E+01     16   .00000E+00
17   .00000E+00     18   .00000E+00
      19   .00000E+00     20   .00000E+00     21   .00000E+00     22   .00000E+00
23   .00000E+00     24   .00000E+00


 SOURCE ID = L0025581     ; SOURCE TYPE = VOLUME   :
       1   .00000E+00      2   .00000E+00      3   .00000E+00      4   .00000E+00
5   .00000E+00      6   .00000E+00
       7   .00000E+00      8   .10000E+01      9   .10000E+01     10   .10000E+01
11   .10000E+01     12   .10000E+01
      13   .10000E+01     14   .10000E+01     15   .10000E+01     16   .00000E+00
17   .00000E+00     18   .00000E+00
      19   .00000E+00     20   .00000E+00     21   .00000E+00     22   .00000E+00
23   .00000E+00     24   .00000E+00
```

```
 *** AERMOD - VERSION 21112  ***   *** C:\Users\M.McPherson\Desktop\1360 Vine v2\1360
Vine v2.isc           ***        10/20/23
 *** AERMET - VERSION  16216 ***   ***
***        11:58:10

PAGE  32
 *** MODELOPTs:    RegDFAULT  CONC  ELEV  URBAN  ADJ_U*

                        * SOURCE EMISSION RATE SCALARS WHICH VARY FOR EACH HOUR OF
THE DAY *

     HOUR    SCALAR      HOUR    SCALAR      HOUR    SCALAR      HOUR    SCALAR
HOUR    SCALAR      HOUR    SCALAR
 - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -
- - - - - - - - - - - - - - - - - - - - - -


 SOURCE ID = L0025582     ; SOURCE TYPE = VOLUME   :
       1   .00000E+00      2   .00000E+00      3   .00000E+00      4   .00000E+00
5   .00000E+00      6   .00000E+00
       7   .00000E+00      8   .10000E+01      9   .10000E+01     10   .10000E+01
11   .10000E+01     12   .10000E+01
      13   .10000E+01     14   .10000E+01     15   .10000E+01     16   .00000E+00
17   .00000E+00     18   .00000E+00
      19   .00000E+00     20   .00000E+00     21   .00000E+00     22   .00000E+00
23   .00000E+00     24   .00000E+00


 SOURCE ID = L0025583     ; SOURCE TYPE = VOLUME   :
       1   .00000E+00      2   .00000E+00      3   .00000E+00      4   .00000E+00
5   .00000E+00      6   .00000E+00
       7   .00000E+00      8   .10000E+01      9   .10000E+01     10   .10000E+01
11   .10000E+01     12   .10000E+01
      13   .10000E+01     14   .10000E+01     15   .10000E+01     16   .00000E+00
17   .00000E+00     18   .00000E+00
      19   .00000E+00     20   .00000E+00     21   .00000E+00     22   .00000E+00
23   .00000E+00     24   .00000E+00


 SOURCE ID = L0025584     ; SOURCE TYPE = VOLUME   :
       1   .00000E+00      2   .00000E+00      3   .00000E+00      4   .00000E+00
5   .00000E+00      6   .00000E+00
       7   .00000E+00      8   .10000E+01      9   .10000E+01     10   .10000E+01
11   .10000E+01     12   .10000E+01
      13   .10000E+01     14   .10000E+01     15   .10000E+01     16   .00000E+00
17   .00000E+00     18   .00000E+00
      19   .00000E+00     20   .00000E+00     21   .00000E+00     22   .00000E+00
23   .00000E+00     24   .00000E+00


 SOURCE ID = L0025585     ; SOURCE TYPE = VOLUME   :
       1   .00000E+00      2   .00000E+00      3   .00000E+00      4   .00000E+00
5   .00000E+00      6   .00000E+00
       7   .00000E+00      8   .10000E+01      9   .10000E+01     10   .10000E+01
11   .10000E+01     12   .10000E+01
      13   .10000E+01     14   .10000E+01     15   .10000E+01     16   .00000E+00
17   .00000E+00     18   .00000E+00
      19   .00000E+00     20   .00000E+00     21   .00000E+00     22   .00000E+00
23   .00000E+00     24   .00000E+00


 SOURCE ID = L0025586     ; SOURCE TYPE = VOLUME   :
       1   .00000E+00      2   .00000E+00      3   .00000E+00      4   .00000E+00
5   .00000E+00      6   .00000E+00
       7   .00000E+00      8   .10000E+01      9   .10000E+01     10   .10000E+01
11   .10000E+01     12   .10000E+01
      13   .10000E+01     14   .10000E+01     15   .10000E+01     16   .00000E+00
17   .00000E+00     18   .00000E+00
      19   .00000E+00     20   .00000E+00     21   .00000E+00     22   .00000E+00
23   .00000E+00     24   .00000E+00
```

```
 *** AERMOD - VERSION 21112  ***   *** C:\Users\M.McPherson\Desktop\1360 Vine v2\1360
Vine v2.isc           ***        10/20/23
 *** AERMET - VERSION  16216 ***   ***
***        11:58:10

PAGE  33
 *** MODELOPTs:    RegDFAULT  CONC  ELEV  URBAN  ADJ_U*

                        * SOURCE EMISSION RATE SCALARS WHICH VARY FOR EACH HOUR OF
THE DAY *

     HOUR    SCALAR      HOUR    SCALAR      HOUR    SCALAR      HOUR    SCALAR
HOUR    SCALAR      HOUR    SCALAR
 - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -
- - - - - - - - - - - - - - - - - - - - -


 SOURCE ID = L0025587     ; SOURCE TYPE = VOLUME   :
       1   .00000E+00      2   .00000E+00      3   .00000E+00      4   .00000E+00
5   .00000E+00      6   .00000E+00
       7   .00000E+00      8   .10000E+01      9   .10000E+01     10   .10000E+01
11   .10000E+01     12   .10000E+01
      13   .10000E+01     14   .10000E+01     15   .10000E+01     16   .00000E+00
17   .00000E+00     18   .00000E+00
      19   .00000E+00     20   .00000E+00     21   .00000E+00     22   .00000E+00
23   .00000E+00     24   .00000E+00


 SOURCE ID = L0025588     ; SOURCE TYPE = VOLUME   :
       1   .00000E+00      2   .00000E+00      3   .00000E+00      4   .00000E+00
5   .00000E+00      6   .00000E+00
       7   .00000E+00      8   .10000E+01      9   .10000E+01     10   .10000E+01
11   .10000E+01     12   .10000E+01
      13   .10000E+01     14   .10000E+01     15   .10000E+01     16   .00000E+00
17   .00000E+00     18   .00000E+00
      19   .00000E+00     20   .00000E+00     21   .00000E+00     22   .00000E+00
23   .00000E+00     24   .00000E+00


 SOURCE ID = L0025589     ; SOURCE TYPE = VOLUME   :
       1   .00000E+00      2   .00000E+00      3   .00000E+00      4   .00000E+00
5   .00000E+00      6   .00000E+00
       7   .00000E+00      8   .10000E+01      9   .10000E+01     10   .10000E+01
11   .10000E+01     12   .10000E+01
      13   .10000E+01     14   .10000E+01     15   .10000E+01     16   .00000E+00
17   .00000E+00     18   .00000E+00
      19   .00000E+00     20   .00000E+00     21   .00000E+00     22   .00000E+00
23   .00000E+00     24   .00000E+00


 SOURCE ID = L0025590     ; SOURCE TYPE = VOLUME   :
       1   .00000E+00      2   .00000E+00      3   .00000E+00      4   .00000E+00
5   .00000E+00      6   .00000E+00
       7   .00000E+00      8   .10000E+01      9   .10000E+01     10   .10000E+01
11   .10000E+01     12   .10000E+01
      13   .10000E+01     14   .10000E+01     15   .10000E+01     16   .00000E+00
17   .00000E+00     18   .00000E+00
      19   .00000E+00     20   .00000E+00     21   .00000E+00     22   .00000E+00
23   .00000E+00     24   .00000E+00


 SOURCE ID = L0025591     ; SOURCE TYPE = VOLUME   :
       1   .00000E+00      2   .00000E+00      3   .00000E+00      4   .00000E+00
5   .00000E+00      6   .00000E+00
       7   .00000E+00      8   .10000E+01      9   .10000E+01     10   .10000E+01
11   .10000E+01     12   .10000E+01
      13   .10000E+01     14   .10000E+01     15   .10000E+01     16   .00000E+00
17   .00000E+00     18   .00000E+00
      19   .00000E+00     20   .00000E+00     21   .00000E+00     22   .00000E+00
23   .00000E+00     24   .00000E+00
```

```
 *** AERMOD - VERSION 21112  ***   *** C:\Users\M.McPherson\Desktop\1360 Vine v2\1360
Vine v2.isc           ***        10/20/23
 *** AERMET - VERSION  16216 ***   ***
***        11:58:10

PAGE  34
 *** MODELOPTs:    RegDFAULT  CONC  ELEV  URBAN  ADJ_U*

                        * SOURCE EMISSION RATE SCALARS WHICH VARY FOR EACH HOUR OF
THE DAY *

     HOUR    SCALAR      HOUR    SCALAR      HOUR    SCALAR      HOUR    SCALAR
HOUR    SCALAR      HOUR    SCALAR
 - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -
- - - - - - - - - - - - - - - - - - - - -


 SOURCE ID = L0025592     ; SOURCE TYPE = VOLUME   :
       1   .00000E+00      2   .00000E+00      3   .00000E+00      4   .00000E+00
5   .00000E+00      6   .00000E+00
       7   .00000E+00      8   .10000E+01      9   .10000E+01     10   .10000E+01
11   .10000E+01     12   .10000E+01
      13   .10000E+01     14   .10000E+01     15   .10000E+01     16   .00000E+00
17   .00000E+00     18   .00000E+00
      19   .00000E+00     20   .00000E+00     21   .00000E+00     22   .00000E+00
23   .00000E+00     24   .00000E+00


 SOURCE ID = L0025593     ; SOURCE TYPE = VOLUME   :
       1   .00000E+00      2   .00000E+00      3   .00000E+00      4   .00000E+00
5   .00000E+00      6   .00000E+00
       7   .00000E+00      8   .10000E+01      9   .10000E+01     10   .10000E+01
11   .10000E+01     12   .10000E+01
      13   .10000E+01     14   .10000E+01     15   .10000E+01     16   .00000E+00
17   .00000E+00     18   .00000E+00
      19   .00000E+00     20   .00000E+00     21   .00000E+00     22   .00000E+00
23   .00000E+00     24   .00000E+00


 SOURCE ID = L0025594     ; SOURCE TYPE = VOLUME   :
       1   .00000E+00      2   .00000E+00      3   .00000E+00      4   .00000E+00
5   .00000E+00      6   .00000E+00
       7   .00000E+00      8   .10000E+01      9   .10000E+01     10   .10000E+01
11   .10000E+01     12   .10000E+01
      13   .10000E+01     14   .10000E+01     15   .10000E+01     16   .00000E+00
17   .00000E+00     18   .00000E+00
      19   .00000E+00     20   .00000E+00     21   .00000E+00     22   .00000E+00
23   .00000E+00     24   .00000E+00


 SOURCE ID = L0025595     ; SOURCE TYPE = VOLUME   :
       1   .00000E+00      2   .00000E+00      3   .00000E+00      4   .00000E+00
5   .00000E+00      6   .00000E+00
       7   .00000E+00      8   .10000E+01      9   .10000E+01     10   .10000E+01
11   .10000E+01     12   .10000E+01
      13   .10000E+01     14   .10000E+01     15   .10000E+01     16   .00000E+00
17   .00000E+00     18   .00000E+00
      19   .00000E+00     20   .00000E+00     21   .00000E+00     22   .00000E+00
23   .00000E+00     24   .00000E+00


 SOURCE ID = L0025596     ; SOURCE TYPE = VOLUME   :
       1   .00000E+00      2   .00000E+00      3   .00000E+00      4   .00000E+00
5   .00000E+00      6   .00000E+00
       7   .00000E+00      8   .10000E+01      9   .10000E+01     10   .10000E+01
11   .10000E+01     12   .10000E+01
      13   .10000E+01     14   .10000E+01     15   .10000E+01     16   .00000E+00
17   .00000E+00     18   .00000E+00
      19   .00000E+00     20   .00000E+00     21   .00000E+00     22   .00000E+00
23   .00000E+00     24   .00000E+00
```

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 *** AERMOD - VERSION 21112  ***   *** C:\Users\M.McPherson\Desktop\1360 Vine v2\1360
Vine v2.isc           ***        10/20/23
 *** AERMET - VERSION  16216 ***   ***
***        11:58:10

PAGE  35
 *** MODELOPTs:    RegDFAULT  CONC  ELEV  URBAN  ADJ_U*

                        * SOURCE EMISSION RATE SCALARS WHICH VARY FOR EACH HOUR OF
THE DAY *

     HOUR    SCALAR      HOUR    SCALAR      HOUR    SCALAR      HOUR    SCALAR
HOUR    SCALAR      HOUR    SCALAR
 - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -
- - - - - - - - - - - - - - - - - - - - - -


 SOURCE ID = L0012220     ; SOURCE TYPE = VOLUME   :
       1   .00000E+00      2   .00000E+00      3   .00000E+00      4   .00000E+00
5   .00000E+00      6   .00000E+00
       7   .00000E+00      8   .10000E+01      9   .10000E+01     10   .10000E+01
11   .10000E+01     12   .10000E+01
      13   .10000E+01     14   .10000E+01     15   .10000E+01     16   .00000E+00
17   .00000E+00     18   .00000E+00
      19   .00000E+00     20   .00000E+00     21   .00000E+00     22   .00000E+00
23   .00000E+00     24   .00000E+00


 SOURCE ID = L0012221     ; SOURCE TYPE = VOLUME   :
       1   .00000E+00      2   .00000E+00      3   .00000E+00      4   .00000E+00
5   .00000E+00      6   .00000E+00
       7   .00000E+00      8   .10000E+01      9   .10000E+01     10   .10000E+01
11   .10000E+01     12   .10000E+01
      13   .10000E+01     14   .10000E+01     15   .10000E+01     16   .00000E+00
17   .00000E+00     18   .00000E+00
      19   .00000E+00     20   .00000E+00     21   .00000E+00     22   .00000E+00
23   .00000E+00     24   .00000E+00


 SOURCE ID = L0012222     ; SOURCE TYPE = VOLUME   :
       1   .00000E+00      2   .00000E+00      3   .00000E+00      4   .00000E+00
5   .00000E+00      6   .00000E+00
       7   .00000E+00      8   .10000E+01      9   .10000E+01     10   .10000E+01
11   .10000E+01     12   .10000E+01
      13   .10000E+01     14   .10000E+01     15   .10000E+01     16   .00000E+00
17   .00000E+00     18   .00000E+00
      19   .00000E+00     20   .00000E+00     21   .00000E+00     22   .00000E+00
23   .00000E+00     24   .00000E+00


 SOURCE ID = L0012223     ; SOURCE TYPE = VOLUME   :
       1   .00000E+00      2   .00000E+00      3   .00000E+00      4   .00000E+00
5   .00000E+00      6   .00000E+00
       7   .00000E+00      8   .10000E+01      9   .10000E+01     10   .10000E+01
11   .10000E+01     12   .10000E+01
      13   .10000E+01     14   .10000E+01     15   .10000E+01     16   .00000E+00
17   .00000E+00     18   .00000E+00
      19   .00000E+00     20   .00000E+00     21   .00000E+00     22   .00000E+00
23   .00000E+00     24   .00000E+00


 SOURCE ID = L0012224     ; SOURCE TYPE = VOLUME   :
       1   .00000E+00      2   .00000E+00      3   .00000E+00      4   .00000E+00
5   .00000E+00      6   .00000E+00
       7   .00000E+00      8   .10000E+01      9   .10000E+01     10   .10000E+01
11   .10000E+01     12   .10000E+01
      13   .10000E+01     14   .10000E+01     15   .10000E+01     16   .00000E+00
17   .00000E+00     18   .00000E+00
      19   .00000E+00     20   .00000E+00     21   .00000E+00     22   .00000E+00
23   .00000E+00     24   .00000E+00
```

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 *** AERMOD - VERSION 21112  ***   *** C:\Users\M.McPherson\Desktop\1360 Vine v2\1360
Vine v2.isc           ***        10/20/23
 *** AERMET - VERSION  16216 ***   ***
***        11:58:10

