

GENERAL INFORMATION ABOUT THE CONTENTS OF THIS FILE

This file contains correspondence and documents submitted to the Commission which is in compliance with the Commission Rules and Operating Procedures, Rule 4.3. Compliance means that the deadline, delivery method (hard copy and/or electronic) AND the number of copies, when applicable, has been met. This file is divided into three sections and each section has been bookmarked by the case number:

- **“Initial Submissions”**: Submissions received no later than by end of day Monday of the week prior to the meeting (unlimited).
- **“Secondary Submissions”**: Submissions received after the Initial Submission deadline up to 48-hours prior to the Commission meeting (for the Central, Harbor and South Los Angeles Area Planning Commissions, the deadline is 3:00 p.m. Thursday prior to the Commission meeting). Maximum 10-pages including exhibits.
- **“Day of Hearing Submissions”**: Submissions after the Secondary Submission deadline up to and including the day of the Commission meeting. This section also includes material received at the meeting.

Material which does not comply with the submittal rules is not distributed to the Commission. The Commission Rules and Operating Procedures can be accessed at <http://planning.lacity.org>, by selecting “Commissions & Hearings” and selecting the specific Commission.

Please note that all complying Initial Submissions **have been transmitted to the Commission**, either integrated with the Staff Report or along side it.

If the material was submitted to the project planner prior to the Monday deadline, it was made part of the staff report which can be accessed in the agenda by clicking on the specific item (correspondence is typically included at the end of the staff report). All other compliant material is included in this file.

Day of Hearing Submissions will be posted after the meeting and will be included at the end of this file.

If you have any questions, please contact the Commission Office at (213) 978-1300.

INITIAL SUBMISSIONS

Item 6: DIR-2017-4872-TOC-1A



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City Planning Commission
City of Los Angeles
200 North Spring Street, Room 340
Los Angeles, CA 90012

RE: 5627 Fernwood Ave, DIR-2017-4872-TOC; ENV-2017-4873-CE

Dear City Planning Commissioners,

On behalf of PVH LA LP, the "Applicant" for the above referenced matter, we respectfully request the City Planning Commission **DENY** the appeal submitted by Ms. Eden Taylor and **ADOPT** the Director's Decision with the requested revisions to Conditions 3 and 5 as discussed in Section I below.

The Project site is located at 5627 Fernwood Ave (the "Project") in the City of Los Angeles ("City") and qualifies for the Tier 4 level Transit Oriented Communities ("TOC") guidelines. The Project consists of approximately 60 dwelling units, reserving 59 units as affordable units and ancillary supportive service space. It is no secret that the City of Los Angeles is in an unprecedented housing crisis. Council District 13 has nearly 3,300 individuals experiencing homelessness, which is the third highest figure out of all Council Districts, and over a third of those individuals are chronically homeless.¹ The Project, as approved, would assist in directly responding to the housing crisis by providing critically needed affordable housing units with on-site services provided to future tenants.

The Applicant, managed by PATH Ventures, has a mission to end homelessness for individuals, families, and communities primarily by building affordable and supportive housing communities. The Applicant prides itself on well-designed developments that complement and enrich the neighborhoods where there are located. To this end, since 2007, PATH Ventures has worked tirelessly to develop several new projects containing 658 new housing units valued at over \$237 million of development costs.

This Project is ideally located for the proposed tenant mix: with access to a wide array of job opportunities throughout Los Angeles County due to the proximity to the Metro Redline and the regional transportation system and the onsite space for supportive services that will assist formerly homeless tenants maintain stable housing.

The Transit Oriented Communities guidelines were adopted on September 22, 2017 as instructed by Section 6 of the voter-approved Measure JJJ. The intent of these Guidelines is to establish incentives for residential or mixed-use projects located within ½ mile of a major transit stop. This Project is exactly what the Los Angeles voters and the Planning Department envisioned as a successful Transit Oriented Communities Development: a high-density, affordable housing community that is near multiple high-quality public transit options.

¹ <https://www.lahsa.org/documents?id=1368-2017-homeless-count-results-council-district-13.pdf>

I. THE APPLICANT'S REQUEST UPON APPEAL

The Project is proposed to be developed as a 100% affordable housing project, providing Permanent Supportive Housing. As a non-profit developer, the Applicant must seek conventional financing along with local and state funding, tax credit benefits, and operating subsidies in order to construct and operate the project.

The Los Angeles Housing and Community Investment Department (HCID) Planning and Land Use Unit, has been interpreting a Conditions which cite the State Density Bonus Code for Very Low Income units to use a State calculated Area Median Family Income (instead of LA County Area Median Income) as the basis of determining rent levels. This interpretation establishes a much lower standard for rent levels which makes it more difficult for securing the financing necessary for developing this type of housing construction, particularly, when 100% of the units are subject to this very restrictive income and rent calculation.

On April 11, 2018, the Los Angeles City Council approved a new definition for Permanent Supportive Housing which provides incentives for Permanent Supportive Housing units. (PSH Developers and the HCIDLA worked closely with Planning Staff to be sure the language would not hinder the ability to finance PSH developments.) In this Ordinance, a Permanent Supportive Housing Project is defined as follows:

Qualified Permanent Supportive Housing Project. The construction of, addition to, or remodeling of a building or buildings offering Supportive Housing; located in a zone that allows multiple dwellings (RD1.5 or less restrictive); and where all of the total combined Dwelling Units or Guest Rooms, exclusive of any manager's units, are affordable. For the purposes of this subdivision, affordable means that rents or housing costs to the occupying residents do not exceed 30 percent of the maximum gross income of Extremely Low, Very Low or Low Income households, **as those income ranges are defined by the United States Department of Housing and Urban Development (HUD) or any successor agency, as verified by the Housing & Community Investment Department (HCIDLA).** A minimum of 50 percent of the total combined Dwelling Units or Guest Rooms is occupied by the Target Population. (Reference: Pages 1-2 of Ordinance No. 185492, effective May 28, 2018).

It is with consideration of this definition that the Applicant respectfully requests Conditions 3 and 5 of the approval to be revised.

Proposed Condition 3:

Affordable Units. ~~59 units shall be reserved as Permanent Supportive Housing Units designated for Very Low Income Households, as defined by the State Density Bonus Law 65915 (C)(2). Pursuant to Section IV.1.d of the TOC Guidelines, the Applicant shall provide a minimum of 11% of the total units to be reserved as Extremely Low Income as defined by Section 50106 of the California Health and Safety Code, or 15% to be reserved as Very Low Income as defined by Section 50105 of the California Health and Safety Code, or 25% to be reserved as Lower Income as defined by Section 50079.5 of the California Health and Safety Code. With the exception of the manager's unit and the minimum units required under Section IV.1.d of the TOC Guidelines, all remaining units shall be restricted to Extremely Low, Very Low or Low Income households as those income ranges are defined by the United~~

States Department of Housing and Urban Development (HUD) or any successor agency, as verified by the Housing & Community Investment Department (HCIDLA).

Proposed Condition 5:

Housing Requirements. Prior to issuance of a building permit, the owner shall execute a covenant to the satisfaction of the Los Angeles Housing and Community Investment Department (HCIDLA) to make 59 units available to Extremely Low, Very-Low or Low Income Households, consistent with Condition 3 of this approval, for sale or rental as determined to be affordable to such households by HCIDLA for a period of 55 years. In the event, the applicant reduces the proposed density of the project, the number of required set-aside affordable units may be adjusted, consistent with LAMC Section 12.22-A.25, to the satisfaction of HCIDLA, and in consideration of the project's AB 2222 Determination. Enforcement of the terms of said covenant shall be the responsibility of HCIDLA. The applicant will present a copy of the recorded covenant to the Department of City Planning for inclusion in this file. The project shall comply with the Guidelines for the Affordable Housing Incentives Program adopted by the City Planning Commission and with any monitoring requirements established by the HCIDLA. Refer to the Density Bonus Legislation Background section of this determination.

II. THE APPLICANT'S RESPONSE TO THE APPEAL

On January 5, 2018, Ms. Eden Taylor, who has provided the address at 5645 Fernwood Ave, #8, Los Angeles, California, 90029 provided the following main reasons for her appeal:

1. **Procedure:** The Planning Department did not perform any analysis of whether or not the TOC incentives are necessary in order to provide for the affordable housing
2. **Environmental:**
 - a. The Project will have a specific adverse impact upon public health and safety.
 - b. A CEQA Categorical Exemption is improper.

Procedure

The Applicant claims that the Planning Department did not perform any analysis of whether or not the TOC incentives are necessary in order to provide for the affordable housing. Section V.1.b of the TOC Guidelines refers to LAMC Section 12.22.A.25.g. for the processing of TOC applications that include additional incentives. Pursuant to LAMC 12.22.A.25.g.2.i.c, the Director shall approve TOC Guideline entitlements unless the Director makes two findings:

- (1) *The incentives are not required to provide for affordable housing costs as defined in California Health and Safety Code Section 50052.5 or Section 50053 for rents for the affordable units; or*
- (2) *The Incentive will have a specific adverse impact upon public health and safety or the physical environment, or on any real property that is listed in the California Register of Historical Resources and for which there are no feasible method to satisfactorily mitigate or avoid the specific adverse Impact without rendering the development unaffordable to Very Low, Low and Moderate Income households. Inconsistency with the zoning ordinance or the general plan land use designation shall not constitute a specific, adverse impact upon the public health or safety.*

While findings in the affirmative are not required to approve Projects seeking TOC Guidelines entitlements with additional incentives, the Director has thoroughly analyzed the Project against these standards and determined that, "The record does not contain substantial evidence that would allow the Director to make a finding that the requested incentives are not necessary to provide for affordable housing costs per State Law." and that, "There is no evidence that the proposed incentive will have a specific adverse impact. A "specific adverse impact" is defined as "a significant, quantifiable, direct and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete" (LAMC Section 12.22 A.25(b))."

The Project conforms with the applicable regulations, standards and provisions of the Transit Oriented Communities Guidelines. The Applicant proposes to provide 100% of the Project's density as restricted affordable units and is located within 2,640 feet of the Hollywood/Western Metro Red Line Station (a Major Transit Stop). As such, the Project site is eligible for TOC Guidelines Tier 3 level incentives. Per Section IV of the TOC Guidelines, projects that consist of 100% on-site restricted affordable units, exclusive of a building manager's unit, shall be eligible for one increase in Tier than otherwise would be provided. Accordingly, the Project is eligible for Tier 4 incentives.

Pursuant to the TOC Guidelines, the project is eligible for Base Incentives and three (3) additional incentives. As base incentives, the project is eligible to (1) increase the maximum allowable number of dwelling units permitted by 80%, (2) increase the maximum allowable floor area ratio by 55%, and (3) provide no automobile parking. The Applicant has requested and received approval for (1) a 35% reduction in the required rear yard setback and the averaging of adjoining buildings' front yard setbacks along the same street frontage to determine the proposed project front yard setback, (2) a 35% reduction in the required side yard setbacks, and (3) a 25% reduction in required open space.

The requested incentives assist in expanding the Project's footprint so that the units are designed to a livable size and the Project can provide a suitable amount of open space as an amenity to the residents. Due to the unique, triangular shape of the site, the proposed building would not be able to accommodate the unit sizes or the amount of open space as presently designed. Therefore, the incentives are required to provide for the construction of 60 critically needed, new, affordable housing units, which would not be permissible otherwise.

ENVIRONMENTAL

The Appellant's claim that the Project's proximity to the freeway would result in a significant adverse impact under CEQA is incorrect and not supported by facts. In *California Building Industry Ass'n v. Bay Area Air Quality Management District (2015)*, the California Supreme Court found that "CEQA generally does not require an analysis of how existing environmental conditions will impact a Project's future users or residents." Because the court has found that health impacts upon future residents is not a CEQA issue, the Appellant's claim that the Categorical Exemption improperly ignored this very issue is without merit and counter to the Supreme Court's ruling on this issue.

The Appellant's assertion that no conditions requiring the Project to contain air filtration systems ignores that fact that MERV 13 is required by code. Providing enhanced filtration in building Heating, Ventilation, and Air Conditioning (HVAC) systems is an effective mitigation measure as it pertains to improving indoor air quality. Section 99.04.504.6 of the LAMC requires mechanically ventilated buildings within 1,000 feet of the freeway

to provide regularly occupied areas of the building with air filtration media for outside and return air that provides a Minimum Efficiency Reporting Value of 13. As such, with adherence to the LAMC, impacts associated with the future occupant's exposure to ambient air quality would be less than significant and no further conditions imposing enhanced filtration are warranted.

The Appellant's argument that the height of the Project would result in light and glare that would result in significant impacts upon nighttime views is unsubstantiated and counter to CEQA Statutes. In 2013, the State of California enacted Senate Bill 743 (SB 743), which provides that "aesthetic and parking impacts of a residential, mixed-use residential, or employment center projects on an infill site within a transit priority area shall not be considered significant impacts on the environment." SB 743 is codified in PRC 21099. As such the Appellant's claim that aesthetic impacts are significant are unfounded.

In general, a Categorical Exemption is exempt from analysis. However, the Applicant has decided to provide a Health Risk Assessment Study (HRA) and, as stated above, LAMC requires MERV 13 filters for all occupied areas within 1,000 feet of the freeway. The Project will comply with this requirement and include MERV 13 filters. MERV 13 provides greater filtration than was determined necessary by the HRA to reduce health impacts to below the thresholds of significance. Therefore, compliance with the LAMC will result in less than significant impact without the need for further mitigation.

For the reasons stated in this rebuttal, the Applicant respectfully requests that the City Planning Commission deny the Appeal and approve the Project.

III. SUMMARY OF THE APPLICANT'S COMMUNITY OUTREACH

As acknowledged in the Appeal, the Applicant is not required to conduct a public hearing. As the Applicant is long standing member of the community, the Applicant recognizes the importance community engagement and conducted outreach to the surrounding community and neighborhood council. Meetings ranged from residents and owners within 500 feet of the site, to local community and business groups, to the Hollywood Studio District Neighborhood Council (HSDNC).

Starting in November of 2017, the Applicant started outreaching to local community organizations in order to present the project. The applicant met with local organizations including Covenant House, the Hollywood BID, the Hollywood Chamber of Commerce, the SPA 4 Coordinated Entry System group, and Youth Policy Institute.

Prior to the issuance of the Approval, an invitation was distributed to residents and owners within 500 feet of the Project Site for an open house meeting. On December 12, 2017, the Applicant held a voluntary open house meeting on the Project Site, presented the development idea with the intention of receiving feedback. This meeting was attended by 15 neighbors and representatives of community organizations. The concerns that were raised at that meeting were in relation to seeking clarification about how parking would operate, construction noise and whether the development would be for permanent supportive housing or a short-term homeless shelter.

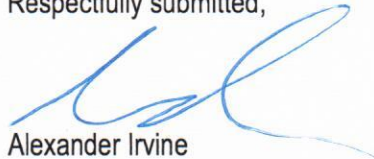
The applicant also reached out to the HSDNC on December 6, 2017 in order to inquire about presenting the project to the Neighborhood Council. Because the Project is a planning issue it was recommended that the

project first be presented to the Neighborhood Council's Planning and Land Use Management Committee (PLUM) in order for them to provide a recommendation. The PLUM committee was not meeting at that time and therefore the project made a presentation at the next PLUM meeting which was on March 8, 2018. At that meeting, the PLUM committee did not have quorum to make an official recommendation on the project and therefore none was made. The Applicant's item was subsequently not agenized for the subsequent April 9th HSNDP meeting, however, the applicant did provide a presentation to the NC during the public comment section of the meeting. Given than the item was not agenized, the HSNDP could not take an official position on the project. The Applicant has requested to present again to the Neighborhood Council and looks forward to continuing outreach to the community.

CONCLUSION

As a 100% affordable housing development locate near jobs and transit, the proposed Project is a model that will set a new standard of excellence in the City. The Project is consistent with the Transit Oriented Communities Guidelines and will provide 60 critically needed affordable housing units with ancillary support services within an area of the City that is experiencing one of the highest levels of chronically homeless individuals. On behalf of the Applicant, we urge the City Planning Commission to DENY the Appeal and ADOPT the Director's Decision under Case No. DIR-2017-4872-TOC.

Respectfully submitted,



Alexander Irvine
President

cc: Amy Anderson
Craig Bullock
Shane Parker

EXHIBIT A

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**PATH VILLAS HOLLYWOOD
PERMANENT SUPPORTIVE HOUSING PROJECT**

HEALTH RISK ASSESSMENT

Prepared For:

PATH Ventures
340 North Madison Avenue
Los Angeles, California 90004

Prepared By:

**Air Quality Dynamics
(818) 703-3294**

April 2018

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1.0 INTRODUCTION

In 2005, the California Air Resources Board (ARB) promulgated an advisory recommendation to avoid siting sensitive land uses within 500 feet of a freeway, urban roads with 100,000 vehicles per day or rural roads with 50,000 vehicles per day. According to the ARB, the increased cancer risk is 300 to 1,700 per million within this domain. The strongest association of traffic related emissions with adverse health outcomes was seen within 300 feet of roadways with high truck densities. Notwithstanding, the ARB notes that a site specific analysis would be required to determine the actual risk near a particular land use and should consider factors such as prevailing wind direction, local topography and climate.

The Los Angeles City Planning Commission (Commission) has also drafted an advisory notice (Zoning Information No. 2427 - Freeway Adjacent Advisory Notice for Sensitive Land Uses) regarding siting sensitive land uses near freeways. The Commission reports that freeways are a major source of air pollution and their impact on public health has been and continues to be subject to public health research. Further, the Commission notes that this research traditionally focused on impacts to communities within 500 feet of freeways; however, recent studies have established strong links to negative health outcomes affecting sensitive populations up to and beyond 1,000 feet. The Commission believes that 1,000 feet is a conservative distance to evaluate proposed projects that house populations considered to be more at-risk from the negative effects of air pollution. The Commission advises that applicants of projects requiring discretionary approval, located in proximity of a freeway, and contemplating residential units and other sensitive uses, perform a health risk assessment (HRA). It is believed that the HRA will serve to identify potential health risks and enable applicants to make informed decisions about site planning and project design.

The Los Angeles City Municipal Code was recently amended to require minimum efficiency reporting value (MERV) 13 filtration for projects located within 1,000 feet of a freeway. However, there is no technical basis for this directive. Depending on site conditions, lower or higher MERV filtration may be required based upon actual distance from the freeway, height of building structures and location of proposed mechanical ventilation equipment. In addition, common air filtration is limited in its effectiveness to remove gaseous emissions within building structures and has no effect on reducing outdoor pollutant concentrations while individuals frequent amenities such as courtyards and related common areas. An assessment of both acute and chronic exposures to toxic and criteria pollutants is required to address these concerns.

Based upon the considerations noted above, an HRA was prepared to assess the potential effects of pollutants on individuals who utilize/reside at the proposed project site. The analysis also serves to provide a nexus between identified impacts and the effectiveness of available mitigation measures.

The assessment and dispersion modeling methodologies used in the preparation of this report were composed of all relevant and appropriate procedures presented by the U.S. Environmental Protection Agency, California Environmental Protection Agency and

SCAQMD. The methodologies and assumptions offered under this regulatory guidance were used to ensure that the assessment effectively quantified pollutant exposures associated with the generation of contaminant emissions from adjacent mobile source activity. This report summarizes the protocol used to evaluate contaminant exposures and presents the results of the health risk assessment.

2.0 SITE DESCRIPTION

The project proposes the construction of a new 45,437 square-foot apartment complex with 60 affordable special needs residential units. The proposed 74 foot high apartment is designed to accommodate six above-grade stories and one subterranean parking garage. The ground floor level would also accommodate an entry lobby, mailroom and office space/meeting room for social service assistance. A covered seating lounge and community room with an associated kitchen would adjoin a landscaped courtyard within the center of the apartment complex. The project would also provide a open community deck located on the 6th floor level.

The site is located within the Hollywood Community Plan Area, the Hollywood Redevelopment Project Area and is zoned R4-2 (Multiple Dwelling Zone-Unlimited Height District). The project is bounded by De Longpre Avenue to the north, Fernwood Avenue to the south and west and St. Andrews Place to the east. The site lies approximately 110 feet from the U.S. Route 101 (Hollywood) freeway. Figure 1 presents an aerial photograph of the project location and adjoining community.

Figure 1
Site Location /Vicinity Aerial Photograph



3.0 SOURCE IDENTIFICATION

The California Department of Transportation (Caltrans) Performance Measurement System (PeMS) collects and maintains traffic information for roadways traversing the California state highway system. PeMS is a data management system that stores and processes raw data in real time. PeMS can be accessed via an internet browser and contains a series of built-in analytical capabilities to support the elucidation of a variety of analytical scenarios allowing users to query both current and archived freeway performance data. For this analysis, aggregate time series data for the 2017 calendar year was accessed to identify traffic volume (flow) and vehicle speeds to accommodate an assessment of chronic (long term), annual, 24-hour, 8-hour and acute (1-hour) exposures.

Caltrans also collects and maintains traffic volume counts for freeway on/off ramps and adjoining segments. Due to the paucity of this information in the PeMS database, the Traffic and Vehicle Data Systems Unit database was reviewed to obtain representative traffic volumes for these discrete roadway segments.

Based upon the arithmetic average of traffic flow identified in the PeMS database and population profiles noted above, hourly traffic volumes for the north and southbound freeway segments were identified. For acute exposures, the MROUND function in Excel was utilized to identify congested roadway conditions representing minimum route speeds rounded to the nearest 5 mile per hour increment. Reported ramp volumes were assumed to have a uniform distribution and were averaged to produce an hourly traffic profile. Table 1 presents the hourly traffic volumes considered in the assessment.

Table 1
Hourly Freeway Traffic Volumes

Roadway Segment	Speed Scenario	Traffic Volumes		
		All	Gas	Diesel
U.S. Route 101 Northbound	Average	4904	4718	186
U.S. Route 101 Southbound	Average	3670	3530	140
U.S. Route 101 Northbound	Minimum	1416	1362	54
U.S. Route 101 Southbound	Minimum	2928	2817	111
Southbound Off/Western Avenue	Average Minimum	408	393	16
Northbound On/Western Avenue	Average Minimum	518	498	20
Southbound On/Sunset Boulevard	Average Minimum	471	453	18
Northbound Off/Sunset Boulevard/Wilton Place	Average Minimum	554	533	21

4.0 SOURCE CHARACTERIZATION

In urban communities, vehicle emissions contribute significantly to localized concentrations of air contaminants. Typically, emissions generated from these sources are characterized by vehicle mix, the rate pollutants are generated during the course of travel and the number of vehicles traversing the roadway network.

Currently, emission factors are generated from a series of computer based programs to produce a composite emission rate for vehicles traveling at various speeds within a defined geographical area or along a discrete roadway segment. To account for the emission standards imposed on the California fleet, the ARB has developed the EMFAC2017 emission factor model. EMFAC2017 was utilized to identify pollutant emission rates for total organic gases (TOG), diesel particulates, particulates (PM₁₀ and PM_{2.5}), carbon monoxide (CO) and nitrogen oxide (NO_x) compounds. To produce a representative vehicle fleet distribution, the assessment utilized ARB's Los Angeles County (South Coast) population estimates for the proposed project buildout year of 2021. Table 2 lists the identified fleet mix considered in the assessment.