PAGE  36
 *** MODELOPTs:    RegDFAULT  CONC  ELEV  URBAN  ADJ_U*

                          * SOURCE EMISSION RATE SCALARS WHICH VARY FOR EACH HOUR OF
THE DAY *

     HOUR    SCALAR      HOUR    SCALAR      HOUR    SCALAR      HOUR    SCALAR
HOUR    SCALAR      HOUR    SCALAR
 - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -
- - - - - - - - - - - - - - - - - - - - - -


 SOURCE ID = L0012225     ; SOURCE TYPE = VOLUME   :
       1   .00000E+00      2   .00000E+00      3   .00000E+00      4   .00000E+00
5   .00000E+00      6   .00000E+00
       7   .00000E+00      8   .10000E+01      9   .10000E+01     10   .10000E+01
11   .10000E+01     12   .10000E+01
      13   .10000E+01     14   .10000E+01     15   .10000E+01     16   .00000E+00
17   .00000E+00     18   .00000E+00
      19   .00000E+00     20   .00000E+00     21   .00000E+00     22   .00000E+00
23   .00000E+00     24   .00000E+00


 SOURCE ID = L0012226     ; SOURCE TYPE = VOLUME   :
       1   .00000E+00      2   .00000E+00      3   .00000E+00      4   .00000E+00
5   .00000E+00      6   .00000E+00
       7   .00000E+00      8   .10000E+01      9   .10000E+01     10   .10000E+01
11   .10000E+01     12   .10000E+01
      13   .10000E+01     14   .10000E+01     15   .10000E+01     16   .00000E+00
17   .00000E+00     18   .00000E+00
      19   .00000E+00     20   .00000E+00     21   .00000E+00     22   .00000E+00
23   .00000E+00     24   .00000E+00


 SOURCE ID = L0012227     ; SOURCE TYPE = VOLUME   :
       1   .00000E+00      2   .00000E+00      3   .00000E+00      4   .00000E+00
5   .00000E+00      6   .00000E+00
       7   .00000E+00      8   .10000E+01      9   .10000E+01     10   .10000E+01
11   .10000E+01     12   .10000E+01
      13   .10000E+01     14   .10000E+01     15   .10000E+01     16   .00000E+00
17   .00000E+00     18   .00000E+00
      19   .00000E+00     20   .00000E+00     21   .00000E+00     22   .00000E+00
23   .00000E+00     24   .00000E+00


 SOURCE ID = GENERATOR    ; SOURCE TYPE = POINT    :
       1   .00000E+00      2   .00000E+00      3   .00000E+00      4   .00000E+00
5   .00000E+00      6   .00000E+00
       7   .00000E+00      8   .10000E+01      9   .10000E+01     10   .10000E+01
11   .10000E+01     12   .10000E+01
      13   .10000E+01     14   .10000E+01     15   .10000E+01     16   .00000E+00
17   .00000E+00     18   .00000E+00
      19   .00000E+00     20   .00000E+00     21   .00000E+00     22   .00000E+00
23   .00000E+00     24   .00000E+00
```

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 *** AERMOD - VERSION 21112  ***   *** C:\Users\M.McPherson\Desktop\1360 Vine v2\1360
Vine v2.isc            ***       10/20/23
 *** AERMET - VERSION  16216 ***   ***
***       11:58:10

PAGE  37
 *** MODELOPTs:    RegDFAULT  CONC  ELEV  URBAN  ADJ_U*

                                        *** DISCRETE CARTESIAN RECEPTORS ***
                                      (X-COORD, Y-COORD, ZELEV, ZHILL, ZFLAG)
                                                (METERS)

     ( 377663.4, 3773482.1,     100.5,     100.5,       0.0);         ( 377668.4,
3773482.1,     100.5,     100.5,       0.0);
     ( 377673.4, 3773482.1,     100.5,     100.5,       0.0);         ( 377678.4,
3773482.1,     100.5,     100.5,       0.0);
     ( 377683.4, 3773482.1,     100.5,     100.5,       0.0);         ( 377688.4,
3773482.1,     100.5,     100.5,       0.0);
     ( 377693.4, 3773482.1,     100.4,     100.4,       0.0);         ( 377698.4,
3773482.1,     100.4,     100.4,       0.0);
     ( 377703.4, 3773482.1,     100.4,     100.4,       0.0);         ( 377708.4,
3773482.1,     100.4,     100.4,       0.0);
     ( 377713.4, 3773482.1,     100.4,     100.4,       0.0);         ( 377718.4,
3773482.1,     100.3,     100.3,       0.0);
     ( 377723.4, 3773482.1,     100.3,     100.3,       0.0);         ( 377728.4,
3773482.1,     100.3,     100.3,       0.0);
     ( 377733.4, 3773482.1,     100.3,     100.3,       0.0);         ( 377738.4,
3773482.1,     100.2,     100.2,       0.0);
     ( 377743.4, 3773482.1,     100.2,     100.2,       0.0);         ( 377748.4,
3773482.1,     100.2,     100.2,       0.0);
     ( 377753.4, 3773482.1,     100.2,     100.2,       0.0);         ( 377758.4,
3773482.1,     100.2,     100.2,       0.0);
     ( 377763.4, 3773482.1,     100.2,     100.2,       0.0);         ( 377768.4,
3773482.1,     100.2,     100.2,       0.0);
     ( 377773.4, 3773482.1,     100.3,     100.3,       0.0);         ( 377778.4,
3773482.1,     100.3,     100.3,       0.0);
     ( 377783.4, 3773482.1,     100.3,     100.3,       0.0);         ( 377788.4,
3773482.1,     100.3,     100.3,       0.0);
     ( 377793.4, 3773482.1,     100.4,     100.4,       0.0);         ( 377798.4,
3773482.1,     100.4,     100.4,       0.0);
     ( 377803.4, 3773482.1,     100.4,     100.4,       0.0);         ( 377663.4,
3773487.1,     100.6,     100.6,       0.0);
     ( 377668.4, 3773487.1,     100.5,     100.5,       0.0);         ( 377673.4,
3773487.1,     100.5,     100.5,       0.0);
     ( 377678.4, 3773487.1,     100.5,     100.5,       0.0);         ( 377683.4,
3773487.1,     100.5,     100.5,       0.0);
     ( 377688.4, 3773487.1,     100.5,     100.5,       0.0);         ( 377693.4,
3773487.1,     100.5,     100.5,       0.0);
     ( 377698.4, 3773487.1,     100.5,     100.5,       0.0);         ( 377703.4,
3773487.1,     100.5,     100.5,       0.0);
     ( 377708.4, 3773487.1,     100.5,     100.5,       0.0);         ( 377713.4,
3773487.1,     100.5,     100.5,       0.0);
     ( 377718.4, 3773487.1,     100.4,     100.4,       0.0);         ( 377723.4,
3773487.1,     100.4,     100.4,       0.0);
     ( 377728.4, 3773487.1,     100.4,     100.4,       0.0);         ( 377733.4,
3773487.1,     100.4,     100.4,       0.0);
     ( 377738.4, 3773487.1,     100.3,     100.3,       0.0);         ( 377743.4,
3773487.1,     100.3,     100.3,       0.0);
     ( 377748.4, 3773487.1,     100.3,     100.3,       0.0);         ( 377753.4,
3773487.1,     100.3,     100.3,       0.0);
     ( 377758.4, 3773487.1,     100.3,     100.3,       0.0);         ( 377763.4,
3773487.1,     100.3,     100.3,       0.0);
     ( 377768.4, 3773487.1,     100.3,     100.3,       0.0);         ( 377773.4,
3773487.1,     100.4,     100.4,       0.0);
     ( 377778.4, 3773487.1,     100.4,     100.4,       0.0);         ( 377783.4,
3773487.1,     100.4,     100.4,       0.0);
     ( 377788.4, 3773487.1,     100.4,     100.4,       0.0);         ( 377793.4,
3773487.1,     100.4,     100.4,       0.0);
     ( 377798.4, 3773487.1,     100.4,     100.4,       0.0);         ( 377803.4,
3773487.1,     100.5,     100.5,       0.0);
     ( 377663.4, 3773492.1,     100.6,     100.6,       0.0);         ( 377668.4,
3773492.1,     100.6,     100.6,       0.0);
     ( 377673.4, 3773492.1,     100.6,     100.6,       0.0);         ( 377678.4,
3773492.1,     100.6,     100.6,       0.0);
     ( 377683.4, 3773492.1,     100.6,     100.6,       0.0);         ( 377688.4,
3773492.1,     100.6,     100.6,       0.0);
     ( 377693.4, 3773492.1,     100.6,     100.6,       0.0);         ( 377698.4,
3773492.1,     100.6,     100.6,       0.0);
     ( 377703.4, 3773492.1,     100.6,     100.6,       0.0);         ( 377708.4,
3773492.1,     100.6,     100.6,       0.0);
     ( 377713.4, 3773492.1,     100.5,     100.5,       0.0);         ( 377718.4,
3773492.1,     100.5,     100.5,       0.0);
     ( 377723.4, 3773492.1,     100.5,     100.5,       0.0);         ( 377728.4,
3773492.1,     100.5,     100.5,       0.0);
     ( 377733.4, 3773492.1,     100.5,     100.5,       0.0);         ( 377738.4,
3773492.1,     100.5,     100.5,       0.0);
     ( 377743.4, 3773492.1,     100.4,     100.4,       0.0);         ( 377748.4,
3773492.1,     100.4,     100.4,       0.0);
     ( 377753.4, 3773492.1,     100.4,     100.4,       0.0);         ( 377758.4,
3773492.1,     100.4,     100.4,       0.0);
     ( 377763.4, 3773492.1,     100.4,     100.4,       0.0);         ( 377768.4,
3773492.1,     100.4,     100.4,       0.0);
     ( 377773.4, 3773492.1,     100.5,     100.5,       0.0);         ( 377778.4,
3773492.1,     100.5,     100.5,       0.0);
     ( 377783.4, 3773492.1,     100.5,     100.5,       0.0);         ( 377788.4,
3773492.1,     100.5,     100.5,       0.0);
     ( 377793.4, 3773492.1,     100.5,     100.5,       0.0);         ( 377798.4,
3773492.1,     100.5,     100.5,       0.0);
     ( 377803.4, 3773492.1,     100.5,     100.5,       0.0);         ( 377663.4,
3773497.1,     100.7,     100.7,       0.0);
     ( 377668.4, 3773497.1,     100.7,     100.7,       0.0);         ( 377673.4,
3773497.1,     100.7,     100.7,       0.0);
```

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 *** AERMOD - VERSION 21112  ***   *** C:\Users\M.McPherson\Desktop\1360 Vine v2\1360
Vine v2.isc            ***       10/20/23
 *** AERMET - VERSION  16216 ***   ***
***       11:58:10

PAGE  38
 *** MODELOPTs:    RegDFAULT  CONC  ELEV  URBAN  ADJ_U*

                                        *** DISCRETE CARTESIAN RECEPTORS ***
                                      (X-COORD, Y-COORD, ZELEV, ZHILL, ZFLAG)
                                                (METERS)

     ( 377678.4, 3773497.1,     100.7,     100.7,       0.0);         ( 377683.4,
3773497.1,     100.7,     100.7,       0.0);
     ( 377688.4, 3773497.1,     100.7,     100.7,       0.0);         ( 377693.4,
3773497.1,     100.7,     100.7,       0.0);
     ( 377698.4, 3773497.1,     100.7,     100.7,       0.0);         ( 377703.4,
3773497.1,     100.7,     100.7,       0.0);
     ( 377708.4, 3773497.1,     100.6,     100.6,       0.0);         ( 377713.4,
3773497.1,     100.6,     100.6,       0.0);
     ( 377718.4, 3773497.1,     100.6,     100.6,       0.0);         ( 377723.4,
3773497.1,     100.6,     100.6,       0.0);
     ( 377728.4, 3773497.1,     100.6,     100.6,       0.0);         ( 377733.4,
3773497.1,     100.6,     100.6,       0.0);
     ( 377738.4, 3773497.1,     100.5,     100.5,       0.0);         ( 377743.4,
3773497.1,     100.5,     100.5,       0.0);
     ( 377748.4, 3773497.1,     100.5,     100.5,       0.0);         ( 377753.4,
3773497.1,     100.5,     100.5,       0.0);
     ( 377758.4, 3773497.1,     100.5,     100.5,       0.0);         ( 377763.4,
3773497.1,     100.5,     100.5,       0.0);
     ( 377768.4, 3773497.1,     100.5,     100.5,       0.0);         ( 377773.4,
3773497.1,     100.5,     100.5,       0.0);
     ( 377778.4, 3773497.1,     100.5,     100.5,       0.0);         ( 377783.4,
3773497.1,     100.6,     100.6,       0.0);
     ( 377788.4, 3773497.1,     100.6,     100.6,       0.0);         ( 377793.4,
3773497.1,     100.6,     100.6,       0.0);
     ( 377798.4, 3773497.1,     100.6,     100.6,       0.0);         ( 377803.4,
3773497.1,     100.6,     100.6,       0.0);
     ( 377753.4, 3773502.1,     100.6,     100.6,       0.0);         ( 377758.4,
3773502.1,     100.6,     100.6,       0.0);
     ( 377763.4, 3773502.1,     100.6,     100.6,       0.0);         ( 377768.4,
3773502.1,     100.6,     100.6,       0.0);
     ( 377752.3, 3773525.1,     101.0,     101.0,       0.0);         ( 377757.3,
3773525.1,     101.0,     101.0,       0.0);
     ( 377762.3, 3773525.1,     101.0,     101.0,       0.0);         ( 377767.3,
3773525.1,     101.0,     101.0,       0.0);
     ( 377742.3, 3773530.1,     101.1,     101.1,       0.0);         ( 377747.3,
3773530.1,     101.1,     101.1,       0.0);
     ( 377752.3, 3773530.1,     101.1,     101.1,       0.0);         ( 377757.3,
3773530.1,     101.1,     101.1,       0.0);
     ( 377762.3, 3773530.1,     101.1,     101.1,       0.0);         ( 377767.3,
3773530.1,     101.1,     101.1,       0.0);
     ( 377772.3, 3773530.1,     101.1,     101.1,       0.0);         ( 377777.3,
3773530.1,     101.0,     101.0,       0.0);
     ( 377782.3, 3773530.1,     101.0,     101.0,       0.0);         ( 377787.3,
3773530.1,     101.0,     101.0,       0.0);
     ( 377792.3, 3773530.1,     101.1,     101.1,       0.0);         ( 377797.3,
3773530.1,     101.2,     101.2,       0.0);
     ( 377742.3, 3773535.1,     101.1,     101.1,       0.0);         ( 377747.3,
3773535.1,     101.2,     101.2,       0.0);
     ( 377752.3, 3773535.1,     101.2,     101.2,       0.0);         ( 377757.3,
3773535.1,     101.2,     101.2,       0.0);
     ( 377762.3, 3773535.1,     101.2,     101.2,       0.0);         ( 377767.3,
3773535.1,     101.1,     101.1,       0.0);
     ( 377772.3, 3773535.1,     101.1,     101.1,       0.0);         ( 377777.3,
3773535.1,     101.1,     101.1,       0.0);
     ( 377782.3, 3773535.1,     101.1,     101.1,       0.0);         ( 377787.3,
3773535.1,     101.1,     101.1,       0.0);
     ( 377792.3, 3773535.1,     101.2,     101.2,       0.0);         ( 377797.3,
3773535.1,     101.2,     101.2,       0.0);
     ( 377742.3, 3773540.1,     101.2,     101.2,       0.0);         ( 377747.3,
3773540.1,     101.2,     101.2,       0.0);
     ( 377752.3, 3773540.1,     101.2,     101.2,       0.0);         ( 377757.3,
3773540.1,     101.3,     101.3,       0.0);
     ( 377762.3, 3773540.1,     101.2,     101.2,       0.0);         ( 377767.3,
3773540.1,     101.2,     101.2,       0.0);
     ( 377772.3, 3773540.1,     101.2,     101.2,       0.0);         ( 377777.3,
3773540.1,     101.2,     101.2,       0.0);
     ( 377782.3, 3773540.1,     101.2,     101.2,       0.0);         ( 377787.3,
3773540.1,     101.2,     101.2,       0.0);
     ( 377792.3, 3773540.1,     101.2,     101.2,       0.0);         ( 377797.3,
3773540.1,     101.3,     101.3,       0.0);
     ( 377742.3, 3773545.1,     101.3,     101.3,       0.0);         ( 377747.3,
3773545.1,     101.3,     101.3,       0.0);
     ( 377752.3, 3773545.1,     101.3,     101.3,       0.0);         ( 377757.3,
3773545.1,     101.3,     101.3,       0.0);
     ( 377762.3, 3773545.1,     101.3,     101.3,       0.0);         ( 377767.3,
3773545.1,     101.3,     101.3,       0.0);
     ( 377772.3, 3773545.1,     101.3,     101.3,       0.0);         ( 377777.3,
3773545.1,     101.3,     101.3,       0.0);
     ( 377782.3, 3773545.1,     101.2,     101.2,       0.0);         ( 377787.3,
3773545.1,     101.2,     101.2,       0.0);
     ( 377792.3, 3773545.1,     101.3,     101.3,       0.0);         ( 377797.3,
3773545.1,     101.4,     101.4,       0.0);
     ( 377757.3, 3773550.1,     101.4,     101.4,       0.0);         ( 377762.3,
3773550.1,     101.4,     101.4,       0.0);
     ( 377767.3, 3773550.1,     101.4,     101.4,       0.0);         ( 377772.3,
3773550.1,     101.3,     101.3,       0.0);
     ( 377777.3, 3773550.1,     101.3,     101.3,       0.0);         ( 377782.3,
3773550.1,     101.3,     101.3,       0.0);
     ( 377787.3, 3773550.1,     101.3,     101.3,       0.0);         ( 377792.3,
3773550.1,     101.4,     101.4,       0.0);
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 *** AERMOD - VERSION 21112  ***   *** C:\Users\M.McPherson\Desktop\1360 Vine v2\1360
Vine v2.isc            ***       10/20/23
 *** AERMET - VERSION  16216 ***   ***
***       11:58:10