Table 2
Vehicle Fleet Mix Profile

Vehicle Class	Los Angeles County (SC)		
	Fuel	Population	Percent
LDA	Diesel	32586	0.45
LDA	Gas	3908603	54.15
LDT1	Diesel	291	0.00
LDT1	Gas	443615	6.15
LDT2	Diesel	8031	0.11
LDT2	Gas	1346969	18.66
LHDT1	Diesel	59340	0.82
LHDT1	Gas	105693	1.46
LHDT2	Diesel	23955	0.33
LHDT2	Gas	17634	0.24
MCY	Gas	170131	2.36
MDV	Diesel	17653	0.24
MDV	Gas	911570	12.63
MH	Diesel	5558	0.08
MH	Gas	18789	0.26
MHDT	Diesel	64530	0.89
MHDT	Gas	14428	0.20
HHDT	Diesel	55991	0.78
HHDT	Gas	58	0.00

Note: Vehicle category descriptions can be found on the California Air Resources Board website at <http://www.arb.ca.gov/msei/modeling.htm>.

Table 2 continued
Vehicle Fleet Mix Profile

Vehicle Class	Los Angeles County (SC)		
	Fuel	Population	Percent
OBUS	Diesel	3046	0.04
OBUS	Gas	3988	0.06
SBUS	Diesel	3421	0.05
SBUS	Gas	1276	0.02
UBUS	Diesel	10	0.00
UBUS	Gas	455	0.01

Note: Vehicle category descriptions can be found on the California Air Resources Board website at <http://www.arb.ca.gov/msei/modeling.htm>

Route speeds of 60 miles per hour for the northbound and 55 miles per hour for the southbound freeway segments were based upon the arithmetic average of hourly speeds reported in the PeMS database. A route speed of 5 miles per hour for the northbound and southbound segments were utilized to characterize congested or minimum speed conditions.

For particulates (PM₁₀ and PM_{2.5}), emissions were quantified through the reentrainment of paved roadway dust. The predictive emission equation developed by the U.S. Environmental Protection Agency (AP-42, Section 13.2.1) was utilized to generate particulate source strength. To account for the mass rate of emissions entrained from the roadway surface, the contribution from exhaust, brake and tire wear were added to the AP-42 emission factor equation. Compounds associated with on-road mobile source emissions are presented in Table 3.

Table 3
Compounds Emitted From On-Road Mobile Source Activity

Pollutant
Benzene Formaldehyde 1,3-Butadiene Acetaldehyde Acrolein Diesel Particulates Reentrained Particulates (PM ₁₀ , PM _{2.5}) Carbon Monoxide Nitrogen Dioxide

Appendix B presents the emission rate calculation worksheets for the freeway segments considered in the assessment.

5.0 EXPOSURE QUANTIFICATION

In order to assess the impact of emitted compounds on individuals who reside within and/or access common areas throughout the project area, air quality modeling utilizing the AMS/EPA Regulatory Model AERMOD was performed to assess the downwind extent of mobile source emissions located within a 1,000 feet of the project site. AERMOD is a steady-state Gaussian plume model applicable to directly emitted air pollutants that employs best state-of-practice parameterizations for characterizing meteorological influences and atmospheric dispersion. AERMOD is the U.S. Environmental Protection Agency's guideline model for the assessment of near-field pollutant dispersion.

The model offers additional flexibility by allowing the user to assign initial vertical and lateral dispersion parameters for sources representative of a localized mobile fleet. For this assessment, the volume source algorithm was utilized to model the emissions generated from mobile source activity. Vertical (σ_z) dispersion parameters were developed for each source location by approximating mixing zone residence time and quantifying the initial vertical term as performed in the California Line Source Dispersion Model Caline3. The horizontal (σ_y) parameters were generated by dividing the source separation distance by a standard deviation of 2.15.

The Ambient Ratio Method 2 (ARM2), which is based on an evaluation of NO_2/NO_x ratios from the U.S. Environmental Protection Agency's Air Quality System (AQS) record of ambient air quality data, was used to assess the impacts of NO_2 . The U.S. Environmental Protection Agency reports that results from ARM2 simulations are more conservative relative to the Tier 3 methods associated with the ozone limiting (OLM) and plume volume molar ratio (PVMRM) methods currently recommended in the Guideline on Air Quality Models, Appendix W. For this analysis, the ARM2 default minimum and maximum NO_2/NO_x ratios of 0.5 and 0.9 were incorporated into the model simulation.

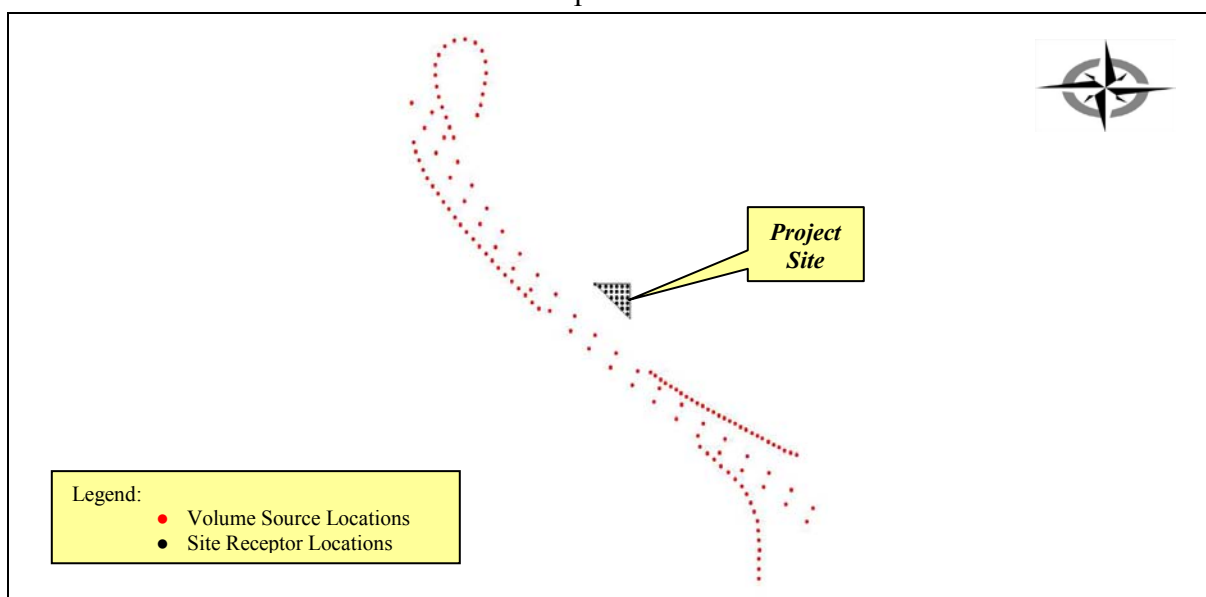
Air dispersion models require additional input parameters including pollutant emission data and local meteorology. Due to their sensitivity to individual meteorological parameters such as wind speed and direction, the U.S. Environmental Protection Agency recommends that meteorological data used as input 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) was used to represent local weather conditions and prevailing winds. For short duration exposures, five years of available AERMOD meteorological data were reviewed to identify the calendar years which produced the highest pollutant concentrations. For chronic exposures, maximum concentrations were produced by incorporating all five years of available data.

The modeling analysis also considered the spatial distribution of mobile source activity in relation to the proposed site. To accommodate a Cartesian grid format, direction dependent calculations were obtained by identifying the universal transverse mercator (UTM) coordinates for each volume source location. On-site receptors were uniformly placed to

provide coverage across the identified project boundary commensurate with residential uses and areas of common access. Terrain height adjustments were incorporated into the modeling exercise to account for the discrepancy in source elevations and the average grade plane of the proposed project.

For 1-hour and 8-hour exposures, receptor locations were set at flagpole heights commensurate with transient and areas of common access. For chronic, annual and 24-hour exposures, receptor locations were set at flagpole heights representing residential floor levels and the presumed height above local terrain for proposed heating, ventilation and air conditioning (HVAC) equipment. A graphical representation of the source-receptor grid network is presented in Figure 2.

Figure 2
Source-Receptor Grid Network



A dispersion model input table is provided in Appendix C. A listing of model output summary files are provided in Appendix E.

6.0 RISK CHARACTERIZATION

For chronic, annual and 24-hour exposures, concentration estimates for residential receptors are considered static whereby exposures are assumed to be continuous based upon the averaging time under consideration. Short duration exposures (i.e., 1 and 8-hour) apply to all common areas and related residential/guest amenities since it is reasonable to assume that an individual could be present for periods of one to eight hours.

6.1 Carcinogenic Chemical Risk

Carcinogenic compounds are not considered to have threshold levels (i.e., dose levels below which there are no risks). Any exposure, therefore, will have some associated risk. As a result, the State of California has established a threshold of one in one hundred thousand

(1.0E-05) as a level posing no significant risk for exposures to carcinogens regulated under the Safe Drinking Water and Toxic Enforcement Act (Proposition 65). This threshold is also consistent with the maximum incremental cancer risk established by the SCAQMD for projects prepared under the auspices of the California Environmental Quality Act (CEQA).

Health risks associated with exposure to carcinogenic compounds 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 ($\mu\text{g}/\text{m}^3$) over a 70 year lifetime. The URFs utilized in the assessment and corresponding cancer potency factors were obtained from the *Consolidated Table of OEHHA/ARB Approved Risk Assessment Health Values*.

Notwithstanding, it is the intent of the HRA to provide cumulative risk estimates from near-field on-road sources that are reflective of anticipated exposures experienced at a given residential occupancy. As such, a review of relevant guidance was conducted to determine applicability of the use of early life exposure adjustments to identified carcinogens. For risk assessments conducted under the auspices of The Air Toxics "Hot Spots" Information and Assessment Act (AB 2588, Connelly, Statutes of 1987; Health and Safety Code Section 44300 et seq.) a weighting factor is applied to all carcinogens regardless of purported mechanism of action. However, for this assessment, the HRA relied upon U.S. Environmental Protection Agency 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 carcinogens act "through the mutagenic mode of action." In 2006, the U.S. Environmental Protection Agency published a memorandum which provided guidance regarding the preparation of health risk assessments should carcinogenic compounds elicit a mutagenic mode of action (USEPA, 2006). As presented in the technical memorandum, numerous compounds were identified as having a mutagenic mode of action. Based upon this review, none of the gaseous compounds considered in the HRA were identified and, therefore, early life exposure adjustments were not considered. For diesel particulates, polycyclic aromatic hydrocarbons (PAHs) and their derivatives, which are known to exhibit a mutagenic mode of action, comprise < 1% of the exhaust particulate mass. To date, the U.S. Environmental Agency reports that whole diesel engine exhaust has not been shown to elicit a mutagenic mode of action.

To effectively quantify dose, the procedure requires the incorporation of several discrete exposure variates. Once determined, contaminant dose is multiplied by the cancer potency factor (CPF) in units of inverse dose expressed in milligrams per kilogram per day ($\text{mg}/\text{kg}/\text{day}$)⁻¹ to derive the cancer risk estimate. Therefore, to assess exposures associated with the proposed residential population, the following dose algorithm was utilized.

$$CDI = (C_{air} \times EF \times ED \times IR) / (BW \times AT)$$

Where:

CDI = chronic daily intake (mg/kg/day)
 C_{air} = concentration of contaminant in air (mg/m³)
 EF = exposure frequency (days/year)
 ED = exposure duration (years)
 IR = inhalation rate (m³/day)
 BW = body weight (kg)
 AT = averaging time (days)

To represent residential exposures, the assessment employed the U.S. Environmental Protection Agency's guidance to develop viable dose estimates based on reasonable maximum exposures (RME). Specifically, activity patterns for population mobility recommended by the U.S. Environmental Protection Agency and presented in the *Exposure Factors Handbook* were utilized. As a result, lifetime risk values for residents were adjusted to account for an exposure duration of 350 days per year for 30 years (i.e., 95th percentile). Additional discussion regarding the use of the 30 year exposure duration is presented in Appendix D. A 9 year exposure duration was additionally assessed to identify risk estimates associated with the average time individuals are reported to reside at a given residence. These values are consistent with the California Environmental Quality Act which considers the evaluation of environmental effects of proposed projects in a manner that reflects both reasonable and feasible assumptions (*Laurel Heights Improvement Association of San Francisco, Inc. v. Regents of the University of California*). For body weight and inhalation, the assessment employed average adult values of 70 kilograms and 20 cubic meters per day, respectively.

Table 4 presents the maximum predicted residential receptor carcinogenic risk estimates. As noted below, level 1 and 2 exposures associated with the 30 year scenario are the only identified floors that exceed the significance threshold of one in one hundred thousand (1.0E-05). Appendix A, Tables A1 through A14, columns f-g, present the URFs and corresponding cancer potency factors for carcinogens considered in the assessment. The cancer risk attributed to each compound and summation of those risks are presented in column h.

Table 4
Maximum Residential Receptor / Carcinogenic Risk

Floor Level	Exposure Scenario	
	30 Year	9 Year
1	1.3E-05	4.0E-06
2	1.2E-05	3.6E-06
3	9.7E-06	2.9E-06
4	7.2E-06	2.2E-06
5	5.1E-06	1.5E-06
6	3.5E-06	1.0E-06

6.2 Noncarcinogenic Hazards

An evaluation of the potential noncancer effects of contaminant exposures was also conducted. Under the point estimate approach, adverse health effects are evaluated by comparing the concentration of each compound with the appropriate Reference Exposure Level (REL). Available RELs presented in the *Consolidated Table of OEHHA/ARB Approved Risk Assessment Health Values* were considered in the assessment.

To quantify noncarcinogenic impacts, the hazard index approach was used. The hazard index assumes that subthreshold exposures adversely affect a specific organ or organ system (i.e., toxicological endpoint). For each discrete pollutant exposure, target organs presented in regulatory guidance were utilized.

To calculate the hazard index, the pollutant concentration or dose is divided by the appropriate toxicity value. For compounds affecting the same toxicological endpoint, this ratio is summed. Where the total equals or exceeds one (i.e., unity), a health hazard is presumed to exist. For chronic exposures, RELs were converted to units expressed in mg/kg/day to accommodate the above referenced intake algorithm. To assess acute noncancer impacts, the maximum pollutant concentration is divided by the REL for the corresponding averaging time (e.g., 1-hour). No exposure frequency or duration adjustments are considered for short duration exposures.

For chronic noncarcinogenic effects, the hazard index identified for each toxicological endpoint totaled less than one for the 30 and 9 year exposure scenarios. For acute exposures, the hazard indices for each respective averaging time did not exceed unity.

Appendix A, Tables A1 through A14, columns i-j, present the RELs and corresponding reference dose values used in the evaluation of chronic noncarcinogenic exposures. For the maximum exposed residential receptor, the noncancer hazard quotient for identified compounds generated from each source and a summation for each toxicological endpoint are presented in columns k-r. Tables A15 and A16, column e present the RELs for the assessment of acute exposures. Columns f-m identify each compound's hazard quotient and corresponding index for each endpoint for the maximum exposed receptor location.

6.3 Criteria Pollutant Exposures

The State of California has promulgated strict ambient air quality standards for various pollutants. These standards were established to safeguard the public's health and welfare with specific emphasis on protecting those individuals susceptible to respiratory distress, such as asthmatics, the young, the elderly and those with existing conditions which may be affected by increased pollutant concentrations. However, recent research has shown that unhealthful respiratory responses occur with exposures to pollutants at levels that only marginally exceed clean air standards. Table 5 presents the California Ambient Air Quality Standards (CAAQS) for the criteria pollutants considered in the assessment.

Table 5
California Ambient Air Quality Standards

Pollutant	Standard	Health Effects
Particulates (PM ₁₀)	>50 µg/m ³ (24-hr avg.) >20 µg/m ³ (Annual)	1) Excess deaths from short-term exposures and the exacerbation of symptoms in sensitive individuals with respiratory disease. 2) Excess seasonal declines in pulmonary function especially in children.
Particulates (PM _{2.5})	>12 µg/m ³ (Annual)	1) Excess deaths and illness from long-term exposures and the exacerbation of symptoms in sensitive individuals with respiratory and cardio pulmonary disease.
Carbon Monoxide (CO)	>9.0 ppm (8-hr avg.) >20.0 ppm (1-hr avg.)	1) Aggravation of angina pectoris and other aspects of coronary heart disease. 2) Decreased exercise tolerance in persons with peripheral vascular disease and lung disease. 3) Impairment of central nervous system functions. 4) Possible increased risk to fetuses.
Nitrogen Dioxide (NO ₂)	>0.18 ppm (1-hr avg.)	1) Potential to aggravate chronic respiratory disease and respiratory symptoms in sensitive groups. 2) Risk to public health implied by pulmonary and extra-pulmonary biochemical and cellular changes and pulmonary structural changes.

Abbreviations: ppm: parts per million; µg/m³: micrograms per cubic meter.
Source: California Code of Regulations, Title 17, Section 70200.

Pollutant emissions are considered to have a significant effect on the environment if they result in concentrations that create either a violation of an ambient air quality standard, contribute to an existing air quality violation or expose sensitive receptors to substantive pollutant concentrations. Should ambient air quality already exceed existing standards, the SCAQMD has established significance criteria for selected compounds to account for the continued degradation of local air quality. Background concentrations are based upon the highest observed value for the most recent three year period.

For PM₁₀ emissions, background concentrations representative of the project area exceed the CAAQS for the 24-hour and annual averaging times. As a result, a significant impact is achieved when pollutant concentrations produce a measurable change over existing background levels. For fine particulates, no measurable change criterion currently exists whereby the SCAQMD significance threshold of 2.5 µg/m³ for the 24-hour averaging time is used to assess PM_{2.5} impacts.

For the CO 1 and 8-hour averaging times and the NO₂ 1-hour averaging time, background concentrations are below current air quality standards. As such, significance is achieved when pollutant concentrations add to existing levels and create an exceedance of the CAAQS.

Table 6 shows the pollutant concentrations collected at the Central Los Angeles monitoring station for the last three years of available data. Table 7 outlines the relevant significance thresholds considered to affect local air quality.

Table 6
Central Los Angeles Monitoring Summary

Pollutant/ Averaging Time	Year			
	2014	2015	2016	Maximum
Particulates (PM ₁₀) 24-Hour	87	88	67	88
Particulates (PM _{2.5}) 24-Hour	NA	NA	NA	NA
Particulates (PM ₁₀) Annual	35.4	33.1	32.4	35.4
Carbon Monoxide (CO) 1-Hour 8-Hour	3.0 2.0	3.2 1.8	1.9 1.4	3.2 2.0
Nitrogen Dioxide (NO ₂) 1-Hour	0.0821	0.0791	0.0647	0.0821

Note:: PM₁₀ concentrations are expressed in micrograms per cubic meter (µg/m³). All others are expressed in parts per million (ppm).

Source: South Coast Air Quality Management District.

Table 7
SCAQMD Air Quality Significance Thresholds

Pollutant	Averaging Time	Pollutant Concentration
Particulates (PM ₁₀)	24-Hours	2.5 µg/m ³ (operation)
Particulates (PM _{2.5})	24-Hours	2.5 µg/m ³ (operation)
Particulates (PM ₁₀)	Annual	1.0 µg/m ³
Carbon Monoxide (CO)	1/8-Hours	SCAQMD is in attainment; impacts are significant if they cause or contribute to an exceedance of the following attainment standards 20 ppm (1-hour) and 9 ppm (8-hour).
Nitrogen Dioxide (NO ₂)	1-Hour	SCAQMD is in attainment; impacts are significant if they cause or contribute to an exceedance of the attainment standard 0.18 ppm.

Abbreviations: ppm: parts per million; µg/m³: micrograms per cubic meter.

Source: South Coast Air Quality Management District.

For PM₁₀ maximum predicted concentrations exceed the significance thresholds for the 24-hour and annual averaging times for floor levels 1 through 6. The PM_{2.5} significance threshold was exceeded on floor levels 1 and 2. Table 8 presents the maximum predicted concentrations for each floor level that exceed the particulate significance thresholds.

Table 8
Maximum Residential Receptor / PM₁₀ and PM_{2.5}

Floor Level	Pollutant / Averaging Time		
	PM ₁₀ 24-Hour	PM ₁₀ Annual	PM _{2.5} 24-Hour
1	9.71394	6.77270	3.18702
2	8.76723	5.98076	2.87711
3	7.47475	4.96228	-
4	5.78632	3.73817	-
5	4.58680	2.66529	-
6	3.48131	1.83311	-

Note: Concentrations are expressed in micrograms per cubic meter (µg/m³).

The maximum modeled 1-hour concentration for CO of 0.14943 parts per million (ppm) (171.13007 µg/m³) when added to an existing background concentration of 3.2 ppm, will not cause an exceedance of the CAAQS of 20 ppm. For the 8-hour averaging time, the maximum predicted concentrations of 0.10389 ppm, (118.97080 µg/m³) when added to an existing background level of 2.0 ppm, does not cause an exceedance of the CAAQS of 9 ppm.

For NO₂, the maximum 1-hour concentration of 0.01110 ppm (20.88582 µg/m³) was predicted. This concentration, when added to a background concentration of 0.0821 ppm, will not cause an exceedance of the CAAQS of 0.18 ppm.

7.0 CONCLUSION

In comparison to the threshold level referenced in Section 6.1, carcinogenic risks estimates for the 30 year exposure scenario exceed the level posing no significant risk for residential receptors located on floor levels 1 and 2. For the 9 year exposure scenario, the level posing no significant risk was not exceeded at any receptor location. For chronic noncarcinogenic effects, the hazard index identified for each toxicological endpoint totaled less than one for all 30 year and 9 year exposure scenarios. For short duration exposures, the hazard indices for the identified averaging times did not exceed unity. Therefore, noncarcinogenic hazards were predicted to be within acceptable limits.

For criteria pollutants, the assessment revealed maximum predicted PM₁₀ concentrations for residential occupancies exceed the significance thresholds for the 24-hour and annual averaging times for floor levels 1 through 6. The PM_{2.5} significance threshold was exceeded on floor levels 1 and 2. For CO and NO₂, maximum predicted concentrations are within acceptable limits.

8.0 REGULATORY COMPLIANCE MEASURES

As noted in Sections 6.2 and 6.3 above, short duration exposures associated with both toxic and criteria pollutants are below identified significance thresholds. As such, no impacts are anticipated to individuals who reside at the proposed project site, access common areas and/or utilize available outdoor amenities. Exceedance of identified significance thresholds are associated with chronic, annual and/or 24-hour particulate exposures from diesel exhaust and the reentrainment of paved roadway dust. As a result, control of particulate impacts may be accomplished by reducing pollutant concentrations within residential occupancies. By restricting the rate of infiltration, exposures can be controlled to reduce particulate concentrations below SCAQMD's significance thresholds.

As previously noted, the project is located approximately 110 feet from the U.S. Route 101 (Hollywood) freeway. As such, it is subject to Los Angeles City Ordinance No. 184245 which requires the installation of air filtration systems which meet a Minimum Efficiency Reporting Value (MERV) of 13 as defined by the American Society of Heating, Refrigerating and Air Conditioning Engineers (ASHRAE) Standard 52.2. Tables 10 through 13 present the carcinogenic risk and particulate concentration reductions associated with incorporation of MERV 13 filtration. For carcinogenic risks, gaseous emissions are not controlled with the above referenced filtration. Therefore, organic gases are considered uncontrolled and weighted against the diesel concentration estimates to produce an overall risk estimate. The risk calculation worksheets presented in Appendix A depict diesel particulate concentration reductions commensurate with the identified MERV filter design.