PAGE  39
 *** MODELOPTs:    RegDFAULT  CONC  ELEV  URBAN  ADJ_U*

                                        *** DISCRETE CARTESIAN RECEPTORS ***
                                      (X-COORD, Y-COORD, ZELEV, ZHILL, ZFLAG)
                                                (METERS)

     ( 377797.3, 3773550.1,     101.4,     101.4,       0.0);         ( 377742.3,
3773555.1,     101.5,     101.5,       0.0);
     ( 377747.3, 3773555.1,     101.5,     101.5,       0.0);         ( 377752.3,
3773555.1,     101.5,     101.5,       0.0);
     ( 377757.3, 3773555.1,     101.5,     101.5,       0.0);         ( 377762.3,
3773555.1,     101.5,     101.5,       0.0);
     ( 377767.3, 3773555.1,     101.5,     101.5,       0.0);         ( 377772.3,
3773555.1,     101.4,     101.4,       0.0);
     ( 377777.3, 3773555.1,     101.4,     101.4,       0.0);         ( 377742.3,
3773560.1,     101.6,     101.6,       0.0);
     ( 377747.3, 3773560.1,     101.6,     101.6,       0.0);         ( 377752.3,
3773560.1,     101.6,     101.6,       0.0);
     ( 377757.3, 3773560.1,     101.6,     101.6,       0.0);         ( 377762.3,
3773560.1,     101.5,     101.5,       0.0);
     ( 377767.3, 3773560.1,     101.5,     101.5,       0.0);         ( 377772.3,
3773560.1,     101.5,     101.5,       0.0);
     ( 377772.3, 3773565.1,     101.6,     101.6,       0.0);         ( 377737.3,
3773570.1,     101.8,     101.8,       0.0);
     ( 377742.3, 3773570.1,     101.8,     101.8,       0.0);         ( 377747.3,
3773570.1,     101.8,     101.8,       0.0);
     ( 377752.3, 3773570.1,     101.8,     101.8,       0.0);         ( 377757.3,
3773570.1,     101.8,     101.8,       0.0);
     ( 377762.3, 3773570.1,     101.8,     101.8,       0.0);         ( 377767.3,
3773570.1,     101.8,     101.8,       0.0);
     ( 377772.3, 3773570.1,     101.8,     101.8,       0.0);         ( 377777.3,
3773570.1,     101.7,     101.7,       0.0);
     ( 377782.3, 3773570.1,     101.7,     101.7,       0.0);         ( 377787.3,
3773570.1,     101.7,     101.7,       0.0);
     ( 377792.3, 3773570.1,     101.7,     101.7,       0.0);         ( 377797.3,
3773570.1,     101.8,     101.8,       0.0);
     ( 377737.3, 3773575.1,     101.9,     101.9,       0.0);         ( 377742.3,
3773575.1,     101.9,     101.9,       0.0);
     ( 377747.3, 3773575.1,     101.9,     101.9,       0.0);         ( 377752.3,
3773575.1,     101.9,     101.9,       0.0);
     ( 377757.3, 3773575.1,     101.9,     101.9,       0.0);         ( 377762.3,
3773575.1,     101.9,     101.9,       0.0);
     ( 377767.3, 3773575.1,     101.9,     101.9,       0.0);         ( 377772.3,
3773575.1,     101.9,     101.9,       0.0);
     ( 377777.3, 3773575.1,     101.8,     101.8,       0.0);         ( 377782.3,
3773575.1,     101.8,     101.8,       0.0);
     ( 377787.3, 3773575.1,     101.8,     101.8,       0.0);         ( 377792.3,
3773575.1,     101.8,     101.8,       0.0);
     ( 377797.3, 3773575.1,     101.9,     101.9,       0.0);         ( 377737.3,
3773580.1,     102.0,     102.0,       0.0);
     ( 377742.3, 3773580.1,     102.0,     102.0,       0.0);         ( 377747.3,
3773580.1,     102.0,     102.0,       0.0);
     ( 377752.3, 3773580.1,     102.0,     102.0,       0.0);         ( 377757.3,
3773580.1,     102.1,     102.1,       0.0);
     ( 377762.3, 3773580.1,     102.0,     102.0,       0.0);         ( 377767.3,
3773580.1,     102.0,     102.0,       0.0);
     ( 377772.3, 3773580.1,     102.0,     102.0,       0.0);         ( 377777.3,
3773580.1,     102.0,     102.0,       0.0);
     ( 377782.3, 3773580.1,     101.9,     101.9,       0.0);         ( 377787.3,
3773580.1,     101.9,     101.9,       0.0);
     ( 377792.3, 3773580.1,     102.0,     102.0,       0.0);         ( 377797.3,
3773580.1,     102.0,     102.0,       0.0);
     ( 377727.3, 3773585.1,     102.1,     102.1,       0.0);         ( 377732.3,
3773585.1,     102.0,     102.0,       0.0);
     ( 377737.3, 3773585.1,     102.0,     102.0,       0.0);         ( 377742.3,
3773585.1,     102.1,     102.1,       0.0);
     ( 377747.3, 3773585.1,     102.1,     102.1,       0.0);         ( 377752.3,
3773585.1,     102.1,     102.1,       0.0);
     ( 377757.3, 3773585.1,     102.2,     102.2,       0.0);         ( 377762.3,
3773585.1,     102.2,     102.2,       0.0);
     ( 377767.3, 3773585.1,     102.1,     102.1,       0.0);         ( 377772.3,
3773585.1,     102.1,     102.1,       0.0);
     ( 377777.3, 3773585.1,     102.1,     102.1,       0.0);         ( 377782.3,
3773585.1,     102.0,     102.0,       0.0);
     ( 377787.3, 3773585.1,     102.0,     102.0,       0.0);         ( 377792.3,
3773585.1,     102.1,     102.1,       0.0);
     ( 377797.3, 3773585.1,     102.1,     102.1,       0.0);         ( 377727.3,
3773590.1,     102.1,     102.1,       0.0);
     ( 377732.3, 3773590.1,     102.1,     102.1,       0.0);         ( 377737.3,
3773590.1,     102.1,     102.1,       0.0);
     ( 377742.3, 3773590.1,     102.2,     102.2,       0.0);         ( 377747.3,
3773590.1,     102.2,     102.2,       0.0);
     ( 377752.3, 3773590.1,     102.3,     102.3,       0.0);         ( 377757.3,
3773590.1,     102.3,     102.3,       0.0);
     ( 377762.3, 3773590.1,     102.3,     102.3,       0.0);         ( 377767.3,
3773590.1,     102.2,     102.2,       0.0);
     ( 377772.3, 3773590.1,     102.2,     102.2,       0.0);         ( 377777.3,
3773590.1,     102.2,     102.2,       0.0);
     ( 377782.3, 3773590.1,     102.1,     102.1,       0.0);         ( 377787.3,
3773590.1,     102.1,     102.1,       0.0);
     ( 377792.3, 3773590.1,     102.2,     102.2,       0.0);         ( 377797.3,
3773590.1,     102.2,     102.2,       0.0);
     ( 377727.3, 3773595.1,     102.2,     102.2,       0.0);         ( 377732.3,
3773595.1,     102.2,     102.2,       0.0);
     ( 377737.3, 3773595.1,     102.2,     102.2,       0.0);         ( 377742.3,
3773595.1,     102.2,     102.2,       0.0);
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 *** AERMOD - VERSION 21112  ***   *** C:\Users\M.McPherson\Desktop\1360 Vine v2\1360
Vine v2.isc            ***       10/20/23
 *** AERMET - VERSION  16216 ***   ***
***       11:58:10

PAGE  40
 *** MODELOPTs:    RegDFAULT  CONC  ELEV  URBAN  ADJ_U*

                                        *** DISCRETE CARTESIAN RECEPTORS ***
                                      (X-COORD, Y-COORD, ZELEV, ZHILL, ZFLAG)
                                                  (METERS)

     ( 377747.3, 3773595.1,     102.3,     102.3,       0.0);         ( 377752.3,
3773595.1,     102.3,     102.3,       0.0);
     ( 377757.3, 3773595.1,     102.3,     102.3,       0.0);         ( 377762.3,
3773595.1,     102.3,     102.3,       0.0);
     ( 377767.3, 3773595.1,     102.3,     102.3,       0.0);         ( 377772.3,
3773595.1,     102.2,     102.2,       0.0);
     ( 377777.3, 3773595.1,     102.2,     102.2,       0.0);         ( 377782.3,
3773595.1,     102.2,     102.2,       0.0);
     ( 377787.3, 3773595.1,     102.2,     102.2,       0.0);         ( 377792.3,
3773595.1,     102.2,     102.2,       0.0);
     ( 377797.3, 3773595.1,     102.3,     102.3,       0.0);         ( 377727.3,
3773600.1,     102.3,     102.3,       0.0);
     ( 377732.3, 3773600.1,     102.3,     102.3,       0.0);         ( 377737.3,
3773600.1,     102.3,     102.3,       0.0);
     ( 377742.3, 3773600.1,     102.3,     102.3,       0.0);         ( 377747.3,
3773600.1,     102.3,     102.3,       0.0);
     ( 377752.3, 3773600.1,     102.3,     102.3,       0.0);         ( 377757.3,
3773600.1,     102.4,     102.4,       0.0);
     ( 377762.3, 3773600.1,     102.4,     102.4,       0.0);         ( 377767.3,
3773600.1,     102.3,     102.3,       0.0);
     ( 377772.3, 3773600.1,     102.3,     102.3,       0.0);         ( 377777.3,
3773600.1,     102.2,     102.2,       0.0);
     ( 377782.3, 3773600.1,     102.2,     102.2,       0.0);         ( 377787.3,
3773600.1,     102.2,     102.2,       0.0);
     ( 377792.3, 3773600.1,     102.3,     102.3,       0.0);         ( 377797.3,
3773600.1,     102.3,     102.3,       0.0);
     ( 377742.3, 3773605.1,     102.3,     102.3,       0.0);         ( 377747.3,
3773605.1,     102.4,     102.4,       0.0);
     ( 377752.3, 3773605.1,     102.4,     102.4,       0.0);         ( 377757.3,
3773605.1,     102.4,     102.4,       0.0);
     ( 377762.3, 3773605.1,     102.4,     102.4,       0.0);         ( 377767.3,
3773605.1,     102.4,     102.4,       0.0);
     ( 377772.3, 3773605.1,     102.3,     102.3,       0.0);         ( 377777.3,
3773605.1,     102.3,     102.3,       0.0);
     ( 377782.3, 3773605.1,     102.3,     102.3,       0.0);         ( 377787.3,
3773605.1,     102.3,     102.3,       0.0);
     ( 377792.3, 3773605.1,     102.3,     102.3,       0.0);         ( 377797.3,
3773605.1,     102.4,     102.4,       0.0);
     ( 377695.9, 3773630.3,     103.1,     103.1,       0.0);         ( 377700.9,
3773630.3,     103.1,     103.1,       0.0);
     ( 377740.9, 3773630.3,     102.8,     102.8,       0.0);         ( 377745.9,
3773630.3,     102.8,     102.8,       0.0);
     ( 377750.9, 3773630.3,     102.8,     102.8,       0.0);         ( 377755.9,
3773630.3,     102.9,     102.9,       0.0);
     ( 377760.9, 3773630.3,     102.9,     102.9,       0.0);         ( 377765.9,
3773630.3,     102.8,     102.8,       0.0);
     ( 377770.9, 3773630.3,     102.8,     102.8,       0.0);         ( 377775.9,
3773630.3,     102.8,     102.8,       0.0);
     ( 377695.9, 3773635.3,     103.3,     103.3,       0.0);         ( 377700.9,
3773635.3,     103.2,     103.2,       0.0);
     ( 377740.9, 3773635.3,     102.9,     102.9,       0.0);         ( 377745.9,
3773635.3,     103.0,     103.0,       0.0);
     ( 377750.9, 3773635.3,     103.0,     103.0,       0.0);         ( 377755.9,
3773635.3,     103.0,     103.0,       0.0);
     ( 377760.9, 3773635.3,     103.0,     103.0,       0.0);         ( 377765.9,
3773635.3,     103.0,     103.0,       0.0);
     ( 377770.9, 3773635.3,     103.0,     103.0,       0.0);         ( 377775.9,
3773635.3,     102.9,     102.9,       0.0);
     ( 377695.9, 3773640.3,     103.4,     103.4,       0.0);         ( 377700.9,
3773640.3,     103.4,     103.4,       0.0);
     ( 377740.9, 3773640.3,     103.1,     103.1,       0.0);         ( 377745.9,
3773640.3,     103.1,     103.1,       0.0);
     ( 377750.9, 3773640.3,     103.2,     103.2,       0.0);         ( 377755.9,
3773640.3,     103.2,     103.2,       0.0);
     ( 377760.9, 3773640.3,     103.2,     103.2,       0.0);         ( 377765.9,
3773640.3,     103.2,     103.2,       0.0);
     ( 377770.9, 3773640.3,     103.1,     103.1,       0.0);         ( 377775.9,
3773640.3,     103.1,     103.1,       0.0);
     ( 377695.9, 3773645.3,     103.6,     103.6,       0.0);         ( 377700.9,
3773645.3,     103.5,     103.5,       0.0);
     ( 377740.9, 3773645.3,     103.2,     103.2,       0.0);         ( 377745.9,
3773645.3,     103.3,     103.3,       0.0);
     ( 377750.9, 3773645.3,     103.3,     103.3,       0.0);         ( 377755.9,
3773645.3,     103.4,     103.4,       0.0);
     ( 377760.9, 3773645.3,     103.4,     103.4,       0.0);         ( 377765.9,
3773645.3,     103.4,     103.4,       0.0);
     ( 377770.9, 3773645.3,     103.3,     103.3,       0.0);         ( 377775.9,
3773645.3,     103.3,     103.3,       0.0);
     ( 377695.9, 3773650.3,     103.8,     103.8,       0.0);         ( 377700.9,
3773650.3,     103.7,     103.7,       0.0);
     ( 377740.9, 3773650.3,     103.4,     553.7,       0.0);         ( 377745.9,
3773650.3,     103.4,     553.7,       0.0);
     ( 377750.9, 3773650.3,     103.5,     553.7,       0.0);         ( 377755.9,
3773650.3,     103.5,     553.7,       0.0);
     ( 377695.9, 3773655.3,     103.9,     553.7,       0.0);         ( 377700.9,
3773655.3,     103.8,     553.7,       0.0);
     ( 377740.9, 3773655.3,     103.5,     553.7,       0.0);         ( 377745.9,
3773655.3,     103.6,     553.7,       0.0);
     ( 377750.9, 3773655.3,     103.6,     553.7,       0.0);         ( 377755.9,
3773655.3,     103.6,     553.7,       0.0);
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 *** AERMOD - VERSION 21112  ***   *** C:\Users\M.McPherson\Desktop\1360 Vine v2\1360
Vine v2.isc           ***        10/20/23
 *** AERMET - VERSION  16216 ***   ***
***        11:58:10