Table 10
Maximum Residential Receptor / Carcinogenic Risk
w/MERV 13 Filtration

Floor Level	Exposure Scenario 30 Year	Significance Threshold	Exceeds Significance Threshold
1	8.1E-06	1.0E-05	No
2	7.1E-06	1.0E-05	No

Table 11
Maximum Residential Receptor / PM₁₀ 24-Hour
w/MERV 13 Filtration

Floor Level	Concentration	Significance Threshold	Exceeds Significance Threshold
1	0.97139	2.5	No
2	0.87672	2.5	No
3	0.74748	2.5	No
4	0.57863	2.5	No
5	0.45868	2.5	No
6	0.34813	2.5	No

Note: Concentrations are expressed in micrograms per cubic meter ($\mu\text{g}/\text{m}^3$).

Table 12
Maximum Residential Receptor / PM₁₀ Annual
w/MERV 13 Filtration

Floor Level	Concentration	Significance Threshold	Exceeds Significance Threshold
1	0.67727	1.0	No
2	0.59808	1.0	No
3	0.49623	1.0	No
4	0.37382	1.0	No
5	0.26653	1.0	No
6	0.18331	1.0	No

Note: Concentrations are expressed in micrograms per cubic meter (µg/m³).

Table 13
Maximum Residential Receptor / PM_{2.5} 24-Hour
w/MERV 13 Filtration

Floor Level	Concentration	Significance Threshold	Exceeds Significance Threshold
1	0.47805	2.5	No
2	0.43157	2.5	No

Note: Concentrations are expressed in micrograms per cubic meter (µg/m³).

As noted in Tables 10 through 13, incorporation of the identified filter design will reduce carcinogenic risk estimates and particulate exposures well below established significance thresholds.

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APPENDIX A

Risk Calculation Worksheets

Table A1
Quantification of Carcinogenic Risks and Noncarcinogenic Hazards
30 Year Exposure Scenario / Maximum Residential Receptor at First Floor Level

Source	Concentration		Weight Fraction	Contaminant	Carcinogenic Risk			Noncarcinogenic Hazards / Toxicological Endpoints*									
	(ug/m3)	(mg/m3)			URF (ug/m3)	CPF (mg/kg/day)	RISK	REL (ug/m3)	RfD (mg/kg/day)	RESP	CNS/PNS	CV/BL	IMMUN	KIDN	GI/LV	REPRO	EYES
	(b)	(c)			(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)	(n)	(o)	(p)	(q)	(r)
Freeway	0.18512	1.9E-04	4.91E-01	Benzene	2.9E-05	1.0E-01	1.1E-06	3.0E+00	8.6E-04			2.9E-02					
			3.17E-01	Formaldehyde	6.0E-06	2.1E-02	1.4E-07	9.0E+00	2.6E-03	6.3E-03							
			1.09E-01	1,3-Butadiene	1.7E-04	6.0E-01	1.4E-06	2.0E+00	5.7E-04							9.7E-03	
			5.70E-02	Acetaldehyde	2.7E-06	1.0E-02	1.2E-08	1.4E+02	4.0E-02	7.2E-05							
			2.60E-02	Acrolein				3.5E-01	1.0E-04	1.3E-02							
	0.08762	8.8E-05	1.00E+00	Diesel Particulates	3.0E-04	1.1E+00	1.1E-05	5.0E+00	1.4E-03	1.7E-02							
Total					1.3E-05			3.6E-02			0.0E+00	2.9E-02	0.0E+00	0.0E+00	0.0E+00	9.7E-03	0.0E+00

* Key to Toxocological Endpoints

RESP	Respiratory System
CNS/PNS	Central/Peripheral Nervous System
CV/BL	Cardiovascular/Blood System
IMMUN	Immune System
KIDN	Kidney
GI/LV	Gastrointestinal System/Liver
REPRO	Reproductive System (e.g., teratogenic and developmental effects)
EYES	Eye irritation and/or other effects

Note:	Exposure factors used to calculate contaminant intake	
	exposure frequency (days/year)	350
	exposure duration (years)	30
	inhalation rate (m3/day)	20
	average body weight (kg)	70
	averaging time _(cancer) (days)	25550
	averaging time _(noncancer) (days)	10950

Table A2
Quantification of Carcinogenic Risks and Noncarcinogenic Hazards
30 Year Exposure Scenario / Maximum Residential Receptor at First Floor Level
w/MERV 13 Filtration

Source	Concentration		Weight Fraction	Contaminant	Carcinogenic Risk			Noncarcinogenic Hazards / Toxicological Endpoints*									
	(ug/m3)	(mg/m3)			URF	CPF	RISK	REL	RfD	RESP	CNS/PNS	CV/BL	IMMUN	KIDN	GI/LV	REPRO	EYES
	(b)	(c)			(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)	(n)	(o)	(p)	(q)	(r)
Freeway	0.18512	1.9E-04	4.91E-01	Benzene	2.9E-05	1.0E-01	1.1E-06	3.0E+00	8.6E-04			2.9E-02					
			3.17E-01	Formaldehyde	6.0E-06	2.1E-02	1.4E-07	9.0E+00	2.6E-03	6.3E-03							
			1.09E-01	1,3-Butadiene	1.7E-04	6.0E-01	1.4E-06	2.0E+00	5.7E-04							9.7E-03	
			5.70E-02	Acetaldehyde	2.7E-06	1.0E-02	1.2E-08	1.4E+02	4.0E-02	7.2E-05							
			2.60E-02	Acrolein				3.5E-01	1.0E-04	1.3E-02							
	0.04381	4.4E-05	1.00E+00	Diesel Particulates	3.0E-04	1.1E+00	5.4E-06	5.0E+00	1.4E-03	8.4E-03							
Total					8.1E-06			2.8E-02			0.0E+00	2.9E-02	0.0E+00	0.0E+00	0.0E+00	9.7E-03	0.0E+00

* Key to Toxocological Endpoints

RESP	Respiratory System
CNS/PNS	Central/Peripheral Nervous System
CV/BL	Cardiovascular/Blood System
IMMUN	Immune System
KIDN	Kidney
GI/LV	Gastrointestinal System/Liver
REPRO	Reproductive System (e.g., teratogenic and developmental effects)
EYES	Eye irritation and/or other effects

Note:	Exposure factors used to calculate contaminant intake	
	exposure frequency (days/year)	350
	exposure duration (years)	30
	inhalation rate (m3/day)	20
	average body weight (kg)	70
	averaging time _(cancer) (days)	25550
	averaging time _(noncancer) (days)	10950

Table A3
Quantification of Carcinogenic Risks and Noncarcinogenic Hazards
30 Year Exposure Scenario / Maximum Residential Receptor at Second Floor Level

Source	Concentration		Weight Fraction	Contaminant	Carcinogenic Risk			Noncarcinogenic Hazards / Toxicological Endpoints*									
	(ug/m3)	(mg/m3)			URF (ug/m3)	CPF (mg/kg/day)	RISK (h)	REL (ug/m3)	RfD (mg/kg/day)	RESP	CNS/PNS	CV/BL	IMMUN	KIDN	GI/LV	REPRO	EYES
	(b)	(c)			(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)	(n)	(o)	(p)	(q)	(r)
Freeway	0.16417	1.6E-04	4.91E-01	Benzene	2.9E-05	1.0E-01	9.6E-07	3.0E+00	8.6E-04			2.6E-02					
			3.17E-01	Formaldehyde	6.0E-06	2.1E-02	1.3E-07	9.0E+00	2.6E-03	5.5E-03							
			1.09E-01	1,3-Butadiene	1.7E-04	6.0E-01	1.3E-06	2.0E+00	5.7E-04							8.6E-03	
			5.70E-02	Acetaldehyde	2.7E-06	1.0E-02	1.1E-08	1.4E+02	4.0E-02	6.4E-05							
			2.60E-02	Acrolein				3.5E-01	1.0E-04	1.2E-02							
	0.07712	7.7E-05	1.00E+00	Diesel Particulates	3.0E-04	1.1E+00	9.5E-06	5.0E+00	1.4E-03	1.5E-02							
Total					1.2E-05			3.2E-02			0.0E+00	2.6E-02	0.0E+00	0.0E+00	0.0E+00	8.6E-03	0.0E+00

* Key to Toxicological Endpoints

RESP	Respiratory System
CNS/PNS	Central/Peripheral Nervous System
CV/BL	Cardiovascular/Blood System
IMMUN	Immune System
KIDN	Kidney
GI/LV	Gastrointestinal System/Liver
REPRO	Reproductive System (e.g., teratogenic and developmental effects)
EYES	Eye irritation and/or other effects

Note: Exposure factors used to calculate contaminant intake

exposure frequency (days/year)	350
exposure duration (years)	30
inhalation rate (m3/day)	20
average body weight (kg)	70
averaging time _(cancer) (days)	25550
averaging time _(noncancer) (days)	10950

Table A4
Quantification of Carcinogenic Risks and Noncarcinogenic Hazards
30 Year Exposure Scenario / Maximum Residential Receptor at Second Floor Level
w/MERV 13 Filtration

Source	Concentration		Weight Fraction	Contaminant	Carcinogenic Risk			Noncarcinogenic Hazards / Toxicological Endpoints*									
	(ug/m3)	(mg/m3)			URF	CPF	RISK	REL	RfD	RESP	CNS/PNS	CV/BL	IMMUN	KIDN	GI/LV	REPRO	EYES
	(b)	(c)			(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)	(n)	(o)	(p)	(q)	(r)
Freeway	0.16417	1.6E-04	4.91E-01	Benzene	2.9E-05	1.0E-01	9.6E-07	3.0E+00	8.6E-04			2.6E-02					
			3.17E-01	Formaldehyde	6.0E-06	2.1E-02	1.3E-07	9.0E+00	2.6E-03	5.5E-03							
			1.09E-01	1,3-Butadiene	1.7E-04	6.0E-01	1.3E-06	2.0E+00	5.7E-04							8.6E-03	
			5.70E-02	Acetaldehyde	2.7E-06	1.0E-02	1.1E-08	1.4E+02	4.0E-02	6.4E-05							
			2.60E-02	Acrolein				3.5E-01	1.0E-04	1.2E-02							
	0.03856	3.9E-05	1.00E+00	Diesel Particulates	3.0E-04	1.1E+00	4.8E-06	5.0E+00	1.4E-03	7.4E-03							
Total					7.1E-06			2.5E-02			0.0E+00	2.6E-02	0.0E+00	0.0E+00	0.0E+00	8.6E-03	0.0E+00

* Key to Toxocological Endpoints

RESP Respiratory System
CNS/PNS Central/Peripheral Nervous System
CV/BL Cardiovascular/Blood System
IMMUN Immune System
KIDN Kidney
GI/LV Gastrointestinal System/Liver
REPRO Reproductive System (e.g., teratogenic and developmental effects)
EYES Eye irritation and/or other effects

Note: Exposure factors used to calculate contaminant intake

exposure frequency (days/year)	350
exposure duration (years)	30
inhalation rate (m3/day)	20
average body weight (kg)	70
averaging time _(cancer) (days)	25550
averaging time _(noncancer) (days)	10950

Table A5
Quantification of Carcinogenic Risks and Noncarcinogenic Hazards
30 Year Exposure Scenario / Maximum Residential Receptor at Third Floor Level

Source	Concentration		Weight Fraction	Contaminant	Carcinogenic Risk			Noncarcinogenic Hazards / Toxicological Endpoints*									
	(ug/m3)	(mg/m3)			URF (ug/m3)	CPF (mg/kg/day)	RISK (h)	REL (ug/m3)	RfD (mg/kg/day)	RESP	CNS/PNS	CV/BL	IMMUN	KIDN	GI/LV	REPRO	EYES
	(b)	(c)			(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)	(n)	(o)	(p)	(q)	(r)
Freeway	0.13584	1.4E-04	4.91E-01	Benzene	2.9E-05	1.0E-01	7.9E-07	3.0E+00	8.6E-04			2.1E-02					
			3.17E-01	Formaldehyde	6.0E-06	2.1E-02	1.1E-07	9.0E+00	2.6E-03	4.6E-03							
			1.09E-01	1,3-Butadiene	1.7E-04	6.0E-01	1.0E-06	2.0E+00	5.7E-04							7.1E-03	
			5.70E-02	Acetaldehyde	2.7E-06	1.0E-02	9.1E-09	1.4E+02	4.0E-02	5.3E-05							
			2.60E-02	Acrolein				3.5E-01	1.0E-04	9.7E-03							
	0.06321	6.3E-05	1.00E+00	Diesel Particulates	3.0E-04	1.1E+00	7.8E-06	5.0E+00	1.4E-03	1.2E-02							
Total					9.7E-06			2.6E-02			0.0E+00	2.1E-02	0.0E+00	0.0E+00	0.0E+00	7.1E-03	0.0E+00

* Key to Toxicological Endpoints

RESP Respiratory System
CNS/PNS Central/Peripheral Nervous System
CV/BL Cardiovascular/Blood System
IMMUN Immune System
KIDN Kidney
GI/LV Gastrointestinal System/Liver
REPRO Reproductive System (e.g., teratogenic and developmental effects)
EYES Eye irritation and/or other effects

Note: Exposure factors used to calculate contaminant intake

exposure frequency (days/year)	350
exposure duration (years)	30
inhalation rate (m3/day)	20
average body weight (kg)	70
averaging time _(cancer) (days)	25550
averaging time _(noncancer) (days)	10950

Table A6
Quantification of Carcinogenic Risks and Noncarcinogenic Hazards
30 Year Exposure Scenario / Maximum Residential Receptor at Fourth Floor Level

Source	Concentration		Weight Fraction	Contaminant	Carcinogenic Risk			Noncarcinogenic Hazards / Toxicological Endpoints*									
	(ug/m3)	(mg/m3)			URF (ug/m3)	CPF (mg/kg/day)	RISK (h)	REL (ug/m3)	RfD (mg/kg/day)	RESP	CNS/PNS	CV/BL	IMMUN	KIDN	GI/LV	REPRO	EYES
	(b)	(c)			(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)	(n)	(o)	(p)	(q)	(r)
Freeway	0.10214	1.0E-04	4.91E-01	Benzene	2.9E-05	1.0E-01	6.0E-07	3.0E+00	8.6E-04			1.6E-02					
			3.17E-01	Formaldehyde	6.0E-06	2.1E-02	8.0E-08	9.0E+00	2.6E-03	3.4E-03							
			1.09E-01	1,3-Butadiene	1.7E-04	6.0E-01	7.8E-07	2.0E+00	5.7E-04							5.3E-03	
			5.70E-02	Acetaldehyde	2.7E-06	1.0E-02	6.8E-09	1.4E+02	4.0E-02	4.0E-05							
			2.60E-02	Acrolein				3.5E-01	1.0E-04	7.3E-03							
	0.04677	4.7E-05	1.00E+00	Diesel Particulates	3.0E-04	1.1E+00	5.8E-06	5.0E+00	1.4E-03	9.0E-03							
Total					7.2E-06			2.0E-02			0.0E+00	1.6E-02	0.0E+00	0.0E+00	0.0E+00	5.3E-03	0.0E+00

* Key to Toxocological Endpoints

RESP	Respiratory System
CNS/PNS	Central/Peripheral Nervous System
CV/BL	Cardiovascular/Blood System
IMMUN	Immune System
KIDN	Kidney
GI/LV	Gastrointestinal System/Liver
REPRO	Reproductive System (e.g., teratogenic and developmental effects)
EYES	Eye irritation and/or other effects

Note: Exposure factors used to calculate contaminant intake

exposure frequency (days/year)	350
exposure duration (years)	30
inhalation rate (m3/day)	20
average body weight (kg)	70
averaging time _(cancer) (days)	25550
averaging time _(noncancer) (days)	10950

Table A7
Quantification of Carcinogenic Risks and Noncarcinogenic Hazards
30 Year Exposure Scenario / Maximum Residential Receptor at Fifth Floor Level

Source	Concentration		Weight Fraction	Contaminant	Carcinogenic Risk			Noncarcinogenic Hazards / Toxicological Endpoints*									
	(ug/m3)	(mg/m3)			URF (ug/m3)	CPF (mg/kg/day)	RISK	REL (ug/m3)	RfD (mg/kg/day)	RESP	CNS/PNS	CV/BL	IMMUN	KIDN	GI/LV	REPRO	EYES
	(b)	(c)			(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)	(n)	(o)	(p)	(q)	(r)
Freeway	0.07308	7.3E-05	4.91E-01	Benzene	2.9E-05	1.0E-01	4.3E-07	3.0E+00	8.6E-04			1.1E-02					
			3.17E-01	Formaldehyde	6.0E-06	2.1E-02	5.7E-08	9.0E+00	2.6E-03	2.5E-03							
			1.09E-01	1,3-Butadiene	1.7E-04	6.0E-01	5.6E-07	2.0E+00	5.7E-04							3.8E-03	
			5.70E-02	Acetaldehyde	2.7E-06	1.0E-02	4.9E-09	1.4E+02	4.0E-02	2.9E-05							
			2.60E-02	Acrolein				3.5E-01	1.0E-04	5.2E-03							
	0.03277	3.3E-05	1.00E+00	Diesel Particulates	3.0E-04	1.1E+00	4.0E-06	5.0E+00	1.4E-03	6.3E-03							
Total					5.1E-06			1.4E-02			0.0E+00	1.1E-02	0.0E+00	0.0E+00	0.0E+00	3.8E-03	0.0E+00

* Key to Toxicological Endpoints

RESP	Respiratory System
CNS/PNS	Central/Peripheral Nervous System
CV/BL	Cardiovascular/Blood System
IMMUN	Immune System
KIDN	Kidney
GI/LV	Gastrointestinal System/Liver
REPRO	Reproductive System (e.g., teratogenic and developmental effects)
EYES	Eye irritation and/or other effects

Note: Exposure factors used to calculate contaminant intake

exposure frequency (days/year)	350
exposure duration (years)	30
inhalation rate (m3/day)	20
average body weight (kg)	70
averaging time _(cancer) (days)	25550
averaging time _(noncancer) (days)	10950

Table A8
Quantification of Carcinogenic Risks and Noncarcinogenic Hazards
30 Year Exposure Scenario / Maximum Residential Receptor at Sixth Floor Level

Source	Concentration		Weight Fraction	Contaminant	Carcinogenic Risk			Noncarcinogenic Hazards / Toxicological Endpoints*									
	(ug/m3)	(mg/m3)			URF (ug/m3)	CPF (mg/kg/day)	RISK (h)	REL (ug/m3)	RfD (mg/kg/day)	RESP	CNS/PNS	CV/BL	IMMUN	KIDN	GI/LV	REPRO	EYES
	(b)	(c)			(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)	(n)	(o)	(p)	(q)	(r)
Freeway	0.05082	5.1E-05	4.91E-01	Benzene	2.9E-05	1.0E-01	3.0E-07	3.0E+00	8.6E-04			8.0E-03					
			3.17E-01	Formaldehyde	6.0E-06	2.1E-02	4.0E-08	9.0E+00	2.6E-03	1.7E-03							
			1.09E-01	1,3-Butadiene	1.7E-04	6.0E-01	3.9E-07	2.0E+00	5.7E-04							2.7E-03	
			5.70E-02	Acetaldehyde	2.7E-06	1.0E-02	3.4E-09	1.4E+02	4.0E-02	2.0E-05							
			2.60E-02	Acrolein				3.5E-01	1.0E-04	3.6E-03							
	0.02227	2.2E-05	1.00E+00	Diesel Particulates	3.0E-04	1.1E+00	2.7E-06	5.0E+00	1.4E-03	4.3E-03							
Total					3.5E-06			9.6E-03			0.0E+00	8.0E-03	0.0E+00	0.0E+00	0.0E+00	2.7E-03	0.0E+00

* Key to Toxicological Endpoints

RESP	Respiratory System
CNS/PNS	Central/Peripheral Nervous System
CV/BL	Cardiovascular/Blood System
IMMUN	Immune System
KIDN	Kidney
GI/LV	Gastrointestinal System/Liver
REPRO	Reproductive System (e.g., teratogenic and developmental effects)
EYES	Eye irritation and/or other effects

Note: Exposure factors used to calculate contaminant intake

exposure frequency (days/year)	350
exposure duration (years)	30
inhalation rate (m3/day)	20
average body weight (kg)	70
averaging time _(cancer) (days)	25550
averaging time _(noncancer) (days)	10950

Table A9
Quantification of Carcinogenic Risks and Noncarcinogenic Hazards
9 Year Exposure Scenario / Maximum Residential Receptor at First Floor Level

Source	Concentration		Weight Fraction	Contaminant	Carcinogenic Risk			Noncarcinogenic Hazards / Toxicological Endpoints*									
	(ug/m3)	(mg/m3)			URF (ug/m3)	CPF (mg/kg/day)	RISK (h)	REL (ug/m3)	RfD (mg/kg/day)	RESP	CNS/PNS	CV/BL	IMMUN	KIDN	GI/LV	REPRO	EYES
	(b)	(c)			(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)	(n)	(o)	(p)	(q)	(r)
Freeway	0.18512	1.9E-04	4.91E-01	Benzene	2.9E-05	1.0E-01	3.2E-07	3.0E+00	8.6E-04			2.9E-02					
			3.17E-01	Formaldehyde	6.0E-06	2.1E-02	4.3E-08	9.0E+00	2.6E-03	6.3E-03							
			1.09E-01	1,3-Butadiene	1.7E-04	6.0E-01	4.2E-07	2.0E+00	5.7E-04							9.7E-03	
			5.70E-02	Acetaldehyde	2.7E-06	1.0E-02	3.7E-09	1.4E+02	4.0E-02	7.2E-05							
			2.60E-02	Acrolein				3.5E-01	1.0E-04	1.3E-02							
	0.08762	8.8E-05	1.00E+00	Diesel Particulates	3.0E-04	1.1E+00	3.2E-06	5.0E+00	1.4E-03	1.7E-02							
Total					4.0E-06			3.6E-02			0.0E+00	2.9E-02	0.0E+00	0.0E+00	0.0E+00	9.7E-03	0.0E+00

* Key to Toxicological Endpoints

RESP Respiratory System
CNS/PNS Central/Peripheral Nervous System
CV/BL Cardiovascular/Blood System
IMMUN Immune System
KIDN Kidney
GI/LV Gastrointestinal System/Liver
REPRO Reproductive System (e.g., teratogenic and developmental effects)
EYES Eye irritation and/or other effects

Note: Exposure factors used to calculate contaminant intake

exposure frequency (days/year)	350
exposure duration (years)	9
inhalation rate (m3/day)	20
average body weight (kg)	70
averaging time _(cancer) (days)	25550
averaging time _(noncancer) (days)	3285

Table A10
Quantification of Carcinogenic Risks and Noncarcinogenic Hazards
9 Year Exposure Scenario / Maximum Residential Receptor at Second Floor Level