PAGE  41
 *** MODELOPTs:    RegDFAULT  CONC  ELEV  URBAN  ADJ_U*

                                        *** DISCRETE CARTESIAN RECEPTORS ***
                                       (X-COORD, Y-COORD, ZELEV, ZHILL, ZFLAG)
                                                 (METERS)

     ( 377695.9, 3773660.3,     104.0,     553.7,       0.0);         ( 377700.9,
3773660.3,     103.9,     553.7,       0.0);
     ( 377705.9, 3773660.3,     103.8,     553.7,       0.0);         ( 377720.9,
3773670.3,     103.9,     553.7,       0.0);
     ( 377725.9, 3773670.3,     103.9,     553.7,       0.0);         ( 377730.9,
3773670.3,     103.9,     553.7,       0.0);
     ( 377735.9, 3773670.3,     104.0,     553.7,       0.0);         ( 377720.9,
3773675.3,     104.0,     553.7,       0.0);
     ( 377725.9, 3773675.3,     104.1,     553.7,       0.0);         ( 377730.9,
3773675.3,     104.1,     553.7,       0.0);
     ( 377735.9, 3773675.3,     104.1,     553.7,       0.0);         ( 377720.9,
3773680.3,     104.1,     553.7,       0.0);
     ( 377725.9, 3773680.3,     104.2,     553.7,       0.0);         ( 377730.9,
3773680.3,     104.2,     553.7,       0.0);
     ( 377735.9, 3773680.3,     104.3,     553.7,       0.0);         ( 377720.9,
3773685.3,     104.2,     553.7,       0.0);
     ( 377725.9, 3773685.3,     104.3,     553.7,       0.0);         ( 377730.9,
3773685.3,     104.3,     553.7,       0.0);
     ( 377735.9, 3773685.3,     104.3,     553.7,       0.0);
```

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 *** AERMOD - VERSION 21112  ***   *** C:\Users\M.McPherson\Desktop\1360 Vine v2\1360
Vine v2.isc           ***        10/20/23
 *** AERMET - VERSION  16216 ***   ***
***        11:58:10

PAGE  42
 *** MODELOPTs:    RegDFAULT  CONC  ELEV  URBAN  ADJ_U*

                                        *** METEOROLOGICAL DAYS SELECTED FOR
PROCESSING ***
                                                              (1=YES; 0=NO)

           1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1
1 1 1 1 1   1 1 1 1 1 1 1 1 1 1
           1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1
1 1 1 1 1   1 1 1 1 1 1 1 1 1 1
           1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1
1 1 1 1 1   1 1 1 1 1 1 1 1 1 1
           1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1
1 1 1 1 1   1 1 1 1 1 1 1 1 1 1
           1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1
1 1 1 1 1   1 1 1 1 1 1 1 1 1 1
           1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1
1 1 1 1 1   1 1 1 1 1 1 1 1 1 1
           1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1
1 1 1 1 1   1 1 1 1 1 1 1 1 1 1
           1 1 1 1 1 1 1 1 1 1   1 1 1 1 1

               NOTE:  METEOROLOGICAL DATA ACTUALLY PROCESSED WILL ALSO DEPEND ON WHAT
IS INCLUDED IN THE DATA FILE.



                                    *** UPPER BOUND OF FIRST THROUGH FIFTH WIND SPEED
CATEGORIES ***
                                                    (METERS/SEC)

                                               1.54,   3.09,   5.14,   8.23,  10.80,
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 *** AERMOD - VERSION 21112  ***   *** C:\Users\M.McPherson\Desktop\1360 Vine v2\1360
Vine v2.isc            ***        10/20/23
 *** AERMET - VERSION  16216 ***   ***
***        11:58:10

PAGE  43
 *** MODELOPTs:    RegDFAULT  CONC  ELEV  URBAN  ADJ_U*

                                  *** UP TO THE FIRST 24 HOURS OF METEOROLOGICAL DATA
***

   Surface file:   KCQT_V9_ADJU\KCQT_v9.SFC
Met Version:  16216
   Profile file:   KCQT_V9_ADJU\KCQT_v9.PFL
   Surface format: FREE
   Profile format: FREE
   Surface station no.:    93134                 Upper air station no.:     3190
                 Name: UNKNOWN                                    Name: UNKNOWN
                 Year:   2012                                     Year:   2012

 First 24 hours of scalar data
 YR MO DY JDY HR     H0     U*     W*  DT/DZ ZICNV ZIMCH  M-O LEN    Z0  BOWEN ALBEDO
REF WS   WD     HT  REF TA     HT
- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -
 12 01 01   1 01   -4.2  0.081 -9.000 -9.000 -999.   56.     11.6  0.27   2.83   1.00
0.64  306.    5.8  283.1    2.0
 12 01 01   1 02   -5.0  0.089 -9.000 -9.000 -999.   63.     12.6  0.27   2.83   1.00
0.70  334.    5.8  283.1    2.0
 12 01 01   1 03  -10.7  0.131 -9.000 -9.000 -999.  114.     19.1  0.27   2.83   1.00
1.01  357.    5.8  283.1    2.0
 12 01 01   1 04  -18.5  0.186 -9.000 -9.000 -999.  192.     38.0  0.27   2.83   1.00
1.40   15.    5.8  285.4    2.0
 12 01 01   1 05  -16.0  0.162 -9.000 -9.000 -999.  157.     28.9  0.27   2.83   1.00
1.23   44.    5.8  284.2    2.0
 12 01 01   1 06   -6.9  0.104 -9.000 -9.000 -999.   82.     14.9  0.27   2.83   1.00
0.82    7.    5.8  282.5    2.0
 12 01 01   1 07   -3.2  0.071 -9.000 -9.000 -999.   46.     10.4  0.27   2.83   1.00
0.55  282.    5.8  281.4    2.0
 12 01 01   1 08   -7.9  0.119 -9.000 -9.000 -999.   99.     19.4  0.27   2.83   0.55
0.92  359.    5.8  282.5    2.0
 12 01 01   1 09   38.2  0.213  0.345  0.006   39.  237.    -23.0  0.27   2.83   0.32
1.38    8.    5.8  290.4    2.0
 12 01 01   1 10  112.7  0.212  0.730  0.006  125.  235.     -7.7  0.27   2.83   0.24
1.18   14.    5.8  294.9    2.0
 12 01 01   1 11  164.8  0.219  1.173  0.005  355.  246.     -5.8  0.27   2.83   0.21
1.16    6.    5.8  297.5    2.0
 12 01 01   1 12  191.0  0.225  1.516  0.005  660.  257.     -5.4  0.27   2.83   0.20
1.18   34.    5.8  299.2    2.0
 12 01 01   1 13  189.9  0.179  1.806  0.005 1122.  183.     -2.7  0.27   2.83   0.20
0.82  117.    5.8  299.9    2.0
 12 01 01   1 14  162.6  0.158  1.858  0.005 1426.  150.     -2.2  0.27   2.83   0.21
0.69  144.    5.8  300.4    2.0
 12 01 01   1 15  109.2  0.201  1.670  0.005 1541.  216.     -6.7  0.27   2.83   0.25
1.09  202.    5.8  299.9    2.0
 12 01 01   1 16   32.0  0.301  1.113  0.005 1557.  395.    -76.6  0.27   2.83   0.33
2.15  275.    5.8  295.4    2.0
 12 01 01   1 17  -16.0  0.187 -9.000 -9.000 -999.  200.     38.3  0.27   2.83   0.60
1.40  287.    5.8  291.4    2.0
 12 01 01   1 18  -15.4  0.159 -9.000 -9.000 -999.  153.     27.9  0.27   2.83   1.00
1.21  295.    5.8  288.8    2.0
 12 01 01   1 19   -5.2  0.091 -9.000 -9.000 -999.   67.     13.0  0.27   2.83   1.00
0.72  286.    5.8  287.5    2.0
 12 01 01   1 20 -999.0 -9.000 -9.000 -9.000 -999. -999. -99999.0  0.27   2.83   1.00
0.00    0.    5.8  286.4    2.0
 12 01 01   1 21   -2.9  0.069 -9.000 -9.000 -999.   44.     10.3  0.27   2.83   1.00
0.53  319.    5.8  285.9    2.0
 12 01 01   1 22   -6.0  0.098 -9.000 -9.000 -999.   73.     14.0  0.27   2.83   1.00
0.77  336.    5.8  285.4    2.0
 12 01 01   1 23  -13.5  0.148 -9.000 -9.000 -999.  137.     24.1  0.27   2.83   1.00
1.13  293.    5.8  285.4    2.0
 12 01 01   1 24   -8.8  0.118 -9.000 -9.000 -999.   98.     17.1  0.27   2.83   1.00
0.92  315.    5.8  284.9    2.0

 First hour of profile data
 YR MO DY HR HEIGHT F  WDIR    WSPD AMB_TMP sigmaA  sigmaW  sigmaV
 12 01 01 01    5.8 1  306.    0.64   283.2   99.0  -99.00  -99.00

 F indicates top of profile (=1) or below (=0)
```

```
 *** AERMOD - VERSION 21112  ***   *** C:\Users\M.McPherson\Desktop\1360 Vine v2\1360
Vine v2.isc            ***        10/20/23
 *** AERMET - VERSION  16216 ***   ***
***        11:58:10

PAGE  44
 *** MODELOPTs:    RegDFAULT  CONC  ELEV  URBAN  ADJ_U*

                            *** THE PERIOD ( 43848 HRS) AVERAGE CONCENTRATION
VALUES FOR SOURCE GROUP: CONSTRUC ***
                              INCLUDING SOURCE(S):     L0025467    , L0025468    ,
L0025469    , L0025470    , L0025471    ,
                 L0025472    , L0025473    , L0025474    , L0025475    , L0025476    ,
L0025477    , L0025478    , L0025479    ,
                 L0025480    , L0025481    , L0025482    , L0025483    , L0025484    ,
L0025485    , L0025486    , L0025487    ,
                 L0025488    , L0025489    , L0025490    , L0025491    , L0025492    ,
L0025493    , L0025494    ,  . . .      ,

                                       *** DISCRETE CARTESIAN RECEPTOR POINTS ***

                                    ** CONC OF DPM      IN MICROGRAMS/M**3
**

       X-COORD (M)   Y-COORD (M)        CONC                      X-COORD (M)   Y-
COORD (M)        CONC
 - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -
- - - - - - - - - - - - - - - - - - -
         377663.39    3773482.10       20.25819                    377668.39
3773482.10       19.80534
         377673.39    3773482.10       19.14146                    377678.39
3773482.10       18.30290
         377683.39    3773482.10       17.33313                    377688.39
3773482.10       16.28044
         377693.39    3773482.10       15.19183                    377698.39
3773482.10       14.10599
         377703.39    3773482.10       13.05408                    377708.39
3773482.10       12.05717
         377713.39    3773482.10       11.12649                    377718.39
3773482.10       10.26721
         377723.39    3773482.10        9.47924                    377728.39
3773482.10        8.75978
         377733.39    3773482.10        8.10503                    377738.39
3773482.10        7.51020
         377743.39    3773482.10        6.97005                    377748.39
3773482.10        6.47985
         377753.39    3773482.10        6.03444                    377758.39
3773482.10        5.62960
         377763.39    3773482.10        5.26048                    377768.39
3773482.10        4.92401
         377773.39    3773482.10        4.61685                    377778.39
3773482.10        4.33598
         377783.39    3773482.10        4.07874                    377788.39
3773482.10        3.84292
         377793.39    3773482.10        3.62621                    377798.39
3773482.10        3.42674
         377803.39    3773482.10        3.24284                    377663.39
3773487.10       24.45906
         377668.39    3773487.10       23.83520                    377673.39
3773487.10       22.91659
         377678.39    3773487.10       21.75761                    377683.39
3773487.10       20.42646
         377688.39    3773487.10       19.00182                    377693.39
3773487.10       17.55131
         377698.39    3773487.10       16.13226                    377703.39
3773487.10       14.78455
         377708.39    3773487.10       13.53202                    377713.39
3773487.10       12.38576
         377718.39    3773487.10       11.34519                    377723.39
3773487.10       10.40604
         377728.39    3773487.10        9.56075                    377733.39
3773487.10        8.80113
         377738.39    3773487.10        8.11798                    377743.39
3773487.10        7.50371
         377748.39    3773487.10        6.95093                    377753.39
3773487.10        6.45240
         377758.39    3773487.10        6.00226                    377763.39
3773487.10        5.59423
         377768.39    3773487.10        5.22437                    377773.39
3773487.10        4.88819
         377778.39    3773487.10        4.58220                    377783.39
3773487.10        4.30303
         377788.39    3773487.10        4.04781                    377793.39
3773487.10        3.81418
         377798.39    3773487.10        3.59966                    377803.39
3773487.10        3.40240
         377663.39    3773492.10       30.10257                    377668.39
3773492.10       29.22675
         377673.39    3773492.10       27.92259                    377678.39
3773492.10       26.27202
         377683.39    3773492.10       24.39313                    377688.39
3773492.10       22.41158
         377693.39    3773492.10       20.43824                    377698.39
3773492.10       18.55400
         377703.39    3773492.10       16.80832                    377708.39
3773492.10       15.22432
         377713.39    3773492.10       13.80603                    377718.39
3773492.10       12.54459
         377723.39    3773492.10       11.42587                    377728.39
3773492.10       10.43404
         377733.39    3773492.10        9.55395                    377738.39
3773492.10        8.77154
         377743.39    3773492.10        8.07479                    377748.39
3773492.10        7.45307
         377753.39    3773492.10        6.89648                    377758.39
3773492.10        6.39703
         377763.39    3773492.10        5.94733                    377768.39
3773492.10        5.54148
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 *** AERMOD - VERSION 21112  ***   *** C:\Users\M.McPherson\Desktop\1360 Vine v2\1360
Vine v2.isc            ***        10/20/23
 *** AERMET - VERSION  16216 ***   ***
***        11:58:10

PAGE  45
 *** MODELOPTs:    RegDFAULT  CONC  ELEV  URBAN  ADJ_U*

                            *** THE PERIOD ( 43848 HRS) AVERAGE CONCENTRATION
VALUES FOR SOURCE GROUP: CONSTRUC ***
                              INCLUDING SOURCE(S):     L0025467    , L0025468    ,
L0025469    , L0025470    , L0025471    ,
                 L0025472    , L0025473    , L0025474    , L0025475    , L0025476    ,
L0025477    , L0025478    , L0025479    ,
                 L0025480    , L0025481    , L0025482    , L0025483    , L0025484    ,
L0025485    , L0025486    , L0025487    ,
                 L0025488    , L0025489    , L0025490    , L0025491    , L0025492    ,
L0025493    , L0025494    ,  . . .      ,

                                       *** DISCRETE CARTESIAN RECEPTOR POINTS ***

                                    ** CONC OF DPM      IN MICROGRAMS/M**3
**

       X-COORD (M)   Y-COORD (M)        CONC                      X-COORD (M)   Y-
COORD (M)        CONC
 - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -
- - - - - - - - - - - - - - - - - - - -
         377773.39    3773492.10        5.17439                    377778.39
3773492.10        4.84151
         377783.39    3773492.10        4.53892                    377788.39
3773492.10        4.26330
         377793.39    3773492.10        4.01167                    377798.39
3773492.10        3.78124
         377803.39    3773492.10        3.56986                    377663.39
3773497.10       37.97208
         377668.39    3773497.10       36.72718                    377673.39
3773497.10       34.81411
         377678.39    3773497.10       32.36953                    377683.39
3773497.10       29.61024
         377688.39    3773497.10       26.76319                    377693.39
3773497.10       24.00777
         377698.39    3773497.10       21.45899                    377703.39
3773497.10       19.17036
         377708.39    3773497.10       17.15458                    377713.39
3773497.10       15.39618
         377718.39    3773497.10       13.86728                    377723.39
3773497.10       12.53684
         377728.39    3773497.10       11.37665                    377733.39
3773497.10       10.36097
         377738.39    3773497.10        9.46822                    377743.39
3773497.10        8.68085
         377748.39    3773497.10        7.98410                    377753.39
3773497.10        7.36482
         377758.39    3773497.10        6.81260                    377763.39
3773497.10        6.31811
         377768.39    3773497.10        5.87416                    377773.39
3773497.10        5.47433
         377778.39    3773497.10        5.11302                    377783.39
3773497.10        4.78584
         377788.39    3773497.10        4.48864                    377793.39
3773497.10        4.21796
         377798.39    3773497.10        3.97082                    377803.39
3773497.10        3.74464
         377753.39    3773502.10        7.85453                    377758.39
3773502.10        7.24639
         377763.39    3773502.10        6.70464                    377768.39
3773502.10        6.22048
         377752.30    3773525.09       10.42935                    377757.30
3773525.09        9.52130
         377762.30    3773525.09        8.72948                    377767.30
3773525.09        8.03386
         377742.30    3773530.09       13.35376                    377747.30
3773530.09       12.05152
         377752.30    3773530.09       10.93504                    377757.30
3773530.09        9.97027
         377762.30    3773530.09        9.13060                    377767.30
3773530.09        8.39445
         377772.30    3773530.09        7.74484                    377777.30
3773530.09        7.16876
         377782.30    3773530.09        6.65498                    377787.30
3773530.09        6.19385
         377792.30    3773530.09        5.77840                    377797.30
3773530.09        5.40364
         377742.30    3773535.09       13.97201                    377747.30
3773535.09       12.59258
         377752.30    3773535.09       11.41332                    377757.30
3773535.09       10.39556
         377762.30    3773535.09        9.51180                    377767.30
3773535.09        8.73858
         377772.30    3773535.09        8.05679                    377777.30
3773535.09        7.45260
         377782.30    3773535.09        6.91455                    377787.30
3773535.09        6.43229
         377792.30    3773535.09        5.99811                    377797.30
3773535.09        5.60678
         377742.30    3773540.09       14.53577                    377747.30
3773540.09       13.08901
         377752.30    3773540.09       11.85385                    377757.30
3773540.09       10.78993
         377762.30    3773540.09        9.86680                    377767.30
3773540.09        9.05962
         377772.30    3773540.09        8.34891                    377777.30
3773540.09        7.71987
         377782.30    3773540.09        7.15982                    377787.30
3773540.09        6.65810
         377792.30    3773540.09        6.20690                    377797.30
3773540.09        5.80018
```

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 *** AERMOD - VERSION 21112  ***   *** C:\Users\M.McPherson\Desktop\1360 Vine v2\1360
Vine v2.isc            ***        10/20/23
 *** AERMET - VERSION  16216 ***   ***
***        11:58:10

PAGE  46
 *** MODELOPTs:    RegDFAULT  CONC  ELEV  URBAN  ADJ_U*

                            *** THE PERIOD ( 43848 HRS) AVERAGE CONCENTRATION
VALUES FOR SOURCE GROUP: CONSTRUC ***
                              INCLUDING SOURCE(S):     L0025467    , L0025468    ,
L0025469    , L0025470    , L0025471    ,
                 L0025472    , L0025473    , L0025474    , L0025475    , L0025476    ,
L0025477    , L0025478    , L0025479    ,
                 L0025480    , L0025481    , L0025482    , L0025483    , L0025484    ,
L0025485    , L0025486    , L0025487    ,
                 L0025488    , L0025489    , L0025490    , L0025491    , L0025492    ,
L0025493    , L0025494    ,  . . .      ,

                                       *** DISCRETE CARTESIAN RECEPTOR POINTS ***

                                    ** CONC OF DPM      IN MICROGRAMS/M**3
**

       X-COORD (M)   Y-COORD (M)        CONC                      X-COORD (M)   Y-
COORD (M)        CONC
 - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -
- - - - - - - - - - - - - - - - - - - -
         377742.30    3773545.09       15.03499                    377747.30
3773545.09       13.53048
         377752.30    3773545.09       12.24856                    377757.30
3773545.09       11.14542
         377762.30    3773545.09       10.18861                    377767.30
3773545.09        9.35253
         377772.30    3773545.09        8.61677                    377777.30
3773545.09        7.96556
         377782.30    3773545.09        7.38624                    377787.30
3773545.09        6.86769
         377792.30    3773545.09        6.40124                    377797.30
3773545.09        5.98120
         377757.30    3773550.09       11.45464                    377762.30
3773550.09       10.47068
         377767.30    3773550.09        9.61112                    377772.30
3773550.09        8.85518
         377777.30    3773550.09        8.18584                    377782.30
3773550.09        7.59042
         377787.30    3773550.09        7.05748                    377792.30
3773550.09        6.57830
         377797.30    3773550.09        6.14656                    377742.30
3773555.09       15.79835
         377747.30    3773555.09       14.21684                    377752.30
3773555.09       12.87006
         377757.30    3773555.09       11.71239                    377762.30
3773555.09       10.70832
         377767.30    3773555.09        9.83116                    377772.30
3773555.09        9.05931
         377777.30    3773555.09        8.37606                    377742.30
3773560.09       16.04761
         377747.30    3773560.09       14.44719                    377752.30
3773560.09       13.08467
         377757.30    3773560.09       11.91239                    377762.30
3773560.09       10.89614
         377767.30    3773560.09       10.00763                    377772.30
3773560.09        9.22553
         377772.30    3773565.09        9.34983                    377737.30
3773570.09       18.15513
         377742.30    3773570.09       16.25984                    377747.30
3773570.09       14.66286
         377752.30    3773570.09       13.30153                    377757.30
3773570.09       12.12929
         377762.30    3773570.09       11.11054                    377767.30
3773570.09       10.21837
         377772.30    3773570.09        9.43196                    377777.30
3773570.09        8.73458
         377782.30    3773570.09        8.11274                    377787.30
3773570.09        7.55552
         377792.30    3773570.09        7.05406                    377797.30
3773570.09        6.60123
         377737.30    3773575.09       18.08605                    377742.30
3773575.09       16.21907
         377747.30    3773575.09       14.64484                    377752.30
3773575.09       13.30185
         377757.30    3773575.09       12.14378                    377762.30
3773575.09       11.13617
         377767.30    3773575.09       10.25172                    377772.30
3773575.09        9.47128
         377777.30    3773575.09        8.77831                    377782.30
3773575.09        8.15978
         377787.30    3773575.09        7.60521                    377792.30
3773575.09        7.10634
         377797.30    3773575.09        6.65520                    377737.30
3773580.09       17.89992
         377742.30    3773580.09       16.07806                    377747.30
3773580.09       14.54032
         377752.30    3773580.09       13.22662                    377757.30
3773580.09       12.09311
         377762.30    3773580.09       11.10375                    377767.30
3773580.09       10.23405
         377772.30    3773580.09        9.46501                    377777.30
3773580.09        8.78158
         377782.30    3773580.09        8.17069                    377787.30
3773580.09        7.62241
         377792.30    3773580.09        7.12919                    377797.30
3773580.09        6.68244
         377727.30    3773585.09       22.29374                    377732.30
3773585.09       19.71215
         377737.30    3773585.09       17.59887                    377742.30
3773585.09       15.83865
```

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 *** AERMOD - VERSION 21112  ***   *** C:\Users\M.McPherson\Desktop\1360 Vine v2\1360
Vine v2.isc            ***        10/20/23
 *** AERMET - VERSION  16216 ***   ***
***        11:58:10

PAGE  47
 *** MODELOPTs:    RegDFAULT  CONC  ELEV  URBAN  ADJ_U*

                            *** THE PERIOD ( 43848 HRS) AVERAGE CONCENTRATION
VALUES FOR SOURCE GROUP: CONSTRUC ***
                              INCLUDING SOURCE(S):     L0025467    , L0025468    ,
L0025469    , L0025470    , L0025471    ,
                 L0025472    , L0025473    , L0025474    , L0025475    , L0025476    ,
L0025477    , L0025478    , L0025479    ,
                 L0025480    , L0025481    , L0025482    , L0025483    , L0025484    ,
L0025485    , L0025486    , L0025487    ,
                 L0025488    , L0025489    , L0025490    , L0025491    , L0025492    ,
L0025493    , L0025494    ,  . . .      ,

                                       *** DISCRETE CARTESIAN RECEPTOR POINTS ***

                                    ** CONC OF DPM      IN MICROGRAMS/M**3
**

       X-COORD (M)   Y-COORD (M)        CONC                      X-COORD (M)   Y-
COORD (M)        CONC
 - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -
- - - - - - - - - - - - - - - - - - - -
         377747.30    3773585.09       14.35046                    377752.30
3773585.09       13.07730
         377757.30    3773585.09       11.97644                    377762.30
3773585.09       11.01397
         377767.30    3773585.09       10.16489                    377772.30
3773585.09        9.41305
         377777.30    3773585.09        8.74392                    377782.30
3773585.09        8.14448
         377787.30    3773585.09        7.60613                    377792.30
3773585.09        7.12165
         377797.30    3773585.09        6.68210                    377727.30
3773590.09       21.66679
         377732.30    3773590.09       19.20580                    377737.30
3773590.09       17.18813
         377742.30    3773590.09       15.50394                    377747.30
3773590.09       14.07751
         377752.30    3773590.09       12.85495                    377757.30
3773590.09       11.79505
         377762.30    3773590.09       10.86673                    377767.30
3773590.09       10.04427
         377772.30    3773590.09        9.31507                    377777.30
3773590.09        8.66450
         377782.30    3773590.09        8.08084                    377787.30
3773590.09        7.55595
         377792.30    3773590.09        7.08321                    377797.30
3773590.09        6.65384
         377727.30    3773595.09       20.89718                    377732.30
3773595.09       18.58016
         377737.30    3773595.09       16.67483                    377742.30
3773595.09       15.07988
         377747.30    3773595.09       13.72488                    377752.30
3773595.09       12.55967
         377757.30    3773595.09       11.54745                    377762.30
3773595.09       10.65830
         377767.30    3773595.09        9.87027                    377772.30
3773595.09        9.16927
         377777.30    3773595.09        8.54216                    377782.30
3773595.09        7.97865
         377787.30    3773595.09        7.47099                    377792.30
3773595.09        7.01278
         377797.30    3773595.09        6.59627                    377727.30
3773600.09       20.00150
         377732.30    3773600.09       17.84884                    377737.30
3773600.09       16.07105
         377742.30    3773600.09       14.57652                    377747.30
3773600.09       13.30217
         377752.30    3773600.09       12.20243                    377757.30
3773600.09       11.24445
         377762.30    3773600.09       10.40056                    377767.30
3773600.09        9.65056
         377772.30    3773600.09        8.98188                    377777.30
3773600.09        8.38215
         377782.30    3773600.09        7.84201                    377787.30
3773600.09        7.35380
         377792.30    3773600.09        6.91287                    377797.30
3773600.09        6.51126
         377742.30    3773605.09       14.00503                    377747.30
3773605.09       12.81876
         377752.30    3773605.09       11.79086                    377757.30
3773605.09       10.89161
         377762.30    3773605.09       10.09694                    377767.30
3773605.09        9.38965
         377772.30    3773605.09        8.75644                    377777.30
3773605.09        8.18716
         377782.30    3773605.09        7.67305                    377787.30
3773605.09        7.20738
         377792.30    3773605.09        6.78579                    377797.30
3773605.09        6.40125
         377695.93    3773630.32       25.07916                    377700.93
3773630.32       22.37156
         377740.93    3773630.32       10.76085                    377745.93
3773630.32       10.02558
         377750.93    3773630.32        9.37027                    377755.93
3773630.32        8.78261
         377760.93    3773630.32        8.25210                    377765.93
3773630.32        7.76902
         377770.93    3773630.32        7.32840                    377775.93
3773630.32        6.92543
         377695.93    3773635.32       21.39678                    377700.93
3773635.32       19.43118
```

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 *** AERMOD - VERSION 21112  ***   *** C:\Users\M.McPherson\Desktop\1360 Vine v2\1360
Vine v2.isc            ***        10/20/23
 *** AERMET - VERSION  16216 ***   ***
***        11:58:10

PAGE  48
 *** MODELOPTs:    RegDFAULT  CONC  ELEV  URBAN  ADJ_U*

                            *** THE PERIOD ( 43848 HRS) AVERAGE CONCENTRATION
VALUES FOR SOURCE GROUP: CONSTRUC ***
                              INCLUDING SOURCE(S):     L0025467    , L0025468    ,
L0025469    , L0025470    , L0025471    ,
                 L0025472    , L0025473    , L0025474    , L0025475    , L0025476    ,
L0025477    , L0025478    , L0025479    ,
                 L0025480    , L0025481    , L0025482    , L0025483    , L0025484    ,
L0025485    , L0025486    , L0025487    ,
                 L0025488    , L0025489    , L0025490    , L0025491    , L0025492    ,
L0025493    , L0025494    ,  . . .      ,