Source	Concentration		Weight Fraction	Contaminant	Carcinogenic Risk			Noncarcinogenic Hazards / Toxicological Endpoints*									
	(ug/m3)	(mg/m3)			URF	CPF	RISK	REL	RfD	RESP	CNS/PNS	CV/BL	IMMUN	KIDN	GI/LV	REPRO	EYES
	(b)	(c)			(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)	(n)	(o)	(p)	(q)	(r)
Freeway	0.16417	1.6E-04	4.91E-01	Benzene	2.9E-05	1.0E-01	2.9E-07	3.0E+00	8.6E-04			2.6E-02					
			3.17E-01	Formaldehyde	6.0E-06	2.1E-02	3.8E-08	9.0E+00	2.6E-03	5.5E-03							
			1.09E-01	1,3-Butadiene	1.7E-04	6.0E-01	3.8E-07	2.0E+00	5.7E-04							8.6E-03	
			5.70E-02	Acetaldehyde	2.7E-06	1.0E-02	3.3E-09	1.4E+02	4.0E-02	6.4E-05							
			2.60E-02	Acrolein				3.5E-01	1.0E-04	1.2E-02							
	0.07712	7.7E-05	1.00E+00	Diesel Particulates	3.0E-04	1.1E+00	2.9E-06	5.0E+00	1.4E-03	1.5E-02							
Total					3.6E-06			3.2E-02			0.0E+00	2.6E-02	0.0E+00	0.0E+00	0.0E+00	8.6E-03	0.0E+00

* Key to Toxicological Endpoints

RESP Respiratory System
CNS/PNS Central/Peripheral Nervous System
CV/BL Cardiovascular/Blood System
IMMUN Immune System
KIDN Kidney
GI/LV Gastrointestinal System/Liver
REPRO Reproductive System (e.g., teratogenic and developmental effects)
EYES Eye irritation and/or other effects

Note: Exposure factors used to calculate contaminant intake

exposure frequency (days/year)	350
exposure duration (years)	9
inhalation rate (m3/day)	20
average body weight (kg)	70
averaging time _(cancer) (days)	25550
averaging time _(noncancer) (days)	3285

Table A11
Quantification of Carcinogenic Risks and Noncarcinogenic Hazards
9 Year Exposure Scenario / Maximum Residential Receptor at Third Floor Level

Source	Concentration		Weight Fraction	Contaminant	Carcinogenic Risk			Noncarcinogenic Hazards / Toxicological Endpoints*									
	(ug/m3)	(mg/m3)			URF	CPF	RISK	REL	RfD	RESP	CNS/PNS	CV/BL	IMMUN	KIDN	GI/LV	REPRO	EYES
	(b)	(c)			(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)	(n)	(o)	(p)	(q)	(r)
Freeway	0.13584	1.4E-04	4.91E-01	Benzene	2.9E-05	1.0E-01	2.4E-07	3.0E+00	8.6E-04			2.1E-02					
			3.17E-01	Formaldehyde	6.0E-06	2.1E-02	3.2E-08	9.0E+00	2.6E-03	4.6E-03							
			1.09E-01	1,3-Butadiene	1.7E-04	6.0E-01	3.1E-07	2.0E+00	5.7E-04							7.1E-03	
			5.70E-02	Acetaldehyde	2.7E-06	1.0E-02	2.7E-09	1.4E+02	4.0E-02	5.3E-05							
			2.60E-02	Acrolein				3.5E-01	1.0E-04	9.7E-03							
	0.06321	6.3E-05	1.00E+00	Diesel Particulates	3.0E-04	1.1E+00	2.3E-06	5.0E+00	1.4E-03	1.2E-02							
Total					2.9E-06			2.6E-02			0.0E+00	2.1E-02	0.0E+00	0.0E+00	0.0E+00	7.1E-03	0.0E+00

* Key to Toxicological Endpoints

RESP Respiratory System
CNS/PNS Central/Peripheral Nervous System
CV/BL Cardiovascular/Blood System
IMMUN Immune System
KIDN Kidney
GI/LV Gastrointestinal System/Liver
REPRO Reproductive System (e.g., teratogenic and developmental effects)
EYES Eye irritation and/or other effects

Note: Exposure factors used to calculate contaminant intake

exposure frequency (days/year)	350
exposure duration (years)	9
inhalation rate (m3/day)	20
average body weight (kg)	70
averaging time _(cancer) (days)	25550
averaging time _(noncancer) (days)	3285

Table A12
Quantification of Carcinogenic Risks and Noncarcinogenic Hazards
9 Year Exposure Scenario / Maximum Residential Receptor at Fourth Floor Level

Source	Concentration		Weight Fraction	Contaminant	Carcinogenic Risk			Noncarcinogenic Hazards / Toxicological Endpoints*									
	(ug/m3)	(mg/m3)			URF (ug/m3)	CPF (mg/kg/day)	RISK (h)	REL (ug/m3)	RfD (mg/kg/day)	RESP	CNS/PNS	CV/BL	IMMUN	KIDN	GI/LV	REPRO	EYES
	(b)	(c)			(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)	(n)	(o)	(p)	(q)	(r)
Freeway	0.10214	1.0E-04	4.91E-01	Benzene	2.9E-05	1.0E-01	1.8E-07	3.0E+00	8.6E-04			1.6E-02					
			3.17E-01	Formaldehyde	6.0E-06	2.1E-02	2.4E-08	9.0E+00	2.6E-03	3.4E-03							
			1.09E-01	1,3-Butadiene	1.7E-04	6.0E-01	2.3E-07	2.0E+00	5.7E-04							5.3E-03	
			5.70E-02	Acetaldehyde	2.7E-06	1.0E-02	2.1E-09	1.4E+02	4.0E-02	4.0E-05							
			2.60E-02	Acrolein				3.5E-01	1.0E-04	7.3E-03							
	0.04677	4.7E-05	1.00E+00	Diesel Particulates	3.0E-04	1.1E+00	1.7E-06	5.0E+00	1.4E-03	9.0E-03							
Total					2.2E-06			2.0E-02			0.0E+00	1.6E-02	0.0E+00	0.0E+00	0.0E+00	5.3E-03	0.0E+00

* Key to Toxicological Endpoints

RESP	Respiratory System
CNS/PNS	Central/Peripheral Nervous System
CV/BL	Cardiovascular/Blood System
IMMUN	Immune System
KIDN	Kidney
GI/LV	Gastrointestinal System/Liver
REPRO	Reproductive System (e.g., teratogenic and developmental effects)
EYES	Eye irritation and/or other effects

Note: Exposure factors used to calculate contaminant intake

exposure frequency (days/year)	350
exposure duration (years)	9
inhalation rate (m3/day)	20
average body weight (kg)	70
averaging time _(cancer) (days)	25550
averaging time _(noncancer) (days)	3285

Table A13
Quantification of Carcinogenic Risks and Noncarcinogenic Hazards
9 Year Exposure Scenario / Maximum Residential Receptor at Fifth Floor Level

Source	Concentration		Weight Fraction	Contaminant	Carcinogenic Risk			Noncarcinogenic Hazards / Toxicological Endpoints*									
	(ug/m3)	(mg/m3)			URF (ug/m3)	CPF (mg/kg/day)	RISK (h)	REL (ug/m3)	RfD (mg/kg/day)	RESP	CNS/PNS	CV/BL	IMMUN	KIDN	GI/LV	REPRO	EYES
	(b)	(c)			(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)	(n)	(o)	(p)	(q)	(r)
Freeway	0.07308	7.3E-05	4.91E-01	Benzene	2.9E-05	1.0E-01	1.3E-07	3.0E+00	8.6E-04			1.1E-02					
			3.17E-01	Formaldehyde	6.0E-06	2.1E-02	1.7E-08	9.0E+00	2.6E-03	2.5E-03							
			1.09E-01	1,3-Butadiene	1.7E-04	6.0E-01	1.7E-07	2.0E+00	5.7E-04							3.8E-03	
			5.70E-02	Acetaldehyde	2.7E-06	1.0E-02	1.5E-09	1.4E+02	4.0E-02	2.9E-05							
			2.60E-02	Acrolein				3.5E-01	1.0E-04	5.2E-03							
	0.03277	3.3E-05	1.00E+00	Diesel Particulates	3.0E-04	1.1E+00	1.2E-06	5.0E+00	1.4E-03	6.3E-03							
Total					1.5E-06			1.4E-02			0.0E+00	1.1E-02	0.0E+00	0.0E+00	0.0E+00	3.8E-03	0.0E+00

* Key to Toxicological Endpoints

RESP Respiratory System
CNS/PNS Central/Peripheral Nervous System
CV/BL Cardiovascular/Blood System
IMMUN Immune System
KIDN Kidney
GI/LV Gastrointestinal System/Liver
REPRO Reproductive System (e.g., teratogenic and developmental effects)
EYES Eye irritation and/or other effects

Note: Exposure factors used to calculate contaminant intake

exposure frequency (days/year)	350
exposure duration (years)	9
inhalation rate (m3/day)	20
average body weight (kg)	70
averaging time _(cancer) (days)	25550
averaging time _(noncancer) (days)	3285

Table A14
Quantification of Carcinogenic Risks and Noncarcinogenic Hazards
9 Year Exposure Scenario / Maximum Residential Receptor at Sixth Floor Level

Source	Concentration		Weight Fraction	Contaminant	Carcinogenic Risk			Noncarcinogenic Hazards / Toxicological Endpoints*									
	(ug/m3)	(mg/m3)			URF (ug/m3)	CPF (mg/kg/day)	RISK	REL (ug/m3)	RfD (mg/kg/day)	RESP	CNS/PNS	CV/BL	IMMUN	KIDN	GI/LV	REPRO	EYES
	(b)	(c)			(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)	(n)	(o)	(p)	(q)	(r)
Freeway	0.05082	5.1E-05	4.91E-01	Benzene	2.9E-05	1.0E-01	8.9E-08	3.0E+00	8.6E-04			8.0E-03					
			3.17E-01	Formaldehyde	6.0E-06	2.1E-02	1.2E-08	9.0E+00	2.6E-03	1.7E-03							
			1.09E-01	1,3-Butadiene	1.7E-04	6.0E-01	1.2E-07	2.0E+00	5.7E-04							2.7E-03	
			5.70E-02	Acetaldehyde	2.7E-06	1.0E-02	1.0E-09	1.4E+02	4.0E-02	2.0E-05							
			2.60E-02	Acrolein				3.5E-01	1.0E-04	3.6E-03							
	0.02227	2.2E-05	1.00E+00	Diesel Particulates	3.0E-04	1.1E+00	8.2E-07	5.0E+00	1.4E-03	4.3E-03							
Total					1.0E-06			9.6E-03			0.0E+00	8.0E-03	0.0E+00	0.0E+00	0.0E+00	2.7E-03	0.0E+00

* Key to Toxicological Endpoints

RESP	Respiratory System
CNS/PNS	Central/Peripheral Nervous System
CV/BL	Cardiovascular/Blood System
IMMUN	Immune System
KIDN	Kidney
GI/LV	Gastrointestinal System/Liver
REPRO	Reproductive System (e.g., teratogenic and developmental effects)
EYES	Eye irritation and/or other effects

Note: Exposure factors used to calculate contaminant intake

exposure frequency (days/year)	350
exposure duration (years)	9
inhalation rate (m3/day)	20
average body weight (kg)	70
averaging time _(cancer) (days)	25550
averaging time _(noncancer) (days)	3285

Table A15
Quantification of Noncarcinogenic Acute Hazards
1-Hour Exposure Scenario / Maximum Exposed Receptor

Source	Concentration (ug/m3)	Weight Fraction	Contaminant	Noncarcinogenic Hazards / Toxicological Endpoints*								
				REL (ug/m3)	RESP	CNS/PNS	CV/BL	IMMUN	KIDN	GI/LV	REPRO	EYES
(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)
Freeway TOG	1.29640	4.91E-01	Benzene	2.7E+01			2.4E-02	2.4E-02			2.4E-02	
		3.17E-01	Formaldehyde	5.5E+01								7.5E-03
		1.09E-01	1,3-Butadiene	6.6E+02							2.1E-04	
		5.70E-02	Acetaldehyde	4.7E+02	1.6E-04							1.6E-04
		2.60E-02	Acrolein	2.5E+00	1.3E-02							1.3E-02
Freeway Diesel/TOG	0.48749	8.20E-02	Benzene	2.7E+01				1.5E-03			1.5E-03	
		6.07E-01	Formaldehyde	5.5E+01								5.4E-03
		8.00E-03	1,3-Butadiene	6.6E+02							5.9E-06	
		3.03E-01	Acetaldehyde	4.7E+02	3.1E-04							3.1E-04
Total					1.4E-02	0.0E+00	2.4E-02	2.5E-02	0.0E+00	0.0E+00	2.5E-02	2.7E-02

* Key to Toxicological Endpoints

RESP	Respiratory System
CNS/PNS	Central/Peripheral Nervous System
CV/BL	Cardiovascular/Blood System
IMMUN	Immune System
KIDN	Kidney
GI/LV	Gastrointestinal System/Liver
REPRO	Reproductive System (e.g., teratogenic and developmental effects)
EYES	Eye irritation and/or other effects

Table A16
Quantification of Noncarcinogenic Acute Hazards
8-Hour Exposure Scenario / Maximum Exposed Receptor

Source	Concentration (ug/m3)	Weight Fraction	Contaminant	Noncarcinogenic Hazards / Toxicological Endpoints*								
				REL (ug/m3)	RESP	CNS/PNS	CV/BL	IMMUN	KIDN	GI/LV	REPRO	EYES
(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)
Freeway TOG	0.34458	4.91E-01	Benzene	3.0E+00			5.6E-02					
		3.17E-01	Formaldehyde	9.0E+00	1.2E-02						4.2E-03	
		1.09E-01	1,3-Butadiene	9.0E+00								
		5.70E-02	Acetaldehyde	3.0E+02	6.5E-05							
		2.60E-02	Acrolein	7.0E-01	1.3E-02							
Freeway Diesel/TOG	0.06658	8.20E-02	Benzene	3.0E+00			1.8E-03					
		6.07E-01	Formaldehyde	9.0E+00	4.5E-03							
		8.00E-03	1,3-Butadiene	9.0E+00							5.9E-05	
		3.03E-01	Acetaldehyde	3.0E+02	6.7E-05							
Total					3.0E-02	0.0E+00	5.8E-02	0.0E+00	0.0E+00	0.0E+00	4.2E-03	0.0E+00

* Key to Toxicological Endpoints

RESP	Respiratory System
CNS/PNS	Central/Peripheral Nervous System
CV/BL	Cardiovascular/Blood System
IMMUN	Immune System
KIDN	Kidney
GI/LV	Gastrointestinal System/Liver
REPRO	Reproductive System (e.g., teratogenic and developmental effects)
EYES	Eye irritation and/or other effects

APPENDIX B

Emission Rate Calculation Worksheets

EMFAC2017 Worksheet
(5 mph)

EMFAC2017 Emission Rates

Region Type: County

Region: Los Angeles (SC)

Calendar Year: 2021

Season: Annual

Vehicle Classification: EMFAC2007 Categories

Pollutant Classification: Criteria

Region	CalYr	Season	Veh_Class	Fuel	MdlYr	Speed (miles/hr)	Population (vehicles)	Wt Frac	CO_RUNEX (gms/mile)	CO_RUNEX AVE (gms/mile)	NOX_RUNEX (gms/mile)	NOx_RUNEX AVE (gms/mile)	PM10_RUNEX (gms/mile)	PM10_RUNEX AVE (gms/mile)	PM10_PMTW (gms/mile)	PM10_PMTW_AVE (gms/mile)	PM10_PMBW (gms/mile)	PM10_PMBW_AVE (gms/mile)
Los Angeles	2021	Annual	LDA	DSL	Aggregated	5	32586.46	0.0045	3.281078533	0.01481356	0.163140432	0.00073655	0.037154222	0.00016775	0.0080	0.00003612	0.03675	0.000165921
Los Angeles	2021	Annual	LDA	GAS	Aggregated	5	3908602.59	0.5415	1.33709012	0.72408237	0.073847963	0.03999133	0.010308534	0.00558244	0.0080	0.00433229	0.03675	0.019901446
Los Angeles	2021	Annual	LDT1	DSL	Aggregated	5	290.86	0.0000	3.958067695	0.00015951	0.823483131	0.00003319	0.553583853	0.00002231	0.0080	0.00000032	0.03675	0.000001481
Los Angeles	2021	Annual	LDT1	GAS	Aggregated	5	443614.98	0.0615	2.948125121	0.18119988	0.233104014	0.01432721	0.015345838	0.00094320	0.0080	0.00049170	0.03675	0.002258756
Los Angeles	2021	Annual	LDT2	DSL	Aggregated	5	8031.05	0.0011	2.19206237	0.00243911	0.152012937	0.00016914	0.017996348	0.00002002	0.0080	0.00000890	0.03675	0.000040892
Los Angeles	2021	Annual	LDT2	GAS	Aggregated	5	1346968.73	0.1866	1.929474908	0.36008284	0.162046117	0.03024140	0.010959662	0.00204532	0.0080	0.00149298	0.03675	0.006858366
Los Angeles	2021	Annual	LHDT1	DSL	Aggregated	5	59340.16	0.0082	2.610435783	0.02146187	1.230606861	0.01011751	0.048256935	0.00039675	0.0120	0.00009866	0.07644	0.000628456
Los Angeles	2021	Annual	LHDT1	GAS	Aggregated	5	105693.43	0.0146	2.409483329	0.03528399	0.325111328	0.00476087	0.008222624	0.00012041	0.0080	0.00011715	0.07644	0.001119372
Los Angeles	2021	Annual	LHDT2	DSL	Aggregated	5	23954.96	0.0033	2.656858644	0.00881799	1.203031146	0.00399281	0.051722324	0.00017166	0.0120	0.00003983	0.08918	0.000295984
Los Angeles	2021	Annual	LHDT2	GAS	Aggregated	5	17634.39	0.0024	1.595169217	0.00389738	0.362753317	0.00088629	0.007655007	0.00001870	0.0080	0.00001955	0.08918	0.000217888
Los Angeles	2021	Annual	MCY	GAS	Aggregated	5	170130.71	0.0236	44.68148742	1.05321273	1.437335354	0.03388025	0.011561383	0.00027252	0.0040	0.00009429	0.01176	0.000277202
Los Angeles	2021	Annual	MDV	DSL	Aggregated	5	17653.00	0.0024	3.357448123	0.00821171	0.139591695	0.00034142	0.01578153	0.00003860	0.0080	0.00001957	0.03675	0.000089884
Los Angeles	2021	Annual	MDV	GAS	Aggregated	5	911569.89	0.1263	2.734786371	0.34539747	0.213434917	0.02695636	0.011672159	0.00147417	0.0080	0.00101038	0.03675	0.004641444
Los Angeles	2021	Annual	MH	DSL	Aggregated	5	5558.49	0.0008	2.122068287	0.00163426	12.48643924	0.00961615	0.206852733	0.00015930	0.0160	0.00001232	0.13034	0.000100378
Los Angeles	2021	Annual	MH	GAS	Aggregated	5	18789.47	0.0026	4.65912674	0.01212900	0.543869308	0.00141584	0.00914103	0.00002380	0.0120	0.00003124	0.13034	0.000339311
Los Angeles	2021	Annual	MHDT	DSL	Aggregated	5	64529.73	0.0089	2.302005965	0.02058126	8.785834013	0.07855043	0.168064382	0.00150259	0.0120	0.00010729	0.13034	0.001165315
Los Angeles	2021	Annual	MHDT	GAS	Aggregated	5	14428.47	0.0020	4.021705928	0.00803964	0.897922211	0.00179500	0.006908913	0.00001381	0.0120	0.00002399	0.13034	0.000260558
Los Angeles	2021	Annual	HHDT	DSL	Aggregated	5	55990.86	0.0078	3.376089318	0.02619008	14.71636348	0.11416248	0.092899949	0.00072067	0.0360	0.00027927	0.06174	0.000478949
Los Angeles	2021	Annual	HHDT	GAS	Aggregated	5	58.07	0.0000	76.02538858	0.00061169	6.387963071	0.00005140	0.007647625	0.00000006	0.0200	0.00000016	0.06174	0.000000497
Los Angeles	2021	Annual	OBUS	DSL	Aggregated	5	3046.48	0.0004	3.028590458	0.00127833	11.17135754	0.00471530	0.220270509	0.00009297	0.0120	0.00000507	0.13034	0.000055015
Los Angeles	2021	Annual	OBUS	GAS	Aggregated	5	3987.99	0.0006	3.340855594	0.00184594	0.860166291	0.00047527	0.00581311	0.00000321	0.0120	0.00000663	0.13034	0.000072017
Los Angeles	2021	Annual	SBUS	DSL	Aggregated	5	3420.82	0.0005	1.23607337	0.00058584	16.76191594	0.00794436	0.146865739	0.00006961	0.0120	0.00000569	0.74480	0.000353000
Los Angeles	2021	Annual	SBUS	GAS	Aggregated	5	1276.44	0.0002	1.996271415	0.00035304	0.648988125	0.00011477	0.005325223	0.00000094	0.0080	0.00000141	0.74480	0.000131718
Los Angeles	2021	Annual	UBUS	DSL	Aggregated	5	10.14	0.0000	0.403615955	0.00000057	2.470588676	0.00000347	0.007138464	0.00000001	0.0360	0.00000005	0.06175	0.000000087
Los Angeles	2021	Annual	UBUS	GAS	Aggregated	5	455.32	0.0001	0.51536544	0.00003251	0.409534614	0.00002584	0.003583955	0.00000023	0.0113	0.00000072	0.12357	0.000007796
							7217623	1.0		2.832		0.385		0.0139		0.008		0.039

EMFAC2017 Emission Rates

Region Type: County

Region: Los Angeles (SC)

Calendar Year: 2021

Season: Annual

Vehicle Classification: EMFAC2007 Categories

Pollutant Classification: TOG GAS

Region	CalYr	Season	Veh_Class	Fuel	MdlYr	Speed (miles/hr)	Population (vehicles)	Wt Frac	TOG_RUNEX (gms/mile)	TOG_RUNEX AVE (gms/mile)
Los Angeles	2021	Annual	LDA	GAS	Aggregated	5	3908602.59	0.5629	0.111405535	0.0627
Los Angeles	2021	Annual	LDT1	GAS	Aggregated	5	443614.98	0.0639	0.289141198	0.0185
Los Angeles	2021	Annual	LDT2	GAS	Aggregated	5	1346968.73	0.1940	0.18030469	0.0350
Los Angeles	2021	Annual	LHDT1	GAS	Aggregated	5	105693.43	0.0152	0.297395059	0.0045
Los Angeles	2021	Annual	LHDT2	GAS	Aggregated	5	17634.39	0.0025	0.232037637	0.0006
Los Angeles	2021	Annual	MCY	GAS	Aggregated	5	170130.71	0.0245	15.34349041	0.3760
Los Angeles	2021	Annual	MDV	GAS	Aggregated	5	911569.89	0.1313	0.264036833	0.0347
Los Angeles	2021	Annual	MH	GAS	Aggregated	5	18789.47	0.0027	0.488966471	0.0013
Los Angeles	2021	Annual	MHDT	GAS	Aggregated	5	14428.47	0.0021	0.714982052	0.0015
Los Angeles	2021	Annual	HHDT	GAS	Aggregated	5	58.07	0.0000	5.064583444	0.0000
Los Angeles	2021	Annual	OBUS	GAS	Aggregated	5	3987.99	0.0006	0.620577908	0.0004
Los Angeles	2021	Annual	SBUS	GAS	Aggregated	5	1276.44	0.0002	0.414271801	0.0001
Los Angeles	2021	Annual	UBUS	GAS	Aggregated	5	455.32	0.0001	0.100793286	0.0000
							6943210	1.0		0.535

EMFAC2017 Worksheet
(5 mph)

PM2_5_RUNEX (gms/mile)	PM2_5_RUNEX_AVE (gms/mile)	PM2_5_PMTW (gms/mile)	PM2_5_PMTW_AVE (gms/mile)	PM2_5_PMBW (gms/mile)	PM2_5_PMBW_AVE (gms/mile)
0.035546946	0.000160489	0.0020	0.000009030	0.01575	0.000071109
0.009478471	0.005132933	0.0020	0.001083072	0.01575	0.008529191
0.529636061	0.000021344	0.0020	0.000000081	0.01575	0.000000635
0.014110777	0.000867287	0.0020	0.000122925	0.01575	0.000968038
0.017217834	0.000019158	0.0020	0.000002225	0.01575	0.000017525
0.010077299	0.001880648	0.0020	0.000373244	0.01575	0.002939300
0.046169362	0.000379584	0.0030	0.000024665	0.03276	0.000269338
0.007560068	0.000110708	0.0020	0.000029288	0.03276	0.000479731
0.049484839	0.000164238	0.0030	0.000009957	0.03822	0.000126850
0.007038496	0.000017197	0.0020	0.000004886	0.03822	0.000093381
0.010801678	0.000254613	0.0010	0.000023572	0.00504	0.000118801
0.015098828	0.000036929	0.0020	0.000004892	0.01575	0.000038522
0.010739074	0.001356321	0.0020	0.000252596	0.01575	0.001989190
0.197904375	0.000152412	0.0040	0.000003081	0.05586	0.000043019
0.00840484	0.000021880	0.0030	0.000007810	0.05586	0.000145419
0.160793991	0.001437591	0.0030	0.000026822	0.05586	0.000499421
0.006352491	0.000012699	0.0030	0.000005997	0.05586	0.000111668
0.088881138	0.000689497	0.0090	0.000069818	0.02646	0.000205264
0.007031709	0.000000057	0.0050	0.000000040	0.02646	0.000000213
0.210741704	0.000088952	0.0030	0.000001266	0.05586	0.000023578
0.00534494	0.000002953	0.0030	0.000001658	0.05586	0.000030865
0.140512392	0.000066596	0.0030	0.000001422	0.31920	0.000151286
0.004896346	0.000000866	0.0020	0.000000354	0.31920	0.000056451
0.006829657	0.000000010	0.0090	0.000000013	0.02646	0.000000037
0.003295315	0.000000208	0.0028	0.000000179	0.05296	0.000003341
0.0129			0.002		0.017

EMFAC2017 Worksheet
(5 mph)

EMFAC2017 Emission Rates

Region Type: County

Region: Los Angeles (SC)

Calendar Year: 2021

Season: Annual

Vehicle Classification: EMFAC2007 Categories

Pollutant Classification: TOG DSL

Region	CalYr	Season	Veh_Class	Fuel	MdlYr	Speed (miles/hr)	Population (vehicles)	Wt Frac	TOG_RUNEX (gms/mile)	TOG_RUNEX AVE (gms/mile)
Los Angeles	2021	Annual	LDA	DSL	Aggregated	5	32586.46	0.1187	0.235070949	0.0279
Los Angeles	2021	Annual	LDT1	DSL	Aggregated	5	290.86	0.0011	0.900615749	0.0010
Los Angeles	2021	Annual	LDT2	DSL	Aggregated	5	8031.05	0.0293	0.296638983	0.0087
Los Angeles	2021	Annual	LHDT1	DSL	Aggregated	5	59340.16	0.2162	0.816896821	0.1766
Los Angeles	2021	Annual	LHDT2	DSL	Aggregated	5	23954.96	0.0873	0.820313048	0.0716
Los Angeles	2021	Annual	MDV	DSL	Aggregated	5	17653.00	0.0643	0.213416858	0.0137
Los Angeles	2021	Annual	MH	DSL	Aggregated	5	5558.49	0.0203	1.011689355	0.0205
Los Angeles	2021	Annual	MHDT	DSL	Aggregated	5	64529.73	0.2352	1.40731921	0.3309
Los Angeles	2021	Annual	HHDT	DSL	Aggregated	5	55990.86	0.2040	1.112455177	0.2270
Los Angeles	2021	Annual	OBUS	DSL	Aggregated	5	3046.48	0.0111	1.710308193	0.0190
Los Angeles	2021	Annual	SBUS	DSL	Aggregated	5	3420.82	0.0125	0.836636537	0.0104
Los Angeles	2021	Annual	UBUS	DSL	Aggregated	5	10.14	0.0000	0.185577815	0.0000
							274413	1.0	0.907	

EMFAC2017 Emission Rates

Region Type: County

Region: Los Angeles (SC)

Calendar Year: 2021

Season: Annual

Vehicle Classification: EMFAC2007 Categories

Pollutant Classification: DSL Particulate

Region	CalYr	Season	Veh_Class	Fuel	MdlYr	Speed (miles/hr)	Population (vehicles)	Wt Frac	PM10_RUNEX (gms/mile)	PM10_RUNEX AVE (gms/mile)
Los Angeles	2021	Annual	LDA	DSL	Aggregated	5	32586.46	0.1187	0.037154222	0.0044
Los Angeles	2021	Annual	LDT1	DSL	Aggregated	5	290.86	0.0011	0.553583853	0.0006
Los Angeles	2021	Annual	LDT2	DSL	Aggregated	5	8031.05	0.0293	0.017996348	0.0005
Los Angeles	2021	Annual	LHDT1	DSL	Aggregated	5	59340.16	0.2162	0.048256935	0.0104
Los Angeles	2021	Annual	LHDT2	DSL	Aggregated	5	23954.96	0.0873	0.051722324	0.0045
Los Angeles	2021	Annual	MDV	DSL	Aggregated	5	17653.00	0.0643	0.01578153	0.0010
Los Angeles	2021	Annual	MH	DSL	Aggregated	5	5558.49	0.0203	0.206852733	0.0042
Los Angeles	2021	Annual	MHDT	DSL	Aggregated	5	64529.73	0.2352	0.168064382	0.0395
Los Angeles	2021	Annual	HHDT	DSL	Aggregated	5	55990.86	0.2040	0.092899949	0.0190
Los Angeles	2021	Annual	OBUS	DSL	Aggregated	5	3046.48	0.0111	0.220270509	0.0024
Los Angeles	2021	Annual	SBUS	DSL	Aggregated	5	3420.82	0.0125	0.146865739	0.0018
Los Angeles	2021	Annual	UBUS	DSL	Aggregated	5	10.14	0.0000	0.007138464	0.0000
							274413	1.0	0.088	

EMFAC2017 Worksheet
(45 mph)

EMFAC2017 Emission Rates

Region Type: County

Region: Los Angeles (SC)

Calendar Year: 2021

Season: Annual

Vehicle Classification: EMFAC2007 Categories

Pollutant Classification: Criteria

Region	CalYr	Season	Veh_Class	Fuel	MdlYr	Speed (miles/hr)	Population (vehicles)	Wt Frac	CO_RUNEX (gms/mile)	CO_RUNEX_AVE (gms/mile)	NOX_RUNEX (gms/mile)	NOx_RUNEX_AVE (gms/mile)	PM10_RUNEX (gms/mile)	PM10_RUNEX_AVE (gms/mile)	PM10_PMTW (gms/mile)	PM10_PMTW_AVE (gms/mile)	PM10_PMBW (gms/mile)	PM10_PMBW_AVE (gms/mile)
Los Angeles	2021	Annual	LDA	DSL	Aggregated	45	32586.46	0.0045	0.160978949	0.00072680	0.086988718	0.00039274	0.008729084	0.00003941	0.0080	0.00003612	0.03675	0.000165921
Los Angeles	2021	Annual	LDA	GAS	Aggregated	45	3908602.59	0.5415	0.667113139	0.36126575	0.037335131	0.02021832	0.001149905	0.00062271	0.0080	0.00433229	0.03675	0.019901446
Los Angeles	2021	Annual	LDT1	DSL	Aggregated	45	290.86	0.0000	0.922447355	0.00003717	1.140431245	0.00004596	0.109369948	0.00000441	0.0080	0.00000032	0.03675	0.000001481
Los Angeles	2021	Annual	LDT1	GAS	Aggregated	45	443614.98	0.0615	1.352262073	0.08311374	0.11031215	0.00678009	0.001830723	0.00011252	0.0080	0.00049170	0.03675	0.002258756
Los Angeles	2021	Annual	LDT2	DSL	Aggregated	45	8031.05	0.0011	0.089810085	0.00009993	0.040478198	0.00004504	0.005189181	0.00000577	0.0080	0.00000890	0.03675	0.000040892
Los Angeles	2021	Annual	LDT2	GAS	Aggregated	45	1346968.73	0.1866	0.939708559	0.17537047	0.079190808	0.01477876	0.001236253	0.00023071	0.0080	0.00149298	0.03675	0.006858366
Los Angeles	2021	Annual	LHDT1	DSL	Aggregated	45	59340.16	0.0082	0.261574795	0.00215055	1.360288272	0.01118370	0.01224098	0.00010064	0.0120	0.00009866	0.07644	0.000628456
Los Angeles	2021	Annual	LHDT1	GAS	Aggregated	45	105693.43	0.0146	0.840653588	0.01231036	0.201980792	0.00295777	0.000967782	0.00001417	0.0080	0.00011715	0.07644	0.001119372
Los Angeles	2021	Annual	LHDT2	DSL	Aggregated	45	23954.96	0.0033	0.254389871	0.00084431	1.295127409	0.00429847	0.01346864	0.00004470	0.0120	0.00003983	0.08918	0.000295984
Los Angeles	2021	Annual	LHDT2	GAS	Aggregated	45	17634.39	0.0024	0.641221143	0.00156666	0.201039259	0.00049119	0.000870495	0.00000213	0.0080	0.00001955	0.08918	0.000217888
Los Angeles	2021	Annual	MCY	GAS	Aggregated	45	170130.71	0.0236	15.15914015	0.35732471	0.994745742	0.02344772	0.001572334	0.00003706	0.0040	0.00009429	0.01176	0.000277202
Los Angeles	2021	Annual	MDV	DSL	Aggregated	45	17653.00	0.0024	0.134552718	0.00032909	0.045259981	0.00011070	0.004621309	0.00001130	0.0080	0.00001957	0.03675	0.000089884
Los Angeles	2021	Annual	MDV	GAS	Aggregated	45	911569.89	0.1263	1.209107853	0.15270765	0.112756366	0.01424088	0.001356382	0.00017131	0.0080	0.00101038	0.03675	0.004641444
Los Angeles	2021	Annual	MH	DSL	Aggregated	45	5558.49	0.0008	0.220312997	0.00016967	3.121774782	0.00240416	0.06846649	0.00005273	0.0160	0.00001232	0.13034	0.000100378
Los Angeles	2021	Annual	MH	GAS	Aggregated	45	18789.47	0.0026	1.587831107	0.00413356	0.337664353	0.00087903	0.001093923	0.00000285	0.0120	0.00003124	0.13034	0.000339311
Los Angeles	2021	Annual	MHDT	DSL	Aggregated	45	64529.73	0.0089	0.355125608	0.00317503	2.080857558	0.01860407	0.062791418	0.00056139	0.0120	0.00010729	0.13034	0.001165315
Los Angeles	2021	Annual	MHDT	GAS	Aggregated	45	14428.47	0.0020	1.876042492	0.00375032	0.473115654	0.00094579	0.000778749	0.00000156	0.0120	0.00002399	0.13034	0.000260558
Los Angeles	2021	Annual	HHDT	DSL	Aggregated	45	55990.86	0.0078	0.326797426	0.00253514	2.985929658	0.02316341	0.041490594	0.00032186	0.0360	0.00027927	0.06174	0.000478949
Los Angeles	2021	Annual	HHDT	GAS	Aggregated	45	58.07	0.0000	33.32904674	0.00026816	4.083841569	0.00003286	0.000993855	0.00000001	0.0200	0.00000016	0.06174	0.000000497
Los Angeles	2021	Annual	OBUS	DSL	Aggregated	45	3046.48	0.0004	0.410745498	0.00017337	2.521555908	0.00106432	0.058145205	0.00002454	0.0120	0.00000507	0.13034	0.000055015
Los Angeles	2021	Annual	OBUS	GAS	Aggregated	45	3987.99	0.0006	1.584392524	0.00087543	0.458097301	0.00025311	0.000651964	0.00000036	0.0120	0.00000663	0.13034	0.000072017
Los Angeles	2021	Annual	SBUS	DSL	Aggregated	45	3420.82	0.0005	1.75970325	0.00008340	5.723765935	0.00271280	0.029105361	0.00001379	0.0120	0.00000569	0.74480	0.000353000
Los Angeles	2021	Annual	SBUS	GAS	Aggregated	45	1276.44	0.0002	1.018764514	0.00018017	0.330119205	0.00005838	0.000585069	0.00000010	0.0080	0.00000141	0.74480	0.000131718
Los Angeles	2021	Annual	UBUS	DSL	Aggregated	45	10.14	0.0000	0.060611135	0.00000009	0.167500299	0.00000024	0.009637211	0.00000001	0.0360	0.00000005	0.06175	0.000000087
Los Angeles	2021	Annual	UBUS	GAS	Aggregated	45	455.32	0.0001	0.263008336	0.00001659	0.208316973	0.00001314	0.00039376	0.00000002	0.0113	0.00000072	0.12357	0.000007796
							7217623	1.0	1.163		0.149		0.0024		0.008		0.039	

EMFAC2017 Emission Rates

Region Type: County

Region: Los Angeles (SC)

Calendar Year: 2021

Season: Annual

Vehicle Classification: EMFAC2007 Categories

Pollutant Classification: TOG GAS

Region	CalYr	Season	Veh_Class	Fuel	MdlYr	Speed (miles/hr)	Population (vehicles)	Wt Frac	TOG_RUNEX (gms/mile)	TOG_RUNEX_AVE (gms/mile)
Los Angeles	2021	Annual	LDA	GAS	Aggregated	45	3908602.59	0.5629	0.012841309	0.0072
Los Angeles	2021	Annual	LDT1	GAS	Aggregated	45	443614.98	0.0639	0.037261822	0.0024
Los Angeles	2021	Annual	LDT2	GAS	Aggregated	45	1346968.73	0.1940	0.021681123	0.0042
Los Angeles	2021	Annual	LHDT1	GAS	Aggregated	45	105693.43	0.0152	0.045201984	0.0007
Los Angeles	2021	Annual	LHDT2	GAS	Aggregated	45	17634.39	0.0025	0.030623477	0.0001
Los Angeles	2021	Annual	MCY	GAS	Aggregated	45	170130.71	0.0245	2.105563286	0.0516
Los Angeles	2021	Annual	MDV	GAS	Aggregated	45	911569.89	0.1313	0.034191969	0.0045
Los Angeles	2021	Annual	MH	GAS	Aggregated	45	18789.47	0.0027	0.070712269	0.0002
Los Angeles	2021	Annual	MHDT	GAS	Aggregated	45	14428.47	0.0021	0.084024367	0.0002
Los Angeles	2021	Annual	HHDT	GAS	Aggregated	45	58.07	0.0000	0.648712786	0.0000
Los Angeles	2021	Annual	OBUS	GAS	Aggregated	45	3987.99	0.0006	0.071729955	0.0000
Los Angeles	2021	Annual	SBUS	GAS	Aggregated	45	1276.44	0.0002	0.04551503	0.0000
Los Angeles	2021	Annual	UBUS	GAS	Aggregated	45	455.32	0.0001	0.011073912	0.0000
							6943210	1.0	0.071	

EMFAC2017 Worksheet
(45 mph)

PM2_5_RUNEX (gms/mile)	PM2_5_RUNEX_AVE (gms/mile)	PM2_5_PMTW (gms/mile)	PM2_5_PMTW_AVE (gms/mile)	PM2_5_PMBW (gms/mile)	PM2_5_PMBW_AVE (gms/mile)
0.008351468	0.000037706	0.0020	0.000009030	0.01575	0.000071109
0.001057325	0.000572579	0.0020	0.001083072	0.01575	0.008529191
0.104638652	0.000004217	0.0020	0.000000081	0.01575	0.000000635
0.001683448	0.000103469	0.0020	0.000122925	0.01575	0.000968038
0.004964699	0.000005524	0.0020	0.000002225	0.01575	0.000017525
0.001136746	0.000212142	0.0020	0.000373244	0.01575	0.002939300
0.011711441	0.000096286	0.0030	0.000024665	0.03276	0.000269338
0.00088984	0.000013031	0.0020	0.000029288	0.03276	0.000479731
0.012885993	0.000042768	0.0030	0.000009957	0.03822	0.000126850
0.000800388	0.000001956	0.0020	0.000004886	0.03822	0.000093381
0.001470631	0.000034665	0.0010	0.000023572	0.00504	0.000118801
0.004421393	0.000010814	0.0020	0.000004892	0.01575	0.000038522
0.001248511	0.000157684	0.0020	0.000252596	0.01575	0.001989190
0.06550466	0.000050447	0.0040	0.000003081	0.05586	0.000043019
0.001005822	0.000002618	0.0030	0.000007810	0.05586	0.000145419
0.060075089	0.000537106	0.0030	0.000026822	0.05586	0.000499421
0.000716031	0.000001431	0.0030	0.000005997	0.05586	0.000111668
0.039695729	0.000307940	0.0090	0.000069818	0.02646	0.000205264
0.000913813	0.000000007	0.0050	0.000000040	0.02646	0.000000213
0.055629869	0.000023481	0.0030	0.000001266	0.05586	0.000023578
0.000599457	0.000000331	0.0030	0.000001658	0.05586	0.000030865
0.027846276	0.000013198	0.0030	0.000001422	0.31920	0.000151286
0.00053795	0.000000095	0.0020	0.000000354	0.31920	0.000056451
0.00922031	0.000000013	0.0090	0.000000013	0.02646	0.000000037
0.000362048	0.000000023	0.0028	0.000000179	0.05296	0.000003341
0.0022		0.002		0.017	

EMFAC2017 Worksheet
(45 mph)

EMFAC2017 Emission Rates
Region Type: County
Region: Los Angeles (SC)
Calendar Year: 2021
Season: Annual
Vehicle Classification: EMFAC2007 Categories
Pollutant Classification: TOG DSL

Region	CalYr	Season	Veh_Class	Fuel	MdlYr	Speed (miles/hr)	Population (vehicles)	Wt Frac	TOG_RUNEX (gms/mile)	TOG_RUNEX AVE (gms/mile)
Los Angeles	2021	Annual	LDA	DSL	Aggregated	45	32586.46	0.1187	0.015787858	0.0019
Los Angeles	2021	Annual	LDT1	DSL	Aggregated	45	290.86	0.0011	0.164097796	0.0002
Los Angeles	2021	Annual	LDT2	DSL	Aggregated	45	8031.05	0.0293	0.013103577	0.0004
Los Angeles	2021	Annual	LHDT1	DSL	Aggregated	45	59340.16	0.2162	0.05868139	0.0127
Los Angeles	2021	Annual	LHDT2	DSL	Aggregated	45	23954.96	0.0873	0.057500845	0.0050
Los Angeles	2021	Annual	MDV	DSL	Aggregated	45	17653.00	0.0643	0.009749321	0.0006
Los Angeles	2021	Annual	MH	DSL	Aggregated	45	5558.49	0.0203	0.053076017	0.0011
Los Angeles	2021	Annual	MHDT	DSL	Aggregated	45	64529.73	0.2352	0.10210775	0.0240
Los Angeles	2021	Annual	HHDT	DSL	Aggregated	45	55990.86	0.2040	0.087316997	0.0178
Los Angeles	2021	Annual	OBUS	DSL	Aggregated	45	3046.48	0.0111	0.113321246	0.0013
Los Angeles	2021	Annual	SBUS	DSL	Aggregated	45	3420.82	0.0125	0.054627484	0.0007
Los Angeles	2021	Annual	UBUS	DSL	Aggregated	45	10.14	0.0000	0.045575897	0.0000
							274413	1.0	0.066	

EMFAC2017 Emission Rates
Region Type: County
Region: Los Angeles (SC)
Calendar Year: 2021
Season: Annual
Vehicle Classification: EMFAC2007 Categories
Pollutant Classification: DSL Particulate

Region	CalYr	Season	Veh_Class	Fuel	MdlYr	Speed (miles/hr)	Population (vehicles)	Wt Frac	PM10_RUNEX (gms/mile)	PM10_RUNEX AVE (gms/mile)
Los Angeles	2021	Annual	LDA	DSL	Aggregated	45	32586.46	0.1187	0.008729084	0.0010
Los Angeles	2021	Annual	LDT1	DSL	Aggregated	45	290.86	0.0011	0.109369948	0.0001
Los Angeles	2021	Annual	LDT2	DSL	Aggregated	45	8031.05	0.0293	0.005189181	0.0002
Los Angeles	2021	Annual	LHDT1	DSL	Aggregated	45	59340.16	0.2162	0.01224098	0.0026
Los Angeles	2021	Annual	LHDT2	DSL	Aggregated	45	23954.96	0.0873	0.01346864	0.0012
Los Angeles	2021	Annual	MDV	DSL	Aggregated	45	17653.00	0.0643	0.004621309	0.0003
Los Angeles	2021	Annual	MH	DSL	Aggregated	45	5558.49	0.0203	0.06846649	0.0014
Los Angeles	2021	Annual	MHDT	DSL	Aggregated	45	64529.73	0.2352	0.062791418	0.0148
Los Angeles	2021	Annual	HHDT	DSL	Aggregated	45	55990.86	0.2040	0.041490594	0.0085
Los Angeles	2021	Annual	OBUS	DSL	Aggregated	45	3046.48	0.0111	0.058145205	0.0006
Los Angeles	2021	Annual	SBUS	DSL	Aggregated	45	3420.82	0.0125	0.029105361	0.0004
Los Angeles	2021	Annual	UBUS	DSL	Aggregated	45	10.14	0.0000	0.009637211	0.0000
							274413	1.0	0.031	

EMFAC2017 Worksheet
(55 mph)

EMFAC2017 Emission Rates

Region Type: County

Region: Los Angeles (SC)