                                       *** DISCRETE CARTESIAN RECEPTOR POINTS ***

                                    ** CONC OF DPM      IN MICROGRAMS/M**3
**

       X-COORD (M)   Y-COORD (M)        CONC                      X-COORD (M)   Y-
COORD (M)        CONC
 - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -
- - - - - - - - - - - - - - - - - - - -
         377740.93    3773635.32       10.03318                    377745.93
3773635.32        9.38699
         377750.93    3773635.32        8.80705                    377755.93
3773635.32        8.28375
         377760.93    3773635.32        7.80867                    377765.93
3773635.32        7.37192
         377770.93    3773635.32        6.97217                    377775.93
3773635.32        6.60497
         377695.93    3773640.32       18.39547                    377700.93
3773640.32       16.94741
         377740.93    3773640.32        9.32751                    377745.93
3773640.32        8.76304
         377750.93    3773640.32        8.25335                    377755.93
3773640.32        7.79079
         377760.93    3773640.32        7.36859                    377765.93
3773640.32        6.97577
         377770.93    3773640.32        6.61481                    377775.93
3773640.32        6.28133
         377695.93    3773645.32       15.92263                    377700.93
3773645.32       14.84435
         377740.93    3773645.32        8.65168                    377745.93
3773645.32        8.16370
         377750.93    3773645.32        7.71998                    377755.93
3773645.32        7.31626
         377760.93    3773645.32        6.94444                    377765.93
3773645.32        6.58946
         377770.93    3773645.32        6.26290                    377775.93
3773645.32        5.95983
         377695.93    3773650.32       13.86275                    377700.93
3773650.32       13.04925
         377740.93    3773650.32        8.01626                    377745.93
3773650.32        7.59658
         377750.93    3773650.32        7.21028                    377755.93
3773650.32        6.85544
         377695.93    3773655.32       12.14448                    377700.93
3773655.32       11.52113
         377740.93    3773655.32        7.41701                    377745.93
3773655.32        7.05168
         377750.93    3773655.32        6.71380                    377755.93
3773655.32        6.40061
         377695.93    3773660.32       10.70397                    377700.93
3773660.32       10.21966
         377705.93    3773660.32        9.73504                    377720.93
3773670.32        6.90810
         377725.93    3773670.32        6.61773                    377730.93
3773670.32        6.34139
         377735.93    3773670.32        6.07934                    377720.93
3773675.32        6.29728
         377725.93    3773675.32        6.05132                    377730.93
3773675.32        5.81609
         377735.93    3773675.32        5.59246                    377720.93
3773680.32        5.75241
         377725.93    3773680.32        5.54314                    377730.93
3773680.32        5.34203
         377735.93    3773680.32        5.14955                    377720.93
3773685.32        5.27124
         377725.93    3773685.32        5.09216                    377730.93
3773685.32        4.91859
         377735.93    3773685.32        4.75287
```

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 *** AERMOD - VERSION 21112  ***   *** C:\Users\M.McPherson\Desktop\1360 Vine v2\1360
Vine v2.isc           ***        10/20/23
 *** AERMET - VERSION  16216 ***   ***
***        11:58:10

PAGE  49
 *** MODELOPTs:    RegDFAULT  CONC  ELEV  URBAN  ADJ_U*

                            *** THE PERIOD ( 43848 HRS) AVERAGE CONCENTRATION
VALUES FOR SOURCE GROUP: GENERATO ***
                           INCLUDING SOURCE(S):     GENERATOR   ,

                                      *** DISCRETE CARTESIAN RECEPTOR POINTS ***

                                   ** CONC OF DPM      IN MICROGRAMS/M**3
**

       X-COORD (M)   Y-COORD (M)        CONC                      X-COORD (M)   Y-
COORD (M)        CONC
 - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -
- - - - - - - - - - - - - - - - - - - -
         377663.39    3773482.10        3.32614                    377668.39
3773482.10        3.33581
         377673.39    3773482.10        3.33425                    377678.39
3773482.10        3.32034
         377683.39    3773482.10        3.29513                    377688.39
3773482.10        3.25926
         377693.39    3773482.10        3.21291                    377698.39
3773482.10        3.15822
         377703.39    3773482.10        3.09564                    377708.39
3773482.10        3.02582
         377713.39    3773482.10        2.95059                    377718.39
3773482.10        2.87058
         377723.39    3773482.10        2.78755                    377728.39
3773482.10        2.70304
         377733.39    3773482.10        2.61761                    377738.39
3773482.10        2.53226
         377743.39    3773482.10        2.44824                    377748.39
3773482.10        2.36553
         377753.39    3773482.10        2.28547                    377758.39
3773482.10        2.20781
         377763.39    3773482.10        2.13467                    377768.39
3773482.10        2.06450
         377773.39    3773482.10        1.99739                    377778.39
3773482.10        1.93328
         377783.39    3773482.10        1.87210                    377788.39
3773482.10        1.81327
         377793.39    3773482.10        1.75713                    377798.39
3773482.10        1.70352
         377803.39    3773482.10        1.65230                    377663.39
3773487.10        3.58454
         377668.39    3773487.10        3.59625                    377673.39
3773487.10        3.59489
         377678.39    3773487.10        3.57917                    377683.39
3773487.10        3.55108
         377688.39    3773487.10        3.50913                    377693.39
3773487.10        3.45664
         377698.39    3773487.10        3.39401                    377703.39
3773487.10        3.32247
         377708.39    3773487.10        3.24340                    377713.39
3773487.10        3.15708
         377718.39    3773487.10        3.06690                    377723.39
3773487.10        2.97361
         377728.39    3773487.10        2.87861                    377733.39
3773487.10        2.78266
         377738.39    3773487.10        2.68831                    377743.39
3773487.10        2.59555
         377748.39    3773487.10        2.50480                    377753.39
3773487.10        2.41746
         377758.39    3773487.10        2.33318                    377763.39
3773487.10        2.25419
         377768.39    3773487.10        2.17838                    377773.39
3773487.10        2.10639
         377778.39    3773487.10        2.03747                    377783.39
3773487.10        1.97180
         377788.39    3773487.10        1.90921                    377793.39
3773487.10        1.84901
         377798.39    3773487.10        1.79176                    377803.39
3773487.10        1.73702
         377663.39    3773492.10        3.86842                    377668.39
3773492.10        3.88327
         377673.39    3773492.10        3.88211                    377678.39
3773492.10        3.86505
         377683.39    3773492.10        3.83193                    377688.39
3773492.10        3.78462
         377693.39    3773492.10        3.72426                    377698.39
3773492.10        3.65234
         377703.39    3773492.10        3.57035                    377708.39
3773492.10        3.47990
         377713.39    3773492.10        3.38216                    377718.39
3773492.10        3.27966
         377723.39    3773492.10        3.17419                    377728.39
3773492.10        3.06742
         377733.39    3773492.10        2.96086                    377738.39
3773492.10        2.85622
         377743.39    3773492.10        2.75404                    377748.39
3773492.10        2.65474
         377753.39    3773492.10        2.55970                    377758.39
3773492.10        2.46883
         377763.39    3773492.10        2.38292                    377768.39
3773492.10        2.30145
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 *** AERMOD - VERSION 21112  ***   *** C:\Users\M.McPherson\Desktop\1360 Vine v2\1360
Vine v2.isc           ***        10/20/23
 *** AERMET - VERSION  16216 ***   ***
***        11:58:10

PAGE  50
 *** MODELOPTs:    RegDFAULT  CONC  ELEV  URBAN  ADJ_U*

                            *** THE PERIOD ( 43848 HRS) AVERAGE CONCENTRATION
VALUES FOR SOURCE GROUP: GENERATO ***
                           INCLUDING SOURCE(S):     GENERATOR   ,

                                      *** DISCRETE CARTESIAN RECEPTOR POINTS ***

                                   ** CONC OF DPM      IN MICROGRAMS/M**3
**

       X-COORD (M)   Y-COORD (M)        CONC                      X-COORD (M)   Y-
COORD (M)        CONC
 - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -
- - - - - - - - - - - - - - - - - - - -
         377773.39    3773492.10        2.22391                    377778.39
3773492.10        2.15011
         377783.39    3773492.10        2.07982                    377788.39
3773492.10        2.01253
         377793.39    3773492.10        1.94807                    377798.39
3773492.10        1.88674
         377803.39    3773492.10        1.82806                    377663.39
3773497.10        4.18167
         377668.39    3773497.10        4.19931                    377673.39
3773497.10        4.19827
         377678.39    3773497.10        4.17888                    377683.39
3773497.10        4.14184
         377688.39    3773497.10        4.08729                    377693.39
3773497.10        4.01768
         377698.39    3773497.10        3.93480                    377703.39
3773497.10        3.84153
         377708.39    3773497.10        3.73798                    377713.39
3773497.10        3.62646
         377718.39    3773497.10        3.51001                    377723.39
3773497.10        3.39154
         377728.39    3773497.10        3.27161                    377733.39
3773497.10        3.15281
         377738.39    3773497.10        3.03707                    377743.39
3773497.10        2.92489
         377748.39    3773497.10        2.81656                    377753.39
3773497.10        2.71346
         377758.39    3773497.10        2.61528                    377763.39
3773497.10        2.52275
         377768.39    3773497.10        2.43483                    377773.39
3773497.10        2.35123
         377778.39    3773497.10        2.27207                    377783.39
3773497.10        2.19634
         377788.39    3773497.10        2.12410                    377793.39
3773497.10        2.05512
         377798.39    3773497.10        1.98917                    377803.39
3773497.10        1.92600
         377753.39    3773502.10        2.87965                    377758.39
3773502.10        2.77378
         377763.39    3773502.10        2.67422                    377768.39
3773502.10        2.57967
         377752.30    3773525.09        3.89327                    377757.30
3773525.09        3.74140
         377762.30    3773525.09        3.59342                    377767.30
3773525.09        3.45108
         377742.30    3773530.09        4.52081                    377747.30
3773530.09        4.33984
         377752.30    3773530.09        4.16670                    377757.30
3773530.09        3.99881
         377762.30    3773530.09        3.83557                    377767.30
3773530.09        3.67829
         377772.30    3773530.09        3.52769                    377777.30
3773530.09        3.38287
         377782.30    3773530.09        3.24516                    377787.30
3773530.09        3.11654
         377792.30    3773530.09        2.99618                    377797.30
3773530.09        2.88081
         377742.30    3773535.09        4.85036                    377747.30
3773535.09        4.65219
         377752.30    3773535.09        4.46016                    377757.30
3773535.09        4.27538
         377762.30    3773535.09        4.09403                    377767.30
3773535.09        3.91831
         377772.30    3773535.09        3.75113                    377777.30
3773535.09        3.59126
         377782.30    3773535.09        3.43875                    377787.30
3773535.09        3.29596
         377792.30    3773535.09        3.16270                    377797.30
3773535.09        3.03536
         377742.30    3773540.09        5.20971                    377747.30
3773540.09        4.98921
         377752.30    3773540.09        4.77537                    377757.30
3773540.09        4.56785
         377762.30    3773540.09        4.36547                    377767.30
3773540.09        4.17053
         377772.30    3773540.09        3.98444                    377777.30
3773540.09        3.80605
         377782.30    3773540.09        3.63722                    377787.30
3773540.09        3.47963
         377792.30    3773540.09        3.33233                    377797.30
3773540.09        3.19269
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 *** AERMOD - VERSION 21112  ***   *** C:\Users\M.McPherson\Desktop\1360 Vine v2\1360
Vine v2.isc           ***        10/20/23
 *** AERMET - VERSION  16216 ***   ***
***        11:58:10

PAGE  51
 *** MODELOPTs:    RegDFAULT  CONC  ELEV  URBAN  ADJ_U*

                            *** THE PERIOD ( 43848 HRS) AVERAGE CONCENTRATION
VALUES FOR SOURCE GROUP: GENERATO ***
                           INCLUDING SOURCE(S):     GENERATOR   ,

                                      *** DISCRETE CARTESIAN RECEPTOR POINTS ***

                                   ** CONC OF DPM      IN MICROGRAMS/M**3
**

       X-COORD (M)   Y-COORD (M)        CONC                      X-COORD (M)   Y-
COORD (M)        CONC
 - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -
- - - - - - - - - - - - - - - - - - - -
         377742.30    3773545.09        5.59675                    377747.30
3773545.09        5.34938
         377752.30    3773545.09        5.10778                    377757.30
3773545.09        4.87349
         377762.30    3773545.09        4.64703                    377767.30
3773545.09        4.42952
         377772.30    3773545.09        4.22246                    377777.30
3773545.09        4.02572
         377782.30    3773545.09        3.83916                    377787.30
3773545.09        3.66493
         377792.30    3773545.09        3.50335                    377797.30
3773545.09        3.34953
         377757.30    3773550.09        5.18844                    377762.30
3773550.09        4.93499
         377767.30    3773550.09        4.69263                    377772.30
3773550.09        4.46179
         377777.30    3773550.09        4.24460                    377782.30
3773550.09        4.03953
         377787.30    3773550.09        3.84875                    377792.30
3773550.09        3.67171
         377797.30    3773550.09        3.50457                    377742.30
3773555.09        6.42918
         377747.30    3773555.09        6.10790                    377752.30
3773555.09        5.79938
         377757.30    3773555.09        5.50250                    377762.30
3773555.09        5.22027
         377767.30    3773555.09        4.95176                    377772.30
3773555.09        4.69851
         377777.30    3773555.09        4.46012                    377742.30
3773560.09        6.85217
         377747.30    3773560.09        6.49005                    377752.30
3773560.09        6.14052
         377757.30    3773560.09        5.81197                    377762.30
3773560.09        5.49809
         377767.30    3773560.09        5.20285                    377772.30
3773560.09        4.92585
         377772.30    3773565.09        5.14313                    377737.30
3773570.09        8.09611
         377742.30    3773570.09        7.63707                    377747.30
3773570.09        7.19401
         377752.30    3773570.09        6.77305                    377757.30
3773570.09        6.38031
         377762.30    3773570.09        6.00974                    377767.30
3773570.09        5.66297
         377772.30    3773570.09        5.33943                    377777.30
3773570.09        5.03923
         377782.30    3773570.09        4.76199                    377787.30
3773570.09        4.50661
         377792.30    3773570.09        4.27293                    377797.30
3773570.09        4.05525
         377737.30    3773575.09        8.46035                    377742.30
3773575.09        7.95990
         377747.30    3773575.09        7.48405                    377752.30
3773575.09        7.03413
         377757.30    3773575.09        6.61335                    377762.30
3773575.09        6.22053
         377767.30    3773575.09        5.85079                    377772.30
3773575.09        5.50885
         377777.30    3773575.09        5.19267                    377782.30
3773575.09        4.90028
         377787.30    3773575.09        4.63176                    377792.30
3773575.09        4.38851
         377797.30    3773575.09        4.16144                    377737.30
3773580.09        8.74122
         377742.30    3773580.09        8.21303                    377747.30
3773580.09        7.71306
         377752.30    3773580.09        7.23938                    377757.30
3773580.09        6.80203
         377762.30    3773580.09        6.38840                    377767.30
3773580.09        6.00236
         377772.30    3773580.09        5.64482                    377777.30
3773580.09        5.31640
         377782.30    3773580.09        5.01333                    377787.30
3773580.09        4.73547
         377792.30    3773580.09        4.48400                    377797.30
3773580.09        4.24960
         377727.30    3773585.09       10.09601                    377732.30
3773585.09        9.50082
         377737.30    3773585.09        8.92521                    377742.30
3773585.09        8.38647
```

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 *** AERMOD - VERSION 21112  ***   *** C:\Users\M.McPherson\Desktop\1360 Vine v2\1360
Vine v2.isc           ***        10/20/23
 *** AERMET - VERSION  16216 ***   ***
***        11:58:10

PAGE  52
 *** MODELOPTs:    RegDFAULT  CONC  ELEV  URBAN  ADJ_U*

                            *** THE PERIOD ( 43848 HRS) AVERAGE CONCENTRATION
VALUES FOR SOURCE GROUP: GENERATO ***
                           INCLUDING SOURCE(S):     GENERATOR   ,

                                      *** DISCRETE CARTESIAN RECEPTOR POINTS ***

                                   ** CONC OF DPM      IN MICROGRAMS/M**3
**

       X-COORD (M)   Y-COORD (M)        CONC                      X-COORD (M)   Y-
COORD (M)        CONC
 - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -
- - - - - - - - - - - - - - - - - - - -
         377747.30    3773585.09       7.87017                    377752.30
3773585.09        7.38487
         377757.30    3773585.09       6.93462                    377762.30
3773585.09        6.51121
         377767.30    3773585.09       6.11282                    377772.30
3773585.09        5.74614
         377777.30    3773585.09       5.40970                    377782.30
3773585.09        5.09830
         377787.30    3773585.09       4.81425                    377792.30
3773585.09        4.55729
         377797.30    3773585.09       4.31793                    377727.30
3773590.09       10.17331
         377732.30    3773590.09       9.57524                    377737.30
3773590.09        9.00630
         377742.30    3773590.09       8.46078                    377747.30
3773590.09        7.94522
         377752.30    3773590.09       7.45959                    377757.30
3773590.09        7.00611
         377762.30    3773590.09       6.58101                    377767.30
3773590.09        6.17717
         377772.30    3773590.09       5.80705                    377777.30
3773590.09        5.46620
         377782.30    3773590.09       5.15205                    377787.30
3773590.09        4.86535
         377792.30    3773590.09       4.60599                    377797.30
3773590.09        4.36514
         377727.30    3773595.09      10.09284                    377732.30
3773595.09        9.51633
         377737.30    3773595.09       8.96091                    377742.30
3773595.09        8.43023
         377747.30    3773595.09       7.92357                    377752.30
3773595.09        7.44558
         377757.30    3773595.09       7.00064                    377762.30
3773595.09        6.58003
         377767.30    3773595.09       6.18331                    377772.30
3773595.09        5.81720
         377777.30    3773595.09       5.47945                    377782.30
3773595.09        5.16762
         377787.30    3773595.09       4.88370                    377792.30
3773595.09        4.62644
         377797.30    3773595.09       4.38714                    377727.30
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         377732.30    3773600.09       9.33827                    377737.30
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         377742.30    3773600.09       8.30689                    377747.30
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         377752.30    3773600.09       7.36425                    377757.30
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         377762.30    3773600.09       6.52982                    377767.30
3773600.09        6.14454
         377772.30    3773600.09       5.78794                    377777.30
3773600.09        5.45790
         377782.30    3773600.09       5.15355                    377787.30
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         377792.30    3773600.09       4.62147                    377797.30
3773600.09        4.38635
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3773605.09        7.65539
         377752.30    3773605.09       7.22408                    377757.30
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         377772.30    3773605.09       5.72120                    377777.30
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         377792.30    3773605.09       4.59362                    377797.30
3773605.09        4.36493
         377695.93    3773630.32       7.79571                    377700.93
3773630.32        7.71932
         377740.93    3773630.32       6.43865                    377745.93
3773630.32        6.19822
         377750.93    3773630.32       5.95534                    377755.93
3773630.32        5.71330
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3773630.32        5.24075
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3773630.32        4.79526
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3773635.32        7.10776
```

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 *** AERMOD - VERSION 21112  ***   *** C:\Users\M.McPherson\Desktop\1360 Vine v2\1360
Vine v2.isc           ***        10/20/23
 *** AERMET - VERSION  16216 ***   ***
***        11:58:10

PAGE  53
 *** MODELOPTs:    RegDFAULT  CONC  ELEV  URBAN  ADJ_U*

                            *** THE PERIOD ( 43848 HRS) AVERAGE CONCENTRATION
VALUES FOR SOURCE GROUP: GENERATO ***
                             INCLUDING SOURCE(S):     GENERATOR   ,

                                       *** DISCRETE CARTESIAN RECEPTOR POINTS ***

                                    ** CONC OF DPM      IN MICROGRAMS/M**3
**

       X-COORD (M)   Y-COORD (M)        CONC                      X-COORD (M)   Y-
COORD (M)        CONC
 - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -
- - - - - - - - - - - - - - - - - - - -
         377740.93    3773635.32        6.03690                    377745.93
3773635.32        5.83339
         377750.93    3773635.32        5.62565                    377755.93
3773635.32        5.41617
         377760.93    3773635.32        5.20705                    377765.93
3773635.32        5.00076
         377770.93    3773635.32        4.79867                    377775.93
3773635.32        4.60229
         377695.93    3773640.32        6.60237                    377700.93
3773640.32        6.52989
         377740.93    3773640.32        5.64355                    377745.93
3773640.32        5.47136
         377750.93    3773640.32        5.29425                    377755.93
3773640.32        5.11435
         377760.93    3773640.32        4.93376                    377765.93
3773640.32        4.75471
         377770.93    3773640.32        4.57728                    377775.93
3773640.32        4.40288
         377695.93    3773645.32        6.05744                    377700.93
3773645.32        5.99391
         377740.93    3773645.32        5.26009                    377745.93
3773645.32        5.11623
         377750.93    3773645.32        4.96780                    377755.93
3773645.32        4.81492
         377760.93    3773645.32        4.66023                    377765.93
3773645.32        4.50640
         377770.93    3773645.32        4.35223                    377775.93
3773645.32        4.19928
         377695.93    3773650.32        5.56127                    377700.93
3773650.32        5.50595
         377740.93    3773650.32        4.89636                    377745.93
3773650.32        4.77649
         377750.93    3773650.32        4.65193                    377755.93
3773650.32        4.52272
         377695.93    3773655.32        5.11727                    377700.93
3773655.32        5.06913
         377740.93    3773655.32        4.55383                    377745.93
3773655.32        4.45548
         377750.93    3773655.32        4.35185                    377755.93
3773655.32        4.24377
         377695.93    3773660.32        4.71816                    377700.93
3773660.32        4.67718
         377705.93    3773660.32        4.63563                    377720.93
3773670.32        3.85283
         377725.93    3773670.32        3.81001                    377730.93
3773670.32        3.76513
         377735.93    3773670.32        3.71737                    377720.93
3773675.32        3.57641
         377725.93    3773675.32        3.53805                    377730.93
3773675.32        3.49857
         377735.93    3773675.32        3.45772                    377720.93
3773680.32        3.32481
         377725.93    3773680.32        3.29079                    377730.93
3773680.32        3.25620
         377735.93    3773680.32        3.22042                    377720.93
3773685.32        3.09887
         377725.93    3773685.32        3.06874                    377730.93
3773685.32        3.03791
         377735.93    3773685.32        3.00718
```