Calendar Year: 2021

Season: Annual

Vehicle Classification: EMFAC2007 Categories

Pollutant Classification: Criteria

Region	CalYr	Season	Veh_Class	Fuel	MdlYr	Speed (miles/hr)	Population (vehicles)	Wt Frac	CO_RUNEX (gms/mile)	CO_RUNEX_AVE (gms/mile)	NOX_RUNEX (gms/mile)	NOx_RUNEX_AVE (gms/mile)	PM10_RUNEX (gms/mile)	PM10_RUNEX_AVE (gms/mile)	PM10_PMTW (gms/mile)	PM10_PMTW_AVE (gms/mile)	PM10_PMBW (gms/mile)	PM10_PMBW_AVE (gms/mile)
Los Angeles	2021	Annual	LDA	DSL	Aggregated	55	32586.46	0.0045	0.145084403	0.00065503	0.089864127	0.00040572	0.008691674	0.00003924	0.0080	0.00003612	0.03675	0.000165921
Los Angeles	2021	Annual	LDA	GAS	Aggregated	55	3908602.59	0.5415	0.583177739	0.31581171	0.037354301	0.02022870	0.001128679	0.00061122	0.0080	0.00433229	0.03675	0.019901446
Los Angeles	2021	Annual	LDT1	DSL	Aggregated	55	290.86	0.0000	1.110068094	0.00004473	1.232499298	0.00004967	0.114510929	0.00000461	0.0080	0.00000032	0.03675	0.000001481
Los Angeles	2021	Annual	LDT1	GAS	Aggregated	55	443614.98	0.0615	1.209103237	0.07431481	0.114141497	0.00701545	0.001778712	0.00010932	0.0080	0.00049170	0.03675	0.002258756
Los Angeles	2021	Annual	LDT2	DSL	Aggregated	55	8031.05	0.0011	0.074153994	0.00008251	0.038670466	0.00004303	0.004906363	0.00000546	0.0080	0.00000890	0.03675	0.000040892
Los Angeles	2021	Annual	LDT2	GAS	Aggregated	55	1346968.73	0.1866	0.825995695	0.15414913	0.080259054	0.01497812	0.001211229	0.00022604	0.0080	0.00149298	0.03675	0.006858366
Los Angeles	2021	Annual	LHDT1	DSL	Aggregated	55	59340.16	0.0082	0.286837554	0.00235825	1.459838673	0.01200216	0.011943579	0.00009819	0.0120	0.00009866	0.07644	0.000628456
Los Angeles	2021	Annual	LHDT1	GAS	Aggregated	55	105693.43	0.0146	0.888933354	0.01301736	0.205308294	0.00300649	0.000096092	0.00001407	0.0080	0.00011715	0.07644	0.001119372
Los Angeles	2021	Annual	LHDT2	DSL	Aggregated	55	23954.96	0.0033	0.276740755	0.00091849	1.388612242	0.00460874	0.013053867	0.00004333	0.0120	0.00003983	0.08918	0.000295984
Los Angeles	2021	Annual	LHDT2	GAS	Aggregated	55	17634.39	0.0024	0.627432348	0.00153297	0.201557131	0.00049245	0.000860094	0.00000210	0.0080	0.00001955	0.08918	0.000217888
Los Angeles	2021	Annual	MCY	GAS	Aggregated	55	170130.71	0.0236	16.28675205	0.38390429	1.022823227	0.02410955	0.001590499	0.00003749	0.0040	0.00009429	0.01176	0.000277202
Los Angeles	2021	Annual	MDV	DSL	Aggregated	55	17653.00	0.0024	0.10972025	0.00026836	0.044494478	0.00010883	0.004353808	0.00001065	0.0080	0.00001957	0.03675	0.000089884
Los Angeles	2021	Annual	MDV	GAS	Aggregated	55	911569.89	0.1263	1.117671634	0.14115946	0.115317613	0.01456436	0.001334617	0.00016856	0.0080	0.00101038	0.03675	0.004641444
Los Angeles	2021	Annual	MH	DSL	Aggregated	55	5558.49	0.0008	0.19736658	0.00015200	2.942536794	0.00226613	0.081999255	0.00006315	0.0160	0.00001232	0.13034	0.000100378
Los Angeles	2021	Annual	MH	GAS	Aggregated	55	18789.47	0.0026	1.701562876	0.00442964	0.343201489	0.00089345	0.001088661	0.00000283	0.0120	0.00003124	0.13034	0.000339311
Los Angeles	2021	Annual	MHDT	DSL	Aggregated	55	64529.73	0.0089	0.341164948	0.00305021	2.00819283	0.01795440	0.080207749	0.00071710	0.0120	0.00010729	0.13034	0.001165315
Los Angeles	2021	Annual	MHDT	GAS	Aggregated	55	14428.47	0.0020	1.701115846	0.00340064	0.471177828	0.00094191	0.000768453	0.00000154	0.0120	0.00002399	0.13034	0.000260558
Los Angeles	2021	Annual	HHDT	DSL	Aggregated	55	55990.86	0.0078	0.270814909	0.00210085	2.859536705	0.02218291	0.055005018	0.00042670	0.0360	0.00027927	0.06174	0.000478949
Los Angeles	2021	Annual	HHDT	GAS	Aggregated	55	58.07	0.0000	31.17596417	0.00025084	4.16435315	0.00003351	0.000999794	0.00000001	0.0200	0.00000016	0.06174	0.000000497
Los Angeles	2021	Annual	OBUS	DSL	Aggregated	55	3046.48	0.0004	0.368620684	0.00015559	2.461477982	0.00103896	0.074764415	0.00003156	0.0120	0.00000507	0.13034	0.000055015
Los Angeles	2021	Annual	OBUS	GAS	Aggregated	55	3987.99	0.0006	1.425057343	0.00078739	0.456881224	0.00025244	0.000642871	0.00000036	0.0120	0.00000663	0.13034	0.000072017
Los Angeles	2021	Annual	SBUS	DSL	Aggregated	55	3420.82	0.0005	0.150672553	0.00007141	5.765396397	0.00273253	0.035801947	0.00001697	0.0120	0.00000569	0.74480	0.000353000
Los Angeles	2021	Annual	SBUS	GAS	Aggregated	55	1276.44	0.0002	0.884633514	0.00015645	0.327164589	0.00005786	0.000575139	0.00000010	0.0080	0.00000141	0.74480	0.000131718
Los Angeles	2021	Annual	UBUS	DSL	Aggregated	55	10.14	0.0000	0.050263037	0.00000007	0.147007717	0.00000021	0.014534097	0.00000002	0.0360	0.00000005	0.06175	0.000000087
Los Angeles	2021	Annual	UBUS	GAS	Aggregated	55	455.32	0.0001	0.228380538	0.00001441	0.206452504	0.00001302	0.000387077	0.00000002	0.0113	0.00000072	0.12357	0.000007796
							7217623	1.0		1.103		0.150		0.0026		0.008		0.039

EMFAC2017 Emission Rates

Region Type: County

Region: Los Angeles (SC)

Calendar Year: 2021

Season: Annual

Vehicle Classification: EMFAC2007 Categories

Pollutant Classification: TOG GAS

Region	CalYr	Season	Veh_Class	Fuel	MdlYr	Speed (miles/hr)	Population (vehicles)	Wt Frac	TOG_RUNEX (gms/mile)	TOG_RUNEX_AVE (gms/mile)
Los Angeles	2021	Annual	LDA	GAS	Aggregated	55	3908602.59	0.5629	0.012553856	0.0071
Los Angeles	2021	Annual	LDT1	GAS	Aggregated	55	443614.98	0.0639	0.035824606	0.0023
Los Angeles	2021	Annual	LDT2	GAS	Aggregated	55	1346968.73	0.1940	0.021019986	0.0041
Los Angeles	2021	Annual	LHDT1	GAS	Aggregated	55	105693.43	0.0152	0.046294693	0.0007
Los Angeles	2021	Annual	LHDT2	GAS	Aggregated	55	17634.39	0.0025	0.030865321	0.0001
Los Angeles	2021	Annual	MCY	GAS	Aggregated	55	170130.71	0.0245	2.13215148	0.0522
Los Angeles	2021	Annual	MDV	GAS	Aggregated	55	911569.89	0.1313	0.0337296	0.0044
Los Angeles	2021	Annual	MH	GAS	Aggregated	55	18789.47	0.0027	0.072034546	0.0002
Los Angeles	2021	Annual	MHDT	GAS	Aggregated	55	14428.47	0.0021	0.083410437	0.0002
Los Angeles	2021	Annual	HHDT	GAS	Aggregated	55	58.07	0.0000	0.651402059	0.0000
Los Angeles	2021	Annual	OBUS	GAS	Aggregated	55	3987.99	0.0006	0.071039288	0.0000
Los Angeles	2021	Annual	SBUS	GAS	Aggregated	55	1276.44	0.0002	0.044742484	0.0000
Los Angeles	2021	Annual	UBUS	GAS	Aggregated	55	455.32	0.0001	0.01088595	0.0000
							6943210	1.0		0.071

EMFAC2017 Worksheet
(55 mph)

PM2_5_RUNEX (gms/mile)	PM2_5_RUNEX_AVE (gms/mile)	PM2_5_PMTW (gms/mile)	PM2_5_PMTW_AVE (gms/mile)	PM2_5_PMBW (gms/mile)	PM2_5_PMBW_AVE (gms/mile)
0.008315676	0.000037544	0.0020	0.000009030	0.01575	0.000071109
0.00103781	0.000562011	0.0020	0.001083072	0.01575	0.008529191
0.109557237	0.000004415	0.0020	0.000000081	0.01575	0.000000635
0.001635632	0.000100530	0.0020	0.000122925	0.01575	0.000968038
0.004694116	0.000005223	0.0020	0.000002225	0.01575	0.000017525
0.00111374	0.000207849	0.0020	0.000373244	0.01575	0.002939300
0.011426905	0.000093947	0.0030	0.000024665	0.03276	0.000269338
0.000883531	0.000012938	0.0020	0.000029288	0.03276	0.000479731
0.012489162	0.000041451	0.0030	0.000009957	0.03822	0.000126850
0.000790824	0.000001932	0.0020	0.000004886	0.03822	0.000093381
0.001487815	0.000035070	0.0010	0.000023572	0.00504	0.000118801
0.004165465	0.000010188	0.0020	0.000004892	0.01575	0.000038522
0.001228565	0.000155165	0.0020	0.000252596	0.01575	0.001989190
0.078452004	0.000060418	0.0040	0.000003081	0.05586	0.000043019
0.001000984	0.000002606	0.0030	0.000007810	0.05586	0.000145419
0.076737997	0.000686082	0.0030	0.000026822	0.05586	0.000499421
0.000706564	0.000001412	0.0030	0.000005997	0.05586	0.000111668
0.052625525	0.000408244	0.0090	0.000069818	0.02646	0.000205264
0.000919274	0.000000007	0.0050	0.000000040	0.02646	0.000000213
0.071530139	0.000030192	0.0030	0.000001266	0.05586	0.000023578
0.000591096	0.000000327	0.0030	0.000001658	0.05586	0.000030865
0.034253171	0.000016234	0.0030	0.000001422	0.31920	0.000151286
0.000528819	0.000000094	0.0020	0.000000354	0.31920	0.000056451
0.013905359	0.000000020	0.0090	0.000000013	0.02646	0.000000037
0.000355903	0.000000022	0.0028	0.000000179	0.05296	0.000003341
0.0025			0.002		0.017

EMFAC2017 Worksheet
(55 mph)

EMFAC2017 Emission Rates
Region Type: County
Region: Los Angeles (SC)
Calendar Year: 2021
Season: Annual
Vehicle Classification: EMFAC2007 Categories
Pollutant Classification: TOG DSL

Region	CalYr	Season	Veh_Class	Fuel	MdlYr	Speed (miles/hr)	Population (vehicles)	Wt Frac	TOG_RUNEX (gms/mile)	TOG_RUNEX AVE (gms/mile)
Los Angeles	2021	Annual	LDA	DSL	Aggregated	55	32586.46	0.1187	0.014594396	0.0017
Los Angeles	2021	Annual	LDT1	DSL	Aggregated	55	290.86	0.0011	0.171225979	0.0002
Los Angeles	2021	Annual	LDT2	DSL	Aggregated	55	8031.05	0.0293	0.010827434	0.0003
Los Angeles	2021	Annual	LHDT1	DSL	Aggregated	55	59340.16	0.2162	0.054965019	0.0119
Los Angeles	2021	Annual	LHDT2	DSL	Aggregated	55	23954.96	0.0873	0.053607902	0.0047
Los Angeles	2021	Annual	MDV	DSL	Aggregated	55	17653.00	0.0643	0.008148108	0.0005
Los Angeles	2021	Annual	MH	DSL	Aggregated	55	5558.49	0.0203	0.047345087	0.0010
Los Angeles	2021	Annual	MHDT	DSL	Aggregated	55	64529.73	0.2352	0.091616118	0.0215
Los Angeles	2021	Annual	HHDT	DSL	Aggregated	55	55990.86	0.2040	0.07303588	0.0149
Los Angeles	2021	Annual	OBUS	DSL	Aggregated	55	3046.48	0.0111	0.106489614	0.0012
Los Angeles	2021	Annual	SBUS	DSL	Aggregated	55	3420.82	0.0125	0.054205685	0.0007
Los Angeles	2021	Annual	UBUS	DSL	Aggregated	55	10.14	0.0000	0.039675716	0.0000
							274413	1.0	0.059	

EMFAC2017 Emission Rates
Region Type: County
Region: Los Angeles (SC)
Calendar Year: 2021
Season: Annual
Vehicle Classification: EMFAC2007 Categories
Pollutant Classification: DSL Particulate

Region	CalYr	Season	Veh_Class	Fuel	MdlYr	Speed (miles/hr)	Population (vehicles)	Wt Frac	PM10_RUNEX (gms/mile)	PM10_RUNEX AVE (gms/mile)
Los Angeles	2021	Annual	LDA	DSL	Aggregated	55	32586.46	0.1187	0.008691674	0.0010
Los Angeles	2021	Annual	LDT1	DSL	Aggregated	55	290.86	0.0011	0.114510929	0.0001
Los Angeles	2021	Annual	LDT2	DSL	Aggregated	55	8031.05	0.0293	0.004906363	0.0001
Los Angeles	2021	Annual	LHDT1	DSL	Aggregated	55	59340.16	0.2162	0.011943579	0.0026
Los Angeles	2021	Annual	LHDT2	DSL	Aggregated	55	23954.96	0.0873	0.013053867	0.0011
Los Angeles	2021	Annual	MDV	DSL	Aggregated	55	17653.00	0.0643	0.004353808	0.0003
Los Angeles	2021	Annual	MH	DSL	Aggregated	55	5558.49	0.0203	0.081999255	0.0017
Los Angeles	2021	Annual	MHDT	DSL	Aggregated	55	64529.73	0.2352	0.080207749	0.0189
Los Angeles	2021	Annual	HHDT	DSL	Aggregated	55	55990.86	0.2040	0.055005018	0.0112
Los Angeles	2021	Annual	OBUS	DSL	Aggregated	55	3046.48	0.0111	0.074764415	0.0008
Los Angeles	2021	Annual	SBUS	DSL	Aggregated	55	3420.82	0.0125	0.035801947	0.0004
Los Angeles	2021	Annual	UBUS	DSL	Aggregated	55	10.14	0.0000	0.014534097	0.0000
							274413	1.0	0.038	

EMFAC2017 Worksheet
(60 mph)

EMFAC2017 Emission Rates
Region Type: County
Region: Los Angeles (SC)
Calendar Year: 2021
Season: Annual
Vehicle Classification: EMFAC2007 Categories
Pollutant Classification: Criteria

Region	CalYr	Season	Veh_Class	Fuel	MdlYr	Speed (miles/hr)	Population (vehicles)	Wt Frac	CO_RUNEX (gms/mile)	CO_RUNEX_AVE (gms/mile)	NOX_RUNEX (gms/mile)	NOx_RUNEX_AVE (gms/mile)	PM10_RUNEX (gms/mile)	PM10_RUNEX_AVE (gms/mile)	PM10_PMTW (gms/mile)	PM10_PMTW_AVE (gms/mile)	PM10_PMBW (gms/mile)	PM10_PMBW_AVE (gms/mile)
Los Angeles	2021	Annual	LDA	DSL	Aggregated	60	32586.46	0.0045	0.151890955	0.00068576	0.092162961	0.00041610	0.009228397	0.00004166	0.0080	0.00003612	0.03675	0.000165921
Los Angeles	2021	Annual	LDA	GAS	Aggregated	60	3908602.59	0.5415	0.549052736	0.29733180	0.038339767	0.02076236	0.001210699	0.00065564	0.0080	0.00433229	0.03675	0.019901446
Los Angeles	2021	Annual	LDT1	DSL	Aggregated	60	290.86	0.0000	1.318070246	0.00005312	1.279061579	0.00005154	0.125411732	0.00000505	0.0080	0.00000032	0.03675	0.000001481
Los Angeles	2021	Annual	LDT1	GAS	Aggregated	60	443614.98	0.0615	1.161625523	0.07139670	0.120116159	0.00738267	0.001891019	0.00011623	0.0080	0.00049170	0.03675	0.002258756
Los Angeles	2021	Annual	LDT2	DSL	Aggregated	60	8031.05	0.0011	0.073834919	0.00008216	0.038789917	0.00004316	0.005031448	0.00000560	0.0080	0.00000890	0.03675	0.000040892
Los Angeles	2021	Annual	LDT2	GAS	Aggregated	60	1346968.73	0.1866	0.78151899	0.14584879	0.083226587	0.01553193	0.001297225	0.00024209	0.0080	0.00149298	0.03675	0.006858366
Los Angeles	2021	Annual	LHDT1	DSL	Aggregated	60	59340.16	0.0082	0.328877506	0.00270389	1.512276015	0.01243328	0.012513899	0.00010288	0.0120	0.00009866	0.07644	0.000628456
Los Angeles	2021	Annual	LHDT1	GAS	Aggregated	60	105693.43	0.0146	0.974109738	0.01426467	0.210475869	0.00308217	0.001035678	0.00001517	0.0080	0.00011715	0.07644	0.001119372
Los Angeles	2021	Annual	LHDT2	DSL	Aggregated	60	23954.96	0.0033	0.316281024	0.00104972	1.438145959	0.00477314	0.013616214	0.00004519	0.0120	0.00003983	0.08918	0.000295984
Los Angeles	2021	Annual	LHDT2	GAS	Aggregated	60	17634.39	0.0024	0.65031873	0.00158888	0.20603422	0.00050339	0.000925545	0.00000226	0.0080	0.00001955	0.08918	0.000217888
Los Angeles	2021	Annual	MCY	GAS	Aggregated	60	170130.71	0.0236	18.03637616	0.42514567	1.051061288	0.02477516	0.001724372	0.00004065	0.0040	0.00009429	0.01176	0.000277202
Los Angeles	2021	Annual	MDV	DSL	Aggregated	60	17653.00	0.0024	0.108407443	0.00026514	0.045007384	0.00011008	0.004453568	0.00001089	0.0080	0.00001957	0.03675	0.000089884
Los Angeles	2021	Annual	MDV	GAS	Aggregated	60	911569.89	0.1263	1.10614485	0.13970365	0.119704316	0.01511839	0.001431363	0.00018078	0.0080	0.00101038	0.03675	0.004641444
Los Angeles	2021	Annual	MH	DSL	Aggregated	60	5558.49	0.0008	0.199936998	0.00015398	2.942475276	0.00226608	0.093699914	0.00007216	0.0160	0.00001232	0.13034	0.000100378
Los Angeles	2021	Annual	MH	GAS	Aggregated	60	18789.47	0.0026	1.88118493	0.00489724	0.351834338	0.00091592	0.001174219	0.00000306	0.0120	0.00003124	0.13034	0.000339311
Los Angeles	2021	Annual	MHDT	DSL	Aggregated	60	64529.73	0.0089	0.349295888	0.00312291	2.117135504	0.01892841	0.08749086	0.00078222	0.0120	0.00010729	0.13034	0.001165315
Los Angeles	2021	Annual	MHDT	GAS	Aggregated	60	14428.47	0.0020	1.656177434	0.00331080	0.480961141	0.00096147	0.000826586	0.00000165	0.0120	0.00002399	0.13034	0.000260558
Los Angeles	2021	Annual	HHDT	DSL	Aggregated	60	55990.86	0.0078	0.277736487	0.00215455	3.099342709	0.02404321	0.062421342	0.00048423	0.0360	0.00027927	0.06174	0.000478949
Los Angeles	2021	Annual	HHDT	GAS	Aggregated	60	58.07	0.0000	31.17128922	0.00025080	4.271992219	0.00003437	0.001082066	0.00000001	0.0200	0.00000016	0.06174	0.000000497
Los Angeles	2021	Annual	OBUS	DSL	Aggregated	60	3046.48	0.0004	0.375614096	0.00015854	2.626989672	0.00110882	0.082708745	0.00003491	0.0120	0.00000507	0.13034	0.000055015
Los Angeles	2021	Annual	OBUS	GAS	Aggregated	60	3987.99	0.0006	1.37745822	0.00076109	0.466511447	0.00025776	0.00069134	0.00000038	0.0120	0.00000663	0.13034	0.000072017
Los Angeles	2021	Annual	SBUS	DSL	Aggregated	60	3420.82	0.0005	0.151986818	0.00007203	5.870765343	0.00278247	0.039416951	0.00001868	0.0120	0.00000569	0.74480	0.000353000
Los Angeles	2021	Annual	SBUS	GAS	Aggregated	60	1276.44	0.0002	0.827688741	0.00014638	0.333608758	0.00005900	0.000617884	0.00000011	0.0080	0.00000141	0.74480	0.000131718
Los Angeles	2021	Annual	UBUS	DSL	Aggregated	60	10.14	0.0000	0.046370978	0.00000007	0.188585055	0.00000026	0.017650522	0.00000002	0.0360	0.00000005	0.06175	0.000000087
Los Angeles	2021	Annual	UBUS	GAS	Aggregated	60	455.32	0.0001	0.213679447	0.00001348	0.210519005	0.00001328	0.000415845	0.00000003	0.0113	0.00000072	0.12357	0.000007796
							7217623	1.0		1.115		0.156		0.0029		0.008		0.039

EMFAC2017 Emission Rates
Region Type: County
Region: Los Angeles (SC)
Calendar Year: 2021
Season: Annual
Vehicle Classification: EMFAC2007 Categories
Pollutant Classification: TOG GAS

Region	CalYr	Season	Veh_Class	Fuel	MdlYr	Speed (miles/hr)	Population (vehicles)	Wt Frac	TOG_RUNEX (gms/mile)	TOG_RUNEX_AVE (gms/mile)
Los Angeles	2021	Annual	LDA	GAS	Aggregated	60	3908602.59	0.5629	0.013415533	0.0076
Los Angeles	2021	Annual	LDT1	GAS	Aggregated	60	443614.98	0.0639	0.037725669	0.0024
Los Angeles	2021	Annual	LDT2	GAS	Aggregated	60	1346968.73	0.1940	0.022310572	0.0043
Los Angeles	2021	Annual	LHDT1	GAS	Aggregated	60	105693.43	0.0152	0.050384992	0.0008
Los Angeles	2021	Annual	LHDT2	GAS	Aggregated	60	17634.39	0.0025	0.033425285	0.0001
Los Angeles	2021	Annual	MCY	GAS	Aggregated	60	170130.71	0.0245	2.312384527	0.0567
Los Angeles	2021	Annual	MDV	GAS	Aggregated	60	911569.89	0.1313	0.036084506	0.0047
Los Angeles	2021	Annual	MH	GAS	Aggregated	60	18789.47	0.0027	0.078269278	0.0002
Los Angeles	2021	Annual	MHDT	GAS	Aggregated	60	14428.47	0.0021	0.089893307	0.0002
Los Angeles	2021	Annual	HHDT	GAS	Aggregated	60	58.07	0.0000	0.704600149	0.0000
Los Angeles	2021	Annual	OBUS	GAS	Aggregated	60	3987.99	0.0006	0.076503031	0.0000
Los Angeles	2021	Annual	SBUS	GAS	Aggregated	60	1276.44	0.0002	0.048067807	0.0000
Los Angeles	2021	Annual	UBUS	GAS	Aggregated	60	455.32	0.0001	0.011695009	0.0000
							6943210	1.0		0.077

EMFAC2017 Worksheet
(60 mph)

PM2_5_RUNEX (gms/mile)	PM2_5_RUNEX_AVE (gms/mile)	PM2_5_PMTW (gms/mile)	PM2_5_PMTW_AVE (gms/mile)	PM2_5_PMBW (gms/mile)	PM2_5_PMBW_AVE (gms/mile)
0.008829181	0.000039862	0.0020	0.000009030	0.01575	0.000071109
0.001113226	0.000602852	0.0020	0.001083072	0.01575	0.008529191
0.119986476	0.000004835	0.0020	0.000000081	0.01575	0.000000635
0.001738911	0.000106878	0.0020	0.000122925	0.01575	0.000968038
0.00481379	0.000005356	0.0020	0.000002225	0.01575	0.000017525
0.001192816	0.000222606	0.0020	0.000373244	0.01575	0.002939300
0.011972553	0.000098433	0.0030	0.000024665	0.03276	0.000269338
0.000952267	0.000013945	0.0020	0.000029288	0.03276	0.000479731
0.013027182	0.000043237	0.0030	0.000009957	0.03822	0.000126850
0.000851004	0.000002079	0.0020	0.000004886	0.03822	0.000093381
0.001613111	0.000038024	0.0010	0.000023572	0.00504	0.000118801
0.004260909	0.000010421	0.0020	0.000004892	0.01575	0.000038522
0.001317657	0.000166417	0.0020	0.000252596	0.01575	0.001989190
0.089646497	0.000069039	0.0040	0.000003081	0.05586	0.000043019
0.001079651	0.000002811	0.0030	0.000007810	0.05586	0.000145419
0.083706044	0.000748380	0.0030	0.000026822	0.05586	0.000499421
0.000760016	0.000001519	0.0030	0.000005997	0.05586	0.000111668
0.059721023	0.000463287	0.0090	0.000069818	0.02646	0.000205264
0.00099492	0.000000008	0.0050	0.000000040	0.02646	0.000000213
0.079130801	0.000033400	0.0030	0.000001266	0.05586	0.000023578
0.000635661	0.000000351	0.0030	0.000001658	0.05586	0.000030865
0.037711791	0.000017874	0.0030	0.000001422	0.31920	0.000151286
0.000568121	0.000000100	0.0020	0.000000354	0.31920	0.000056451
0.016886968	0.000000024	0.0090	0.000000013	0.02646	0.000000037
0.000382354	0.000000024	0.0028	0.000000179	0.05296	0.000003341
0.0027			0.002		0.017

EMFAC2017 Worksheet
(60 mph)

EMFAC2017 Emission Rates
Region Type: County
Region: Los Angeles (SC)
Calendar Year: 2021
Season: Annual
Vehicle Classification: EMFAC2007 Categories
Pollutant Classification: TOG DSL

Region	CalYr	Season	Veh_Class	Fuel	MdlYr	Speed (miles/hr)	Population (vehicles)	Wt Frac	TOG_RUNEX (gms/mile)	TOG_RUNEX AVE (gms/mile)
Los Angeles	2021	Annual	LDA	DSL	Aggregated	60	32586.46	0.1187	0.015205751	0.0018
Los Angeles	2021	Annual	LDT1	DSL	Aggregated	60	290.86	0.0011	0.187350099	0.0002
Los Angeles	2021	Annual	LDT2	DSL	Aggregated	60	8031.05	0.0293	0.010691832	0.0003
Los Angeles	2021	Annual	LHDT1	DSL	Aggregated	60	59340.16	0.2162	0.057597251	0.0125
Los Angeles	2021	Annual	LHDT2	DSL	Aggregated	60	23954.96	0.0873	0.056061468	0.0049
Los Angeles	2021	Annual	MDV	DSL	Aggregated	60	17653.00	0.0643	0.008093374	0.0005
Los Angeles	2021	Annual	MH	DSL	Aggregated	60	5558.49	0.0203	0.049517203	0.0010
Los Angeles	2021	Annual	MHDT	DSL	Aggregated	60	64529.73	0.2352	0.093484601	0.0220
Los Angeles	2021	Annual	HHDT	DSL	Aggregated	60	55990.86	0.2040	0.075059137	0.0153
Los Angeles	2021	Annual	OBUS	DSL	Aggregated	60	3046.48	0.0111	0.111497289	0.0012
Los Angeles	2021	Annual	SBUS	DSL	Aggregated	60	3420.82	0.0125	0.057701614	0.0007
Los Angeles	2021	Annual	UBUS	DSL	Aggregated	60	10.14	0.0000	0.037376899	0.0000
							274413	1.0	0.060	

EMFAC2017 Emission Rates
Region Type: County
Region: Los Angeles (SC)
Calendar Year: 2021
Season: Annual
Vehicle Classification: EMFAC2007 Categories
Pollutant Classification: DSL Particulate

Region	CalYr	Season	Veh_Class	Fuel	MdlYr	Speed (miles/hr)	Population (vehicles)	Wt Frac	PM10_RUNEX (gms/mile)	PM10_RUNEX AVE (gms/mile)
Los Angeles	2021	Annual	LDA	DSL	Aggregated	60	32586.46	0.1187	0.009228397	0.0011
Los Angeles	2021	Annual	LDT1	DSL	Aggregated	60	290.86	0.0011	0.125411732	0.0001
Los Angeles	2021	Annual	LDT2	DSL	Aggregated	60	8031.05	0.0293	0.005031448	0.0001
Los Angeles	2021	Annual	LHDT1	DSL	Aggregated	60	59340.16	0.2162	0.012513899	0.0027
Los Angeles	2021	Annual	LHDT2	DSL	Aggregated	60	23954.96	0.0873	0.013616214	0.0012
Los Angeles	2021	Annual	MDV	DSL	Aggregated	60	17653.00	0.0643	0.004453568	0.0003
Los Angeles	2021	Annual	MH	DSL	Aggregated	60	5558.49	0.0203	0.093699914	0.0019
Los Angeles	2021	Annual	MHDT	DSL	Aggregated	60	64529.73	0.2352	0.08749086	0.0206
Los Angeles	2021	Annual	HHDT	DSL	Aggregated	60	55990.86	0.2040	0.062421342	0.0127
Los Angeles	2021	Annual	OBUS	DSL	Aggregated	60	3046.48	0.0111	0.082708745	0.0009
Los Angeles	2021	Annual	SBUS	DSL	Aggregated	60	3420.82	0.0125	0.039416951	0.0005
Los Angeles	2021	Annual	UBUS	DSL	Aggregated	60	10.14	0.0000	0.017650522	0.0000
							274413	1.0	0.042	

Emission Factor Rate Adjustment Worksheet

CO Emissions

Acceleration / On-Ramp (15 - 45 mph)

$Emfac (gr/mi) = (emfac \text{ at average link speed} \times 16/60) \times (0.027) \times (exp (.098 \times \text{acceleration speed product})) \times (60 \text{ min/hr}) / (\text{average link speed})$

emfac at link speed	1.163
speed (mph)	45.0
acceleration time (sec)	18.0
acceleration rate (mph/sec)	2.50

Emfac (gr/mi)	2.766
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Deceleration / Off-Ramp

$Emfac (gr/mi) = (emfac \text{ at idle speed} \times 1.5)$

emfac at idle speed (gr/mi)	2.832
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Emfac (gr/mi)	4.248
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NOX Emissions

Acceleration / On-Ramp (15 - 45 mph)

$Emfac (gr/mi) = (emfac \text{ at average link speed} \times 16/60) \times (0.027) \times (exp (.098 \times \text{acceleration speed product})) \times (60 \text{ min/hr}) / (\text{average link speed})$

emfac at link speed	0.149
speed (mph)	45.0
acceleration time (sec)	18.0
acceleration rate (mph/sec)	2.50

Emfac (gr/mi)	0.354
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Deceleration / Off-Ramp

$Emfac (gr/mi) = (emfac \text{ at idle speed} \times 1.5)$

emfac at idle speed (gr/mi)	0.385
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Emfac (gr/mi)	0.578
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Emission Factor Rate Adjustment Worksheet

PM10 Emissions

Acceleration / On-Ramp (15 - 45 mph)

Emfac (gr/mi) = (emfac at average link speed x 16/60) x (0.027) x (exp (.098 x acceleration speed product)) x (60 min/hr) / (average link speed)

emfac at link speed	0.0024
speed (mph)	45.0
acceleration time (sec)	18.0
acceleration rate (mph/sec)	2.50

Emfac (gr/mi)	0.0057
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Deceleration / Off-Ramp

*Emfac (gr/mi) = (emfac at idle speed * 1.5)*

emfac at idle speed (gr/mi)	0.0139
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Emfac (gr/mi)	0.021
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PM2.5 Emissions

Acceleration / On-Ramp (15 - 45 mph)

Emfac (gr/mi) = (emfac at average link speed x 16/60) x (0.027) x (exp (.098 x acceleration speed product)) x (60 min/hr) / (average link speed)

emfac at link speed	0.0022
speed (mph)	45.0
acceleration time (sec)	18.0
acceleration rate (mph/sec)	2.50

Emfac (gr/mi)	0.0052
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Deceleration / Off-Ramp

*Emfac (gr/mi) = (emfac at idle speed * 1.5)*

emfac at idle speed (gr/mi)	0.0129
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Emfac (gr/mi)	0.019
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Emission Factor Rate Adjustment Worksheet

TOG GAS Emissions

Acceleration / On-Ramp (15 - 45 mph)

Emfac (gr/mi) = (emfac at average link speed x 16/60) x (0.027) x (exp (.098 x acceleration speed product)) x (60 min/hr) / (average link speed)

emfac at link speed	0.071
speed (mph)	45.0
acceleration time (sec)	18.0
acceleration rate (mph/sec)	2.50

Emfac (gr/mi)	0.169
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Deceleration / Off-Ramp

*Emfac (gr/mi) = (emfac at idle speed * 1.5)*

emfac at idle speed (gr/mi)	0.535
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Emfac (gr/mi)	0.803
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TOG DSL Emissions

Acceleration / On-Ramp (15 - 45 mph)

Emfac (gr/mi) = (emfac at average link speed x 16/60) x (0.027) x (exp (.098 x acceleration speed product)) x (60 min/hr) / (average link speed)

emfac at link speed	0.066
speed (mph)	45.0
acceleration time (sec)	18.0
acceleration rate (mph/sec)	2.50

Emfac (gr/mi)	0.157
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Deceleration / Off-Ramp

*Emfac (gr/mi) = (emfac at idle speed * 1.5)*

emfac at idle speed (gr/mi)	0.907
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Emfac (gr/mi)	1.361
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Emission Factor Rate Adjustment Worksheet

DSL Particulate Emissions

Acceleration / On-Ramp (15 - 45 mph)

Emfac (gr/mi) = (emfac at average link speed x 16/60) x (0.027) x (exp (.098 x acceleration speed product)) x (60 min/hr) / (average link speed)

emfac at link speed	0.031
speed (mph)	45.0
acceleration time (sec)	18.0
acceleration rate (mph/sec)	2.50

Emfac (gr/mi)	0.074
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Deceleration / Off-Ramp

*Emfac (gr/mi) = (emfac at idle speed * 1.5)*

emfac at idle speed (gr/mi)	0.088
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Emfac (gr/mi)	0.132
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Source: California Department of Transportation, 1989. Division of New Technology and Research. Caline4 – A Dispersion Model for Predicting Air Pollution Concentrations Near Roadways (Revised). FHWA/CA/TL-84/15.

Emission Factor Profile Worksheet

Chronic Exposure

TOG -Toxic Emissions

Gasoline/Toxic Fractions/Hot Stabilized Exhaust

Year	Benzene	Formaldehyde	1,3-Butadiene	Acetaldehyde	Acrolein
2004	0.028414	0.021422	0.006603	0.005511	0.001533
2005	0.028205	0.021200	0.006551	0.005450	0.001520
2006	0.027938	0.021000	0.006483	0.005350	0.001510
2007	0.027660	0.020700	0.006410	0.005250	0.001490
2008	0.027338	0.020300	0.006326	0.005120	0.001470
2009	0.026849	0.019800	0.006190	0.004870	0.001450
2010	0.026521	0.019400	0.006105	0.004750	0.001430
2011	0.026521	0.019400	0.006105	0.004750	0.001430
2012	0.025656	0.018500	0.005873	0.004370	0.001380
2013	0.025656	0.018500	0.005873	0.004370	0.001380
2014	0.025656	0.018500	0.005873	0.004370	0.001380
2015	0.024349	0.017100	0.005530	0.003850	0.001310
2016	0.024349	0.017100	0.005530	0.003850	0.001310
2017	0.024349	0.017100	0.005530	0.003850	0.001310
2018	0.022182	0.014700	0.004944	0.002860	0.001130
2019	0.022182	0.014700	0.004944	0.002860	0.001130
2020	0.021079	0.013600	0.004659	0.002450	0.001130
2021	0.021079	0.013600	0.004659	0.002450	0.001130
2022	0.021079	0.013600	0.004659	0.002450	0.001130
2023	0.021079	0.013600	0.004659	0.002450	0.001130
2024	0.021079	0.013600	0.004659	0.002450	0.001130
2025	0.021079	0.013600	0.004659	0.002450	0.001130
2026	0.021079	0.013600	0.004659	0.002450	0.001130
2027	0.021079	0.013600	0.004659	0.002450	0.001130
2028	0.021079	0.013600	0.004659	0.002450	0.001130
2029	0.021079	0.013600	0.004659	0.002450	0.001130
2030	0.021079	0.013600	0.004659	0.002450	0.001130

Analysis Year					
2021	0.021079	0.013600	0.004659	0.002450	0.001130

TOG Emission Rate - gr/mi
Speed (MPH)

Acceleration	0.169
Deceleration	0.803
55	0.071
60	0.077

Toxic Emission Rate - gr/mi
Speed (MPH)

Acceleration	0.007253
Deceleration	0.034463
55	0.003047
60	0.003305

Weight Fraction / Speciation

Benzene	0.491
Formaldehyde	0.317
1,3-Butadiene	0.109
Acetaldehyde	0.057
Acrolein	0.026

Emission Factor Profile Worksheet

Chronic Exposure

Diesel Particulate Emissions - PM10

PM10 Emission Rate - gr/mi	Acceleration	0.074
Speed (MPH)	Deceleration	0.132
	55	0.038
	60	0.042

Source: TOG/toxic fractions from UC Davis-Caltrans Air Quality Project, *Estimating Mobile Source Air Toxic Emissions: A Step-by-Step Project Analysis Methodology*. Task Order No. 61.

Emission Factor Profile Worksheet

Acute/8-Hour Exposure

TOG -Toxic Emissions

Gasoline/Toxic Fractions/Hot Stabilized Exhaust

Year	Benzene	Formaldehyde	1,3-Butadiene	Acetaldehyde	Acrolein
2004	0.028414	0.021422	0.006603	0.005511	0.001533
2005	0.028205	0.021200	0.006551	0.005450	0.001520
2006	0.027938	0.021000	0.006483	0.005350	0.001510
2007	0.027660	0.020700	0.006410	0.005250	0.001490
2008	0.027338	0.020300	0.006326	0.005120	0.001470
2009	0.026849	0.019800	0.006190	0.004870	0.001450
2010	0.026521	0.019400	0.006105	0.004750	0.001430
2011	0.026521	0.019400	0.006105	0.004750	0.001430
2012	0.025656	0.018500	0.005873	0.004370	0.001380
2013	0.025656	0.018500	0.005873	0.004370	0.001380
2014	0.025656	0.018500	0.005873	0.004370	0.001380
2015	0.024349	0.017100	0.005530	0.003850	0.001310
2016	0.024349	0.017100	0.005530	0.003850	0.001310
2017	0.024349	0.017100	0.005530	0.003850	0.001310
2018	0.022182	0.014700	0.004944	0.002860	0.001130
2019	0.022182	0.014700	0.004944	0.002860	0.001130
2020	0.021079	0.013600	0.004659	0.002450	0.001130
2021	0.021079	0.013600	0.004659	0.002450	0.001130
2022	0.021079	0.013600	0.004659	0.002450	0.001130
2023	0.021079	0.013600	0.004659	0.002450	0.001130
2024	0.021079	0.013600	0.004659	0.002450	0.001130
2025	0.021079	0.013600	0.004659	0.002450	0.001130
2026	0.021079	0.013600	0.004659	0.002450	0.001130
2027	0.021079	0.013600	0.004659	0.002450	0.001130
2028	0.021079	0.013600	0.004659	0.002450	0.001130
2029	0.021079	0.013600	0.004659	0.002450	0.001130
2030	0.021079	0.013600	0.004659	0.002450	0.001130

Analysis Year

2021	0.021079	0.013600	0.004659	0.002450	0.001130
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TOG Emission Rate - gr/mi
Speed (MPH)

Acceleration	0.169
Deceleration	0.803
5	0.535
55	0.071
60	0.077

Toxic Emission Rate - gr/mi
Speed (MPH)

Acceleration	0.007253
Deceleration	0.034463
5	0.022961
55	0.003047
60	0.003305

Weight Fraction / Speciation

Benzene	0.491
Formaldehyde	0.317
1,3-Butadiene	0.109
Acetaldehyde	0.057
Acrolein	0.026

Emission Factor Profile Worksheet

Acute/8-Hour Exposure

TOG -Toxic Emissions

Diesel/Toxic Fractions/Hot Stabilized Exhaust

Year	Benzene	Formaldehyde	1,3-Butadiene	Acetaldehyde	Acrolein
2004	0.020009	0.147133	0.001900	0.073526	0
2005	0.020009	0.147133	0.001900	0.073526	0
2006	0.020009	0.147133	0.001900	0.073526	0
2007	0.020009	0.147133	0.001900	0.073526	0
2008	0.020009	0.147133	0.001900	0.073526	0
2009	0.020009	0.147133	0.001900	0.073526	0
2010	0.020009	0.147133	0.001900	0.073526	0
2011	0.020009	0.147133	0.001900	0.073526	0
2012	0.020009	0.147133	0.001900	0.073526	0
2013	0.020009	0.147133	0.001900	0.073526	0
2014	0.020009	0.147133	0.001900	0.073526	0
2015	0.020009	0.147133	0.001900	0.073526	0
2016	0.020009	0.147133	0.001900	0.073526	0
2017	0.020009	0.147133	0.001900	0.073526	0
2018	0.020009	0.147133	0.001900	0.073526	0
2019	0.020009	0.147133	0.001900	0.073526	0
2020	0.020009	0.147133	0.001900	0.073526	0
2021	0.020009	0.147133	0.001900	0.073526	0
2022	0.020009	0.147133	0.001900	0.073526	0
2023	0.020009	0.147133	0.001900	0.073526	0
2024	0.020009	0.147133	0.001900	0.073526	0
2025	0.020009	0.147133	0.001900	0.073526	0
2026	0.020009	0.147133	0.001900	0.073526	0
2027	0.020009	0.147133	0.001900	0.073526	0
2028	0.020009	0.147133	0.001900	0.073526	0
2029	0.020009	0.147133	0.001900	0.073526	0
2030	0.020009	0.147133	0.001900	0.073526	0

Analysis Year

2021	0.020009	0.147133	0.001900	0.073526	0
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TOG Emission Rate - gr/mi
Speed (MPH)

Acceleration	0.157
Deceleration	1.361
5	0.907
55	0.059
60	0.060

Toxic Emission Rate - gr/mi
Speed (MPH)

Acceleration	0.038083
Deceleration	0.330135
5	0.220009
55	0.014312
60	0.014554

Weight Fraction / Speciation

Benzene	0.082
Formaldehyde	0.607
1,3-Butadiene	0.008
Acetaldehyde	0.303
Acrolein	0.000

On-Road Mobile Sources
Emission Rate Computation

Average Speed Scenario

NB/Route 101 (Sources N_M_1 to N_M_21)

CO Emissions

Number of Sources	21
Link Length (meters)	743
Volume/Baseline (VPH)	4904
Pollutant Mass Emission Rate (gr/mi)	1.115

$$\text{Emission Rate (gr/sec)} = ((\text{Mass Emission Rate} \times \text{Volume/Baseline}) / (1609.3 \text{ m/mile}) \times (3600 \text{ sec/hr})) \times (\text{Link Length})$$

Pollutant Emission Rate (gr/sec)	0.70125
Pollutant Emission Rate (gr/sec/source)	3.34E-02

SB/Route 101 (Sources S_M_1 to S_M_22)

CO Emissions

Number of Sources	22
Link Length (meters)	778
Volume/Baseline (VPH)	3670
Pollutant Mass Emission Rate (gr/mi)	1.103

$$\text{Emission Rate (gr/sec)} = ((\text{Mass Emission Rate} \times \text{Volume/Baseline}) / (1609.3 \text{ m/mile}) \times (3600 \text{ sec/hr})) \times (\text{Link Length})$$

Pollutant Emission Rate (gr/sec)	0.54360
Pollutant Emission Rate (gr/sec/source)	2.47E-02

SB OFF/WESTERN (Sources S_OFF_W_1 to S_OFF_W_17)

CO Emissions

Number of Sources	17
Link Length (meters)	207
Volume/Baseline (VPH)	408
Pollutant Mass Emission Rate (gr/mi)	4.248

$$\text{Emission Rate (gr/sec)} = ((\text{Mass Emission Rate} \times \text{Volume/Baseline}) / (1609.3 \text{ m/mile}) \times (3600 \text{ sec/hr})) \times (\text{Link Length})$$

Pollutant Emission Rate (gr/sec)	0.06193
Pollutant Emission Rate (gr/sec/source)	3.64E-03

NB ON/WESTERN (Sources N_ON_W_1 to N_ON_W_28)

CO Emissions

Number of Sources	28
Link Length (meters)	222
Volume/Baseline (VPH)	518
Pollutant Mass Emission Rate (gr/mi)	2.766

On-Road Mobile Sources
Emission Rate Computation

$$\text{Emission Rate (gr/sec)} = ((\text{Mass Emission Rate} \times \text{Volume/Baseline}) / (1609.3 \text{ m/mile}) \times (3600 \text{ sec/hr})) \times (\text{Link Length})$$

Pollutant Emission Rate (gr/sec)	0.05490
Pollutant Emission Rate (gr/sec/source)	1.96E-03

SB ON/SUNSET (Sources S_ON_S_1 to S_ON_S_23)

CO Emissions

Number of Sources	23
Link Length (meters)	280
Volume/Baseline (VPH)	471
Pollutant Mass Emission Rate (gr/mi)	2.766

$$\text{Emission Rate (gr/sec)} = ((\text{Mass Emission Rate} \times \text{Volume/Baseline}) / (1609.3 \text{ m/mile}) \times (3600 \text{ sec/hr})) \times (\text{Link Length})$$

Pollutant Emission Rate (gr/sec)	0.06296
Pollutant Emission Rate (gr/sec/source)	2.74E-03

NB OFF/SUNSET_WILTON (Sources N_OFF_SW_1 to N_OFF_SW_20)

CO Emissions

Number of Sources	20
Link Length (meters)	274
Volume/Baseline (VPH)	554
Pollutant Mass Emission Rate (gr/mi)	4.248

$$\text{Emission Rate (gr/sec)} = ((\text{Mass Emission Rate} \times \text{Volume/Baseline}) / (1609.3 \text{ m/mile}) \times (3600 \text{ sec/hr})) \times (\text{Link Length})$$

Pollutant Emission Rate (gr/sec)	0.11130
Pollutant Emission Rate (gr/sec/source)	5.57E-03

Minimum Speed Scenario

NB/Route 101 (Sources N_M_1 to N_M_21)

CO Emissions

Number of Sources	21
Link Length (meters)	743
Volume/Baseline (VPH)	1416
Pollutant Mass Emission Rate (gr/mi)	2.832

$$\text{Emission Rate (gr/sec)} = ((\text{Mass Emission Rate} \times \text{Volume/Baseline}) / (1609.3 \text{ m/mile}) \times (3600 \text{ sec/hr})) \times (\text{Link Length})$$