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 *** AERMOD - VERSION 21112  ***   *** C:\Users\M.McPherson\Desktop\1360 Vine v2\1360
Vine v2.isc          ***        10/20/23
 *** AERMET - VERSION  16216 ***   ***
***        11:58:10

PAGE  54
 *** MODELOPTs:    RegDFAULT  CONC  ELEV  URBAN  ADJ_U*

                           *** THE PERIOD ( 43848 HRS) AVERAGE CONCENTRATION
VALUES FOR SOURCE GROUP: LOADING  ***
                           INCLUDING SOURCE(S):     L0012220    , L0012221    ,
L0012222    , L0012223    , L0012224    ,
               L0012225    , L0012226    , L0012227    ,

                                     *** DISCRETE CARTESIAN RECEPTOR POINTS ***

                                  ** CONC OF DPM      IN MICROGRAMS/M**3
**

      X-COORD (M)   Y-COORD (M)        CONC                      X-COORD (M)   Y-
COORD (M)        CONC
 - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -
- - - - - - - - - - - - - - - - - - - -
        377663.39    3773482.10        6.33325                     377668.39
3773482.10        6.35793
        377673.39    3773482.10        6.35652                     377678.39
3773482.10        6.32878
        377683.39    3773482.10        6.27537                     377688.39
3773482.10        6.19747
        377693.39    3773482.10        6.09674                     377698.39
3773482.10        5.97557
        377703.39    3773482.10        5.83646                     377708.39
3773482.10        5.68215
        377713.39    3773482.10        5.51567                     377718.39
3773482.10        5.33993
        377723.39    3773482.10        5.15786                     377728.39
3773482.10        4.97222
        377733.39    3773482.10        4.78539                     377738.39
3773482.10        4.59948
        377743.39    3773482.10        4.41634                     377748.39
3773482.10        4.23729
        377753.39    3773482.10        4.06351                     377758.39
3773482.10        3.89568
        377763.39    3773482.10        3.73451                     377768.39
3773482.10        3.58006
        377773.39    3773482.10        3.43245                     377778.39
3773482.10        3.29164
        377783.39    3773482.10        3.15750                     377788.39
3773482.10        3.02983
        377793.39    3773482.10        2.90843                     377798.39
3773482.10        2.79303
        377803.39    3773482.10        2.68336                     377663.39
3773487.10        7.00047
        377668.39    3773487.10        7.03028                     377673.39
3773487.10        7.02853
        377678.39    3773487.10        6.99495                     377683.39
3773487.10        6.93051
        377688.39    3773487.10        6.83648                     377693.39
3773487.10        6.71544
        377698.39    3773487.10        6.57022                     377703.39
3773487.10        6.40416
        377708.39    3773487.10        6.22089                     377713.39
3773487.10        6.02400
        377718.39    3773487.10        5.81745                     377723.39
3773487.10        5.60471
        377728.39    3773487.10        5.38908                     377733.39
3773487.10        5.17337
        377738.39    3773487.10        4.96023                     377743.39
3773487.10        4.75150
        377748.39    3773487.10        4.54866                     377753.39
3773487.10        4.35288
        377758.39    3773487.10        4.16479                     377763.39
3773487.10        3.98498
        377768.39    3773487.10        3.81338                     377773.39
3773487.10        3.65002
        377778.39    3773487.10        3.49470                     377783.39
3773487.10        3.34720
        377788.39    3773487.10        3.20722                     377793.39
3773487.10        3.07442
        377798.39    3773487.10        2.94850                     377803.39
3773487.10        2.82909
        377663.39    3773492.10        7.77361                     377668.39
3773492.10        7.80996
        377673.39    3773492.10        7.80771                     377678.39
3773492.10        7.76679
        377683.39    3773492.10        7.68808                     377688.39
3773492.10        7.57383
        377693.39    3773492.10        7.42712                     377698.39
3773492.10        7.25178
        377703.39    3773492.10        7.05220                     377708.39
3773492.10        6.83309
        377713.39    3773492.10        6.59915                     377718.39
3773492.10        6.35516
        377723.39    3773492.10        6.10554                     377728.39
3773492.10        5.85425
        377733.39    3773492.10        5.60469                     377738.39
3773492.10        5.35972
        377743.39    3773492.10        5.12141                     377748.39
3773492.10        4.89125
        377753.39    3773492.10        4.67037                     377758.39
3773492.10        4.45929
        377763.39    3773492.10        4.25833                     377768.39
3773492.10        4.06741
```

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 *** AERMOD - VERSION 21112  ***   *** C:\Users\M.McPherson\Desktop\1360 Vine v2\1360
Vine v2.isc           ***        10/20/23
 *** AERMET - VERSION  16216 ***   ***
***        11:58:10

PAGE  55
 *** MODELOPTs:    RegDFAULT  CONC  ELEV  URBAN  ADJ_U*

                           *** THE PERIOD ( 43848 HRS) AVERAGE CONCENTRATION
VALUES FOR SOURCE GROUP: LOADING  ***
                           INCLUDING SOURCE(S):     L0012220    , L0012221    ,
L0012222    , L0012223    , L0012224    ,
               L0012225    , L0012226    , L0012227    ,

                                     *** DISCRETE CARTESIAN RECEPTOR POINTS ***

                                  ** CONC OF DPM      IN MICROGRAMS/M**3
**

      X-COORD (M)   Y-COORD (M)        CONC                      X-COORD (M)   Y-
COORD (M)        CONC
 - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -
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3773492.10        3.71471
        377783.39    3773492.10        3.55224                    377788.39
3773492.10        3.39847
        377793.39    3773492.10        3.25297                    377798.39
3773492.10        3.11532
        377803.39    3773492.10        2.98507                    377663.39
3773497.10        8.67575
        377668.39    3773497.10        8.72028                    377673.39
3773497.10        8.71730
        377678.39    3773497.10        8.66672                    377683.39
3773497.10        8.56995
        377688.39    3773497.10        8.42972                    377693.39
3773497.10        8.25035
        377698.39    3773497.10        8.03695                    377703.39
3773497.10        7.79548
        377708.39    3773497.10        7.53183                    377713.39
3773497.10        7.25218
        377718.39    3773497.10        6.96261                    377723.39
3773497.10        6.66863
        377728.39    3773497.10        6.37485                    377733.39
3773497.10        6.08532
        377738.39    3773497.10        5.80317                    377743.39
3773497.10        5.53059
        377748.39    3773497.10        5.26899                    377753.39
3773497.10        5.01937
        377758.39    3773497.10        4.78205                    377763.39
3773497.10        4.55713
        377768.39    3773497.10        4.34429                    377773.39
3773497.10        4.14313
        377778.39    3773497.10        3.95318                    377783.39
3773497.10        3.77386
        377788.39    3773497.10        3.60462                    377793.39
3773497.10        3.44490
        377798.39    3773497.10        3.29415                    377803.39
3773497.10        3.15183
        377753.39    3773502.10        5.40362                    377758.39
3773502.10        5.13627
        377763.39    3773502.10        4.88400                    377768.39
3773502.10        4.64624
        377752.30    3773525.09        7.85459                    377757.30
3773525.09        7.36770
        377762.30    3773525.09        6.91757                    377767.30
3773525.09        6.50163
        377742.30    3773530.09        9.79710                    377747.30
3773530.09        9.13669
        377752.30    3773530.09        8.52968                    377757.30
3773530.09        7.97180
        377762.30    3773530.09        7.45910                    377767.30
3773530.09        6.98793
        377772.30    3773530.09        6.55477                    377777.30
3773530.09        6.15627
        377782.30    3773530.09        5.78941                    377787.30
3773530.09        5.45136
        377792.30    3773530.09        5.13943                    377797.30
3773530.09        4.85121
        377742.30    3773535.09       10.73590                    377747.30
3773535.09        9.96743
        377752.30    3773535.09        9.26595                    377757.30
3773535.09        8.62578
        377762.30    3773535.09        8.04114                    377767.30
3773535.09        7.50709
        377772.30    3773535.09        7.01902                    377777.30
3773535.09        6.57245
        377782.30    3773535.09        6.16341                    377787.30
3773535.09        5.78828
        377792.30    3773535.09        5.44369                    377797.30
3773535.09        5.12671
        377742.30    3773540.09       11.77079                    377747.30
3773540.09       10.87434
        377752.30    3773540.09       10.06275                    377757.30
3773540.09        9.32756
        377762.30    3773540.09        8.66103                    377767.30
3773540.09        8.05632
        377772.30    3773540.09        7.50705                    377777.30
3773540.09        7.00743
        377782.30    3773540.09        6.55229                    377787.30
3773540.09        6.13696
        377792.30    3773540.09        5.75724                    377797.30
3773540.09        5.40948
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 *** AERMOD - VERSION 21112  ***   *** C:\Users\M.McPherson\Desktop\1360 Vine v2\1360
Vine v2.isc           ***        10/20/23
 *** AERMET - VERSION  16216 ***   ***
***        11:58:10

PAGE  56
 *** MODELOPTs:    RegDFAULT  CONC  ELEV  URBAN  ADJ_U*

                            *** THE PERIOD ( 43848 HRS) AVERAGE CONCENTRATION
VALUES FOR SOURCE GROUP: LOADING  ***
                            INCLUDING SOURCE(S):     L0012220    , L0012221    ,
L0012222    , L0012223    , L0012224    ,
               L0012225    , L0012226    , L0012227    ,

                                       *** DISCRETE CARTESIAN RECEPTOR POINTS ***

                                    ** CONC OF DPM      IN MICROGRAMS/M**3
**

      X-COORD (M)   Y-COORD (M)        CONC                       X-COORD (M)   Y-
COORD (M)        CONC
 - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -
- - - - - - - - - - - - - - - - - - - -
        377742.30    3773545.09       12.90040                     377747.30
3773545.09       11.85453
        377752.30    3773545.09       10.91574                     377757.30
3773545.09       10.07244
        377762.30    3773545.09        9.31396                     377767.30
3773545.09        8.63076
        377772.30    3773545.09        8.01432                     377777.30
3773545.09        7.45706
        377782.30    3773545.09        6.95224                     377787.30
3773545.09        6.49396
        377792.30    3773545.09        6.07695                     377797.30
3773545.09        5.69680
        377757.30    3773550.09       10.85250                     377762.30
3773550.09        9.99249
        377767.30    3773550.09        9.22367                     377772.30
3773550.09        8.53474
        377777.30    3773550.09        7.91585                     377782.30
3773550.09        7.35844
        377787.30    3773550.09        6.85502                     377792.30
3773550.09        6.39911
        377797.30    3773550.09        5.98531                     377742.30
3773555.09       15.40925
        377747.30    3773555.09       13.99560                     377752.30
3773555.09       12.75239
        377757.30    3773555.09       11.65598                     377762.30
3773555.09       10.68631
        377767.30    3773555.09        9.82608                     377772.30
3773555.09        9.06055
        377777.30    3773555.09        8.37712                     377742.30
3773560.09       16.75063
        377747.30    3773560.09       15.12225                     377752.30
3773560.09       13.70538
        377757.30    3773560.09       12.46795                     377762.30
3773560.09       11.38264
        377767.30    3773560.09       10.42711                     377772.30
3773560.09        9.58251
        377772.30    3773565.09       10.09001                     377737.30
3773570.09       21.91792
        377742.30    3773570.09       19.44551                     377747.30
3773570.09       17.35327
        377752.30    3773570.09       15.57018                     377757.30
3773570.09       14.04041
        377762.30    3773570.09       12.71978                     377767.30
3773570.09       11.57299
        377772.30    3773570.09       10.57171                     377777.30
3773570.09        9.69276
        377782.30    3773570.09        8.91730                     377787.30
3773570.09        8.22982
        377792.30    3773570.09        7.61742                     377797.30
3773570.09        7.06997
        377737.30    3773575.09       23.48380                     377742.30
3773575.09       20.70977
        377747.30    3773575.09       18.38757                     377752.30
3773575.09       16.42637
        377757.30    3773575.09       14.75682                     377762.30
3773575.09       13.32523
        377767.30    3773575.09       12.08951                     377772.30
3773575.09       11.01599
        377777.30    3773575.09       10.07784                     377782.30
3773575.09        9.25348
        377787.30    3773575.09        8.52520                     377792.30
3773575.09        7.87822
        377797.30    3773575.09        7.30157                     377737.30
3773580.09       24.90726
        377742.30    3773580.09       21.85138                     377747.30
3773580.09       19.31669
        377752.30    3773580.09       17.19259                     377757.30
3773580.09       15.39619
        377762.30    3773580.09       13.86482                     377767.30
3773580.09       12.54945
        377772.30    3773580.09       11.41164                     377777.30
3773580.09       10.42087
        377782.30    3773580.09        9.55307                     377787.30
3773580.09        8.78857
        377792.30    3773580.09        8.11105                     377797.30
3773580.09        7.50858
        377727.30    3773585.09       35.25998                     377732.30
3773585.09       30.18151
        377737.30    3773585.09       26.11931                     377742.30
3773585.09       22.81996
```

```
 *** AERMOD - VERSION 21112  ***   *** C:\Users\M.McPherson\Desktop\1360 Vine v2\1360
Vine v2.isc           ***        10/20/23
 *** AERMET - VERSION  16216 ***   ***
***        11:58:10

PAGE  57
 *** MODELOPTs:    RegDFAULT  CONC  ELEV  URBAN  ADJ_U*

                           *** THE PERIOD ( 43848 HRS) AVERAGE CONCENTRATION
VALUES FOR SOURCE GROUP: LOADING  ***
                           INCLUDING SOURCE(S):     L0012220    , L0012221    ,
L0012222    , L0012223    , L0012224    ,
               L0012225    , L0012226    , L0012227    ,

                                     *** DISCRETE CARTESIAN RECEPTOR POINTS ***

                                  ** CONC OF DPM      IN MICROGRAMS/M**3
**

      X-COORD (M)   Y-COORD (M)        CONC                      X-COORD (M)   Y-
COORD (M)        CONC
 - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -
- - - - - - - - - - - - - - - - - - - -
        377747.30    3773585.09       20.10325                    377752.30
3773585.09       17.84069
        377757.30    3773585.09       15.93717                    377762.30
3773585.09       14.32167
        377767.30    3773585.09       12.93970                    377772.30
3773585.09       11.74800
        377777.30    3773585.09       10.71320                    377782.30
3773585.09        9.80923
        377787.30    3773585.09        9.01439                    377792.30
3773585.09        8.31126
        377797.30    3773585.09        7.68711                    377727.30
3773590.09       36.82211
        377732.30    3773590.09       31.37690                    377737.30
3773590.09       27.05707
        377742.30    3773590.09       23.57013                    377747.30
3773590.09       20.71447
        377752.30    3773590.09       18.34636                    377757.30
3773590.09       16.36136
        377762.30    3773590.09       14.68175                    377767.30
3773590.09       13.24925
        377772.30    3773590.09       12.01644                    377777.30
3773590.09       10.94814
        377782.30    3773590.09       10.01626                    377787.30
3773590.09        9.19801
        377792.30    3773590.09        8.47500                    377797.30
3773590.09        7.83379
        377727.30    3773595.09       37.82132                    377732.30
3773595.09       32.14935
        377737.30    3773595.09       27.66976                    377742.30
3773595.09       24.06738
        377747.30    3773595.09       21.12584                    377752.30
3773595.09       18.69235
        377757.30    3773595.09       16.65626                    377762.30
3773595.09       14.93638
        377767.30    3773595.09       13.47104                    377772.30
3773595.09       12.21151
        377777.30    3773595.09       11.12108                    377782.30
3773595.09       10.17063
        377787.30    3773595.09        9.33642                    377792.30
3773595.09        8.59970
        377797.30    3773595.09        7.94665                    377727.30
3773600.09       38.19069
        377732.30    3773600.09       32.45494                    377737.30
3773600.09       27.92836
        377742.30    3773600.09       24.29061                    377747.30
3773600.09       21.32141
        377752.30    3773600.09       18.86589                    377757.30
3773600.09       16.81146
        377762.30    3773600.09       15.07628                    377767.30
3773600.09       13.59798
        377772.30    3773600.09       12.32728                    377777.30
3773600.09       11.22713
        377782.30    3773600.09       10.26793                    377787.30
3773600.09        9.42634
        377792.30    3773600.09        8.68263                    377797.30
3773600.09        8.02333
        377742.30    3773605.09       24.23346                    377747.30
3773605.09       21.29623
        377752.30    3773605.09       18.86263                    377757.30
3773605.09       16.82357
        377762.30    3773605.09       15.09910                    377767.30
3773605.09       13.62760
        377772.30    3773605.09       12.36160                    377777.30
3773605.09       11.26442
        377782.30    3773605.09       10.30694                    377787.30
3773605.09        9.46595
        377792.30    3773605.09        8.72213                    377797.30
3773605.09        8.06230
        377695.93    3773630.32       73.51455                    377700.93
3773630.32       62.78231
        377740.93    3773630.32       21.04420                    377745.93
3773630.32       18.85417
        377750.93    3773630.32       16.97673                    377755.93
3773630.32       15.35743
        377760.93    3773630.32       13.95253                    377765.93
3773630.32       12.72696
        377770.93    3773630.32       11.65227                    377775.93
3773630.32       10.70566
        377695.93    3773635.32       60.13112                    377700.93
3773635.32       52.76018
```