Pollutant Emission Rate (gr/sec)	0.51429
Pollutant Emission Rate (gr/sec/source)	2.45E-02

On-Road Mobile Sources
Emission Rate Computation

SB/Route 101 (Sources S_M_1 to S_M_22)

CO Emissions

Number of Sources	22
Link Length (meters)	778
Volume/Baseline (VPH)	2928
Pollutant Mass Emission Rate (gr/mi)	2.832

$$\text{Emission Rate (gr/sec)} = ((\text{Mass Emission Rate} \times \text{Volume/Baseline}) / (1609.3 \text{ m/mile}) \times (3600 \text{ sec/hr})) \times (\text{Link Length})$$

Pollutant Emission Rate (gr/sec)	1.11354
Pollutant Emission Rate (gr/sec/source)	5.06E-02

SB OFF/WESTERN (Sources S_OFF_W_1 to S_OFF_W_17)

CO Emissions

Number of Sources	17
Link Length (meters)	207
Volume/Baseline (VPH)	408
Pollutant Mass Emission Rate (gr/mi)	4.248

$$\text{Emission Rate (gr/sec)} = ((\text{Mass Emission Rate} \times \text{Volume/Baseline}) / (1609.3 \text{ m/mile}) \times (3600 \text{ sec/hr})) \times (\text{Link Length})$$

Pollutant Emission Rate (gr/sec)	0.06193
Pollutant Emission Rate (gr/sec/source)	3.64E-03

NB ON/WESTERN (Sources N_ON_W_1 to N_ON_W_28)

CO Emissions

Number of Sources	28
Link Length (meters)	222
Volume/Baseline (VPH)	518
Pollutant Mass Emission Rate (gr/mi)	2.766

$$\text{Emission Rate (gr/sec)} = ((\text{Mass Emission Rate} \times \text{Volume/Baseline}) / (1609.3 \text{ m/mile}) \times (3600 \text{ sec/hr})) \times (\text{Link Length})$$

Pollutant Emission Rate (gr/sec)	0.05490
Pollutant Emission Rate (gr/sec/source)	1.96E-03

SB ON/SUNSET (Sources S_ON_S_1 to S_ON_S_23)

CO Emissions

Number of Sources	23
Link Length (meters)	280
Volume/Baseline (VPH)	471
Pollutant Mass Emission Rate (gr/mi)	2.766

On-Road Mobile Sources
Emission Rate Computation

$$\text{Emission Rate (gr/sec)} = ((\text{Mass Emission Rate} \times \text{Volume/Baseline}) / (1609.3 \text{ m/mile}) \times (3600 \text{ sec/hr})) \times (\text{Link Length})$$

Pollutant Emission Rate (gr/sec)	0.06296
Pollutant Emission Rate (gr/sec/source)	2.74E-03

NB OFF/SUNSET_WILTON (Sources N_OFF_SW_1 to N_OFF_SW_20)

CO Emissions

Number of Sources	20
Link Length (meters)	274
Volume/Baseline (VPH)	554
Pollutant Mass Emission Rate (gr/mi)	4.248

$$\text{Emission Rate (gr/sec)} = ((\text{Mass Emission Rate} \times \text{Volume/Baseline}) / (1609.3 \text{ m/mile}) \times (3600 \text{ sec/hr})) \times (\text{Link Length})$$

Pollutant Emission Rate (gr/sec)	0.11130
Pollutant Emission Rate (gr/sec/source)	5.57E-03

On-Road Mobile Sources
Emission Rate Computation

Minimum Speed Scenario

NB/Route 101 (Sources N_M_1 to N_M_21)

NOx Emissions

Number of Sources	21
Link Length (meters)	743
Volume/Baseline (VPH)	1416
Pollutant Mass Emission Rate (gr/mi)	0.385

$$\text{Emission Rate (gr/sec)} = ((\text{Mass Emission Rate} \times \text{Volume/Baseline}) / (1609.3 \text{ m/mile}) \times (3600 \text{ sec/hr})) \times (\text{Link Length})$$

Pollutant Emission Rate (gr/sec)	0.06992
Pollutant Emission Rate (gr/sec/source)	3.33E-03

SB/Route 101 (Sources S_M_1 to S_M_22)

NOx Emissions

Number of Sources	22
Link Length (meters)	778
Volume/Baseline (VPH)	2928
Pollutant Mass Emission Rate (gr/mi)	0.385

$$\text{Emission Rate (gr/sec)} = ((\text{Mass Emission Rate} \times \text{Volume/Baseline}) / (1609.3 \text{ m/mile}) \times (3600 \text{ sec/hr})) \times (\text{Link Length})$$

Pollutant Emission Rate (gr/sec)	0.15138
Pollutant Emission Rate (gr/sec/source)	6.88E-03

SB OFF/WESTERN (Sources S_OFF_W_1 to S_OFF_W_17)

NOx Emissions

Number of Sources	17
Link Length (meters)	207
Volume/Baseline (VPH)	408
Pollutant Mass Emission Rate (gr/mi)	0.578

$$\text{Emission Rate (gr/sec)} = ((\text{Mass Emission Rate} \times \text{Volume/Baseline}) / (1609.3 \text{ m/mile}) \times (3600 \text{ sec/hr})) \times (\text{Link Length})$$

Pollutant Emission Rate (gr/sec)	0.00843
Pollutant Emission Rate (gr/sec/source)	4.96E-04

NB ON/WESTERN (Sources N_ON_W_1 to N_ON_W_28)

NOx Emissions

Number of Sources	28
Link Length (meters)	222
Volume/Baseline (VPH)	518
Pollutant Mass Emission Rate (gr/mi)	0.354

On-Road Mobile Sources
Emission Rate Computation

$$\text{Emission Rate (gr/sec)} = ((\text{Mass Emission Rate} \times \text{Volume/Baseline}) / (1609.3 \text{ m/mile}) \times (3600 \text{ sec/hr})) \times (\text{Link Length})$$

Pollutant Emission Rate (gr/sec)	0.00703
Pollutant Emission Rate (gr/sec/source)	2.51E-04

SB ON/SUNSET (Sources S_ON_S_1 to S_ON_S_23)

NOx Emissions

Number of Sources	23
Link Length (meters)	280
Volume/Baseline (VPH)	471
Pollutant Mass Emission Rate (gr/mi)	0.354

$$\text{Emission Rate (gr/sec)} = ((\text{Mass Emission Rate} \times \text{Volume/Baseline}) / (1609.3 \text{ m/mile}) \times (3600 \text{ sec/hr})) \times (\text{Link Length})$$

Pollutant Emission Rate (gr/sec)	0.00806
Pollutant Emission Rate (gr/sec/source)	3.50E-04

NB OFF/SUNSET_WILTON (Sources N_OFF_SW_1 to N_OFF_SW_20)

NOx Emissions

Number of Sources	20
Link Length (meters)	274
Volume/Baseline (VPH)	554
Pollutant Mass Emission Rate (gr/mi)	0.578

$$\text{Emission Rate (gr/sec)} = ((\text{Mass Emission Rate} \times \text{Volume/Baseline}) / (1609.3 \text{ m/mile}) \times (3600 \text{ sec/hr})) \times (\text{Link Length})$$

Pollutant Emission Rate (gr/sec)	0.01514
Pollutant Emission Rate (gr/sec/source)	7.57E-04

On-Road Mobile Sources
Emission Rate Computation

Average Speed Scenario

NB/Route 101 (Sources N_M_1 to N_M_21)

PM10 Emissions

Number of Sources	21
Link Length (meters)	743
Volume/Baseline (VPH)	4904
Particle Size Multiplier (g/mi)	1.0
Road Surface Silt Loading (g/m2)	0.02
Average Vehicle Weight (tons)	2.4
Emfac2014 Emissions Run (g/mi)	0.0029
Emfac2014 Emissions TW/BW (g/mi)	0.047
PM10 Reentrainment Mass Emission Rate (gr/mi)	0.119

For PM10 Reentrainment: Mass Emission Rate (gr/mile) = ((Particulate PM10 Base Emission Factor) x (Road Surface Silt Loading)^{0.91} x (Gross Vehicle Weight)^{1.02}) + (Emfac2014 Emissions)
Emission Rate (gr/sec) = ((Mass Emission Rate x Volume/Baseline)/(1609.3 m/mile) x (3600 sec/hr)) x (Link Length)

PM10 Reentrainment Emission Rate (gr/sec)	0.075070
PM10 Reentrainment Emission Rate (gr/sec/source)	3.57E-03

SB/Route 101 (Sources S_M_1 to S_M_22)

PM10 Emissions

Number of Sources	22
Link Length (meters)	778
Volume/Baseline (VPH)	3670
Particle Size Multiplier (g/mi)	1.0
Road Surface Silt Loading (g/m2)	0.02
Average Vehicle Weight (tons)	2.4
Emfac2014 Emissions Run (g/mi)	0.0026
Emfac2014 Emissions TW/BW (g/mi)	0.047
PM10 Reentrainment Mass Emission Rate (gr/mi)	0.119

For PM10 Reentrainment: Mass Emission Rate (gr/mile) = ((Particulate PM10 Base Emission Factor) x (Road Surface Silt Loading)^{0.91} x (Gross Vehicle Weight)^{1.02}) + (Emfac2014 Emissions)
Emission Rate (gr/sec) = ((Mass Emission Rate x Volume/Baseline)/(1609.3 m/mile) x (3600 sec/hr)) x (Link Length)

PM10 Reentrainment Emission Rate (gr/sec)	0.058679
PM10 Reentrainment Emission Rate (gr/sec/source)	2.67E-03

SB OFF/WESTERN (Sources S_OFF_W_1 to S_OFF_W_17)

PM10 Emissions

Number of Sources	17
Link Length (meters)	207
Volume/Baseline (VPH)	408
Particle Size Multiplier (g/mi)	1.0
Road Surface Silt Loading (g/m2)	0.02

On-Road Mobile Sources Emission Rate Computation

Average Vehicle Weight (tons)	2.4
Emfac2014 Emissions Run (g/mi)	0.021
Emfac2014 Emissions TW/BW (g/mi)	0.047
PM10 Reentrainment Mass Emission Rate (gr/mi)	0.137

For PM10 Reentrainment: $\text{Mass Emission Rate (gr/mile)} = ((\text{Particulate PM10 Base Emission Factor}) \times (\text{Road Surface Silt Loading})^{0.91} \times (\text{Gross Vehicle Weight})^{1.02}) + (\text{Emfac2014 Emissions})$
 $\text{Emission Rate (gr/sec)} = ((\text{Mass Emission Rate} \times \text{Volume/Baseline}) / (1609.3 \text{ m/mile}) \times (3600 \text{ sec/hr})) \times (\text{Link Length})$

PM10 Reentrainment Emission Rate (gr/sec)	0.002004
PM10 Reentrainment Emission Rate (gr/sec/source)	1.18E-04

NB ON/WESTERN (Sources N_ON_W_1 to N_ON_W_28)

PM10 Emissions

Number of Sources	28
Link Length (meters)	222
Volume/Baseline (VPH)	518
Particle Size Multiplier (g/mi)	1.0
Road Surface Silt Loading (g/m2)	0.02
Average Vehicle Weight (tons)	2.4
Emfac2014 Emissions Run (g/mi)	0.0057
Emfac2014 Emissions TW/BW (g/mi)	0.047
PM10 Reentrainment Mass Emission Rate (gr/mi)	0.122

For PM10 Reentrainment: $\text{Mass Emission Rate (gr/mile)} = ((\text{Particulate PM10 Base Emission Factor}) \times (\text{Road Surface Silt Loading})^{0.91} \times (\text{Gross Vehicle Weight})^{1.02}) + (\text{Emfac2014 Emissions})$
 $\text{Emission Rate (gr/sec)} = ((\text{Mass Emission Rate} \times \text{Volume/Baseline}) / (1609.3 \text{ m/mile}) \times (3600 \text{ sec/hr})) \times (\text{Link Length})$

PM10 Reentrainment Emission Rate (gr/sec)	0.002425
PM10 Reentrainment Emission Rate (gr/sec/source)	8.66E-05

SB ON/SUNSET (Sources S_ON_S_1 to S_ON_S_23)

PM10 Emissions

Number of Sources	23
Link Length (meters)	280
Volume/Baseline (VPH)	471
Particle Size Multiplier (g/mi)	1.0
Road Surface Silt Loading (g/m2)	0.02
Average Vehicle Weight (tons)	2.4
Emfac2014 Emissions Run (g/mi)	0.0057
Emfac2014 Emissions TW/BW (g/mi)	0.047
PM10 Reentrainment Mass Emission Rate (gr/mi)	0.122

For PM10 Reentrainment: $\text{Mass Emission Rate (gr/mile)} = ((\text{Particulate PM10 Base Emission Factor}) \times (\text{Road Surface Silt Loading})^{0.91} \times (\text{Gross Vehicle Weight})^{1.02}) + (\text{Emfac2014 Emissions})$
 $\text{Emission Rate (gr/sec)} = ((\text{Mass Emission Rate} \times \text{Volume/Baseline}) / (1609.3 \text{ m/mile}) \times (3600 \text{ sec/hr})) \times (\text{Link Length})$

PM10 Reentrainment Emission Rate (gr/sec)	0.002781
PM10 Reentrainment Emission Rate (gr/sec/source)	1.21E-04

On-Road Mobile Sources Emission Rate Computation

NB OFF/SUNSET_WILTON (Sources N_OFF_SW_1 to N_OFF_SW_20)

PM10 Emissions

Number of Sources	20
Link Length (meters)	274
Volume/Baseline (VPH)	554
Particle Size Multiplier (g/mi)	1.0
Road Surface Silt Loading (g/m2)	0.02
Average Vehicle Weight (tons)	2.4
Emfac2014 Emissions Run (g/mi)	0.021
Emfac2014 Emissions TW/BW (g/mi)	0.047
PM10 Reentrainment Mass Emission Rate (gr/mi)	0.137

For PM10 Reentrainment: $\text{Mass Emission Rate (gr/mile)} = ((\text{Particulate PM10 Base Emission Factor}) \times (\text{Road Surface Silt Loading})^{0.91} \times (\text{Gross Vehicle Weight})^{1.02}) + (\text{Emfac2014 Emissions})$
 $\text{Emission Rate (gr/sec)} = ((\text{Mass Emission Rate} \times \text{Volume/Baseline}) / (1609.3 \text{ m/mile}) \times (3600 \text{ sec/hr})) \times (\text{Link Length})$

PM10 Reentrainment Emission Rate (gr/sec)	0.003602
PM10 Reentrainment Emission Rate (gr/sec/source)	1.80E-04

On-Road Mobile Sources Emission Rate Computation

Average Speed Scenario

NB/Route 101 (Sources N_M_1 to N_M_21)

PM2.5 Emissions

Number of Sources	21
Link Length (meters)	743
Volume/Baseline (VPH)	4904
Particle Size Multiplier (g/mi)	0.25
Road Surface Silt Loading (g/m2)	0.02
Average Vehicle Weight (tons)	2.4
Emfac2014 Emissions Run (g/mi)	0.0027
Emfac2014 Emissions TW/BW (g/mi)	0.019
PM2.5 Reentrainment Mass Emission Rate (gr/mi)	0.039

For PM2.5 Reentrainment: $Mass\ Emission\ Rate\ (gr/mile) = ((Particulate\ PM2.5\ Base\ Emission\ Factor) \times (Road\ Surface\ Silt\ Loading)^{0.91} \times (Gross\ Vehicle\ Weight)^{1.02}) + (Emfac2014\ Emissions)$
 $Emission\ Rate\ (gr/sec) = ((Mass\ Emission\ Rate \times Volume/Baseline)/(1609.3\ m/mile) \times (3600\ sec/hr)) \times (Link\ Length)$

PM2.5 Reentrainment Emission Rate (gr/sec)	0.024569
PM2.5 Reentrainment Emission Rate (gr/sec/source)	1.17E-03

SB/Route 101 (Sources S_M_1 to S_M_22)

PM2.5 Emissions

Number of Sources	22
Link Length (meters)	778
Volume/Baseline (VPH)	3670
Particle Size Multiplier (g/mi)	0.25
Road Surface Silt Loading (g/m2)	0.02
Average Vehicle Weight (tons)	2.4
Emfac2014 Emissions Run (g/mi)	0.0025
Emfac2014 Emissions TW/BW (g/mi)	0.019
PM2.5 Reentrainment Mass Emission Rate (gr/mi)	0.039

For PM2.5 Reentrainment: $Mass\ Emission\ Rate\ (gr/mile) = ((Particulate\ PM2.5\ Base\ Emission\ Factor) \times (Road\ Surface\ Silt\ Loading)^{0.91} \times (Gross\ Vehicle\ Weight)^{1.02}) + (Emfac2014\ Emissions)$
 $Emission\ Rate\ (gr/sec) = ((Mass\ Emission\ Rate \times Volume/Baseline)/(1609.3\ m/mile) \times (3600\ sec/hr)) \times (Link\ Length)$

PM2.5 Reentrainment Emission Rate (gr/sec)	0.019155
PM2.5 Reentrainment Emission Rate (gr/sec/source)	8.71E-04

SB OFF/WESTERN (Sources S_OFF_W_1 to S_OFF_W_17)

PM2.5 Emissions

Number of Sources	17
Link Length (meters)	207
Volume/Baseline (VPH)	408
Particle Size Multiplier (g/mi)	0.25
Road Surface Silt Loading (g/m2)	0.02

On-Road Mobile Sources Emission Rate Computation

Average Vehicle Weight (tons)	2.4
Emfac2014 Emissions Run (g/mi)	0.019
Emfac2014 Emissions TW/BW (g/mi)	0.019
PM2.5 Reentrainment Mass Emission Rate (gr/mi)	0.055

For PM2.5 Reentrainment: $\text{Mass Emission Rate (gr/mile)} = ((\text{Particulate PM2.5 Base Emission Factor}) \times (\text{Road Surface Silt Loading})^{0.91} \times (\text{Gross Vehicle Weight})^{1.02}) + (\text{Emfac2014 Emissions})$
 $\text{Emission Rate (gr/sec)} = ((\text{Mass Emission Rate} \times \text{Volume/Baseline}) / (1609.3 \text{ m/mile}) \times (3600 \text{ sec/hr})) \times (\text{Link Length})$

PM2.5 Reentrainment Emission Rate (gr/sec)	0.000807
PM2.5 Reentrainment Emission Rate (gr/sec/source)	4.75E-05

NB ON/WESTERN (Sources N_ON_W_1 to N_ON_W_28)

PM2.5 Emissions

Number of Sources	28
Link Length (meters)	222
Volume/Baseline (VPH)	518
Particle Size Multiplier (g/mi)	0.25
Road Surface Silt Loading (g/m2)	0.02
Average Vehicle Weight (tons)	2.4
Emfac2014 Emissions Run (g/mi)	0.0052
Emfac2014 Emissions TW/BW (g/mi)	0.019
PM2.5 Reentrainment Mass Emission Rate (gr/mi)	0.042

For PM2.5 Reentrainment: $\text{Mass Emission Rate (gr/mile)} = ((\text{Particulate PM2.5 Base Emission Factor}) \times (\text{Road Surface Silt Loading})^{0.91} \times (\text{Gross Vehicle Weight})^{1.02}) + (\text{Emfac2014 Emissions})$
 $\text{Emission Rate (gr/sec)} = ((\text{Mass Emission Rate} \times \text{Volume/Baseline}) / (1609.3 \text{ m/mile}) \times (3600 \text{ sec/hr})) \times (\text{Link Length})$

PM2.5 Reentrainment Emission Rate (gr/sec)	0.000825
PM2.5 Reentrainment Emission Rate (gr/sec/source)	2.95E-05

SB ON/SUNSET (Sources S_ON_S_1 to S_ON_S_23)

PM2.5 Emissions

Number of Sources	23
Link Length (meters)	280
Volume/Baseline (VPH)	471
Particle Size Multiplier (g/mi)	0.25
Road Surface Silt Loading (g/m2)	0.02
Average Vehicle Weight (tons)	2.4
Emfac2014 Emissions Run (g/mi)	0.0052
Emfac2014 Emissions TW/BW (g/mi)	0.019
PM2.5 Reentrainment Mass Emission Rate (gr/mi)	0.042

For PM2.5 Reentrainment: $\text{Mass Emission Rate (gr/mile)} = ((\text{Particulate PM2.5 Base Emission Factor}) \times (\text{Road Surface Silt Loading})^{0.91} \times (\text{Gross Vehicle Weight})^{1.02}) + (\text{Emfac2014 Emissions})$
 $\text{Emission Rate (gr/sec)} = ((\text{Mass Emission Rate} \times \text{Volume/Baseline}) / (1609.3 \text{ m/mile}) \times (3600 \text{ sec/hr})) \times (\text{Link Length})$

PM2.5 Reentrainment Emission Rate (gr/sec)	0.000946
PM2.5 Reentrainment Emission Rate (gr/sec/source)	4.11E-05

On-Road Mobile Sources Emission Rate Computation

NB OFF/SUNSET_WILTON (Sources N_OFF_SW_1 to N_OFF_SW_20)

PM2.5 Emissions

Number of Sources	20
Link Length (meters)	274
Volume/Baseline (VPH)	554
Particle Size Multiplier (g/mi)	0.25
Road Surface Silt Loading (g/m2)	0.02
Average Vehicle Weight (tons)	2.4
Emfac2014 Emissions Run (g/mi)	0.019
Emfac2014 Emissions TW/BW (g/mi)	0.019
PM2.5 Reentrainment Mass Emission Rate (gr/mi)	0.055

For PM2.5 Reentrainment: $\text{Mass Emission Rate (gr/mile)} = ((\text{Particulate PM2.5 Base Emission Factor}) \times (\text{Road Surface Silt Loading})^{0.91} \times (\text{Gross Vehicle Weight})^{1.02}) + (\text{Emfac2014 Emissions})$
 $\text{Emission Rate (gr/sec)} = ((\text{Mass Emission Rate} \times \text{Volume/Baseline}) / (1609.3 \text{ m/mile}) \times (3600 \text{ sec/hr})) \times (\text{Link Length})$

PM2.5 Reentrainment Emission Rate (gr/sec)	0.001451
PM2.5 Reentrainment Emission Rate (gr/sec/source)	7.25E-05

On-Road Mobile Sources
Emission Rate Computation

Average Speed Scenario

NB/Route 101 (Sources N_M_1 to N_M_21)

TOG GAS Emissions

Number of Sources	21
Link Length (meters)	743
Volume/Baseline (VPH)	4718
Pollutant Mass Emission Rate (gr/mi)	0.003305

$$\text{Emission Rate (gr/sec)} = ((\text{Mass Emission Rate} \times \text{Volume/Baseline}) / (1609.3 \text{ m/mile}) \times (3600 \text{ sec/hr})) \times (\text{Link Length})$$

Pollutant Emission Rate (gr/sec)	0.00200
Pollutant Emission Rate (gr/sec/source)	9.52E-05

SB/Route 101 (Sources S_M_1 to S_M_22)

TOG GAS Emissions

Number of Sources	22
Link Length (meters)	778
Volume/Baseline (VPH)	3530
Pollutant Mass Emission Rate (gr/mi)	0.003047

$$\text{Emission Rate (gr/sec)} = ((\text{Mass Emission Rate} \times \text{Volume/Baseline}) / (1609.3 \text{ m/mile}) \times (3600 \text{ sec/hr