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 *** AERMOD - VERSION 21112  ***   *** C:\Users\M.McPherson\Desktop\1360 Vine v2\1360
Vine v2.isc            ***        10/20/23
 *** AERMET - VERSION  16216 ***   ***
***        11:58:10

PAGE  58
 *** MODELOPTs:    RegDFAULT  CONC  ELEV  URBAN  ADJ_U*

                           *** THE PERIOD ( 43848 HRS) AVERAGE CONCENTRATION
VALUES FOR SOURCE GROUP: LOADING  ***
                           INCLUDING SOURCE(S):     L0012220    , L0012221    ,
L0012222    , L0012223    , L0012224    ,
               L0012225    , L0012226    , L0012227    ,

                                    *** DISCRETE CARTESIAN RECEPTOR POINTS ***

                                 ** CONC OF DPM      IN MICROGRAMS/M**3
**

       X-COORD (M)   Y-COORD (M)        CONC                      X-COORD (M)   Y-
COORD (M)        CONC
 - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -
- - - - - - - - - - - - - - - - - - - -
         377740.93    3773635.32       19.78377                    377745.93
3773635.32       17.83654
         377750.93    3773635.32       16.14818                    377755.93
3773635.32       14.67751
         377760.93    3773635.32       13.39065                    377765.93
3773635.32       12.25976
         377770.93    3773635.32       11.26145                    377775.93
3773635.32       10.37643
         377695.93    3773640.32       49.31797                    377700.93
3773640.32       44.31530
         377740.93    3773640.32       18.47907                    377745.93
3773640.32       16.76931
         377750.93    3773640.32       15.26891                    377755.93
3773640.32       13.94817
         377760.93    3773640.32       12.78236                    377765.93
3773640.32       11.74889
         377770.93    3773640.32       10.83037                    377775.93
3773640.32       10.01091
         377695.93    3773645.32       40.68702                    377700.93
3773645.32       37.28711
         377740.93    3773645.32       17.16785                    377745.93
3773645.32       15.68887
         377750.93    3773645.32       14.38195                    377755.93
3773645.32       13.22572
         377760.93    3773645.32       12.19035                    377765.93
3773645.32       11.23604
         377770.93    3773645.32       10.38410                    377775.93
3773645.32        9.61996
         377695.93    3773650.32       33.83809                    377700.93
3773650.32       31.50062
         377740.93    3773650.32       15.91213                    377745.93
3773650.32       14.65350
         377750.93    3773650.32       13.51786                    377755.93
3773650.32       12.49792
         377695.93    3773655.32       28.42294                    377700.93
3773655.32       26.78347
         377740.93    3773655.32       14.69773                    377745.93
3773655.32       13.61734
         377750.93    3773655.32       12.63247                    377755.93
3773655.32       11.73529
         377695.93    3773660.32       24.10563                    377700.93
3773660.32       22.93354
         377705.93    3773660.32       21.69507                    377720.93
3773670.32       14.22001
         377725.93    3773670.32       13.47029                    377730.93
3773670.32       12.73912
         377735.93    3773670.32       12.03262                    377720.93
3773675.32       12.70344
         377725.93    3773675.32       12.10418                    377730.93
3773675.32       11.51426
         377735.93    3773675.32       10.93907                    377720.93
3773680.32       11.37426
         377725.93    3773680.32       10.89290                    377730.93
3773680.32       10.41507
         377735.93    3773680.32        9.94448                    377720.93
3773685.32       10.22014
         377725.93    3773685.32        9.83042                    377730.93
3773685.32        9.43967
         377735.93    3773685.32        9.05408
```

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 *** AERMOD - VERSION 21112  ***   *** C:\Users\M.McPherson\Desktop\1360 Vine v2\1360
Vine v2.isc           ***       10/20/23
 *** AERMET - VERSION  16216 ***   ***
***       11:58:10

PAGE  59
 *** MODELOPTs:    RegDFAULT  CONC  ELEV  URBAN  ADJ_U*

                                    *** THE SUMMARY OF MAXIMUM PERIOD ( 43848 HRS)
RESULTS ***


                                  ** CONC OF DPM      IN MICROGRAMS/M**3
**


NETWORK
GROUP ID                        AVERAGE CONC                RECEPTOR  (XR, YR, ZELEV,
ZHILL, ZFLAG)  OF TYPE  GRID-ID
- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -
- - - - - - - - - - - - - - -

CONSTRUC  1ST HIGHEST VALUE IS      37.97208 AT (  377663.39,  3773497.10,   100.69,
100.69,    0.00)  DC
          2ND HIGHEST VALUE IS      36.72718 AT (  377668.39,  3773497.10,   100.69,
100.69,    0.00)  DC
          3RD HIGHEST VALUE IS      34.81411 AT (  377673.39,  3773497.10,   100.69,
100.69,    0.00)  DC
          4TH HIGHEST VALUE IS      32.36953 AT (  377678.39,  3773497.10,   100.69,
100.69,    0.00)  DC
          5TH HIGHEST VALUE IS      30.10257 AT (  377663.39,  3773492.10,   100.62,
100.62,    0.00)  DC
          6TH HIGHEST VALUE IS      29.61024 AT (  377683.39,  3773497.10,   100.69,
100.69,    0.00)  DC
          7TH HIGHEST VALUE IS      29.22675 AT (  377668.39,  3773492.10,   100.62,
100.62,    0.00)  DC
          8TH HIGHEST VALUE IS      27.92259 AT (  377673.39,  3773492.10,   100.62,
100.62,    0.00)  DC
          9TH HIGHEST VALUE IS      26.76319 AT (  377688.39,  3773497.10,   100.68,
100.68,    0.00)  DC
         10TH HIGHEST VALUE IS      26.27202 AT (  377678.39,  3773492.10,   100.62,
100.62,    0.00)  DC

GENERATO  1ST HIGHEST VALUE IS      10.17331 AT (  377727.30,  3773590.09,   102.15,
102.15,    0.00)  DC
          2ND HIGHEST VALUE IS      10.09601 AT (  377727.30,  3773585.09,   102.07,
102.07,    0.00)  DC
          3RD HIGHEST VALUE IS      10.09284 AT (  377727.30,  3773595.09,   102.22,
102.22,    0.00)  DC
          4TH HIGHEST VALUE IS       9.87440 AT (  377727.30,  3773600.09,   102.29,
102.29,    0.00)  DC
          5TH HIGHEST VALUE IS       9.57524 AT (  377732.30,  3773590.09,   102.13,
102.13,    0.00)  DC
          6TH HIGHEST VALUE IS       9.51633 AT (  377732.30,  3773595.09,   102.20,
102.20,    0.00)  DC
          7TH HIGHEST VALUE IS       9.50082 AT (  377732.30,  3773585.09,   102.05,
102.05,    0.00)  DC
          8TH HIGHEST VALUE IS       9.33827 AT (  377732.30,  3773600.09,   102.27,
102.27,    0.00)  DC
          9TH HIGHEST VALUE IS       9.00630 AT (  377737.30,  3773590.09,   102.15,
102.15,    0.00)  DC
         10TH HIGHEST VALUE IS       8.96091 AT (  377737.30,  3773595.09,   102.21,
102.21,    0.00)  DC

LOADING   1ST HIGHEST VALUE IS      73.51455 AT (  377695.93,  3773630.32,   103.09,
103.09,    0.00)  DC
          2ND HIGHEST VALUE IS      62.78231 AT (  377700.93,  3773630.32,   103.06,
103.06,    0.00)  DC
          3RD HIGHEST VALUE IS      60.13112 AT (  377695.93,  3773635.32,   103.26,
103.26,    0.00)  DC
          4TH HIGHEST VALUE IS      52.76018 AT (  377700.93,  3773635.32,   103.22,
103.22,    0.00)  DC
          5TH HIGHEST VALUE IS      49.31797 AT (  377695.93,  3773640.32,   103.43,
103.43,    0.00)  DC
          6TH HIGHEST VALUE IS      44.31530 AT (  377700.93,  3773640.32,   103.38,
103.38,    0.00)  DC
          7TH HIGHEST VALUE IS      40.68702 AT (  377695.93,  3773645.32,   103.61,
103.61,    0.00)  DC
          8TH HIGHEST VALUE IS      38.19069 AT (  377727.30,  3773600.09,   102.29,
102.29,    0.00)  DC
          9TH HIGHEST VALUE IS      37.82132 AT (  377727.30,  3773595.09,   102.22,
102.22,    0.00)  DC
         10TH HIGHEST VALUE IS      37.28711 AT (  377700.93,  3773645.32,   103.55,
103.55,    0.00)  DC


 *** RECEPTOR TYPES:  GC = GRIDCART
                      GP = GRIDPOLR
                      DC = DISCCART
                      DP = DISCPOLR
```

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 *** AERMOD - VERSION 21112  ***   *** C:\Users\M.McPherson\Desktop\1360 Vine v2\1360
Vine v2.isc           ***        10/20/23
 *** AERMET - VERSION  16216 ***   ***
***        11:58:10

PAGE  60
 *** MODELOPTs:    RegDFAULT  CONC  ELEV  URBAN  ADJ_U*

 *** Message Summary : AERMOD Model Execution ***

  --------- Summary of Total Messages --------

 A Total of            0 Fatal Error Message(s)
 A Total of            2 Warning Message(s)
 A Total of         6278 Informational Message(s)

 A Total of        43848 Hours Were Processed

 A Total of         5012 Calm Hours Identified

 A Total of         1266 Missing Hours Identified (  2.89 Percent)


    ******** FATAL ERROR MESSAGES ********
               ***  NONE  ***


    ********   WARNING MESSAGES   ********
 ME W186     975       MEOPEN: THRESH_1MIN 1-min ASOS wind speed threshold used
0.50
 ME W187     975       MEOPEN: ADJ_U* Option for Stable Low Winds used in AERMET

    ***********************************
    *** AERMOD Finishes Successfully ***
    ***********************************
```
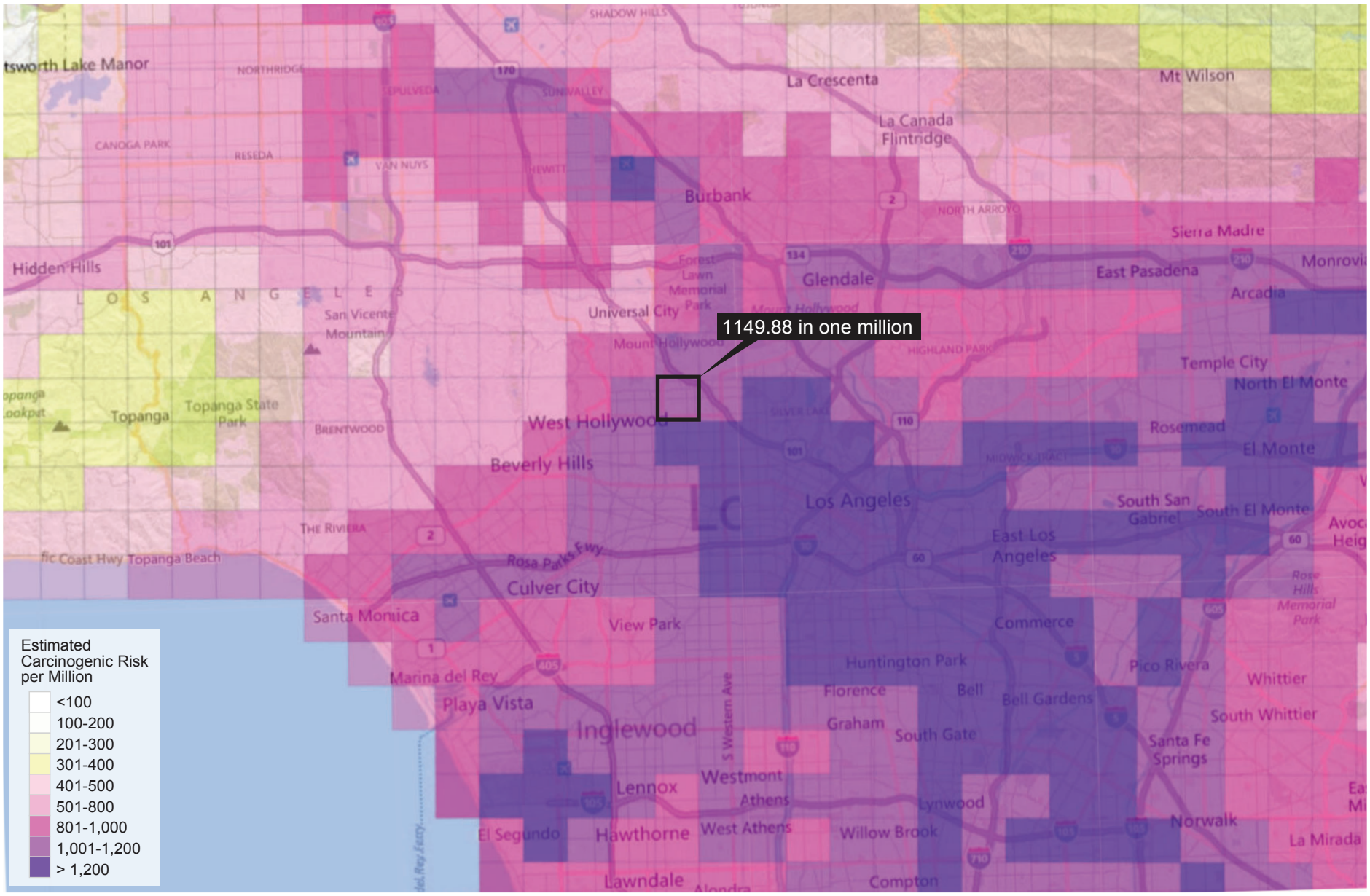

Appendix D

MATES IV Total Cancer Risk for Project Area



MATES IV Total Cancer Risk for Project Area

Source: South Coast AQMD, 2017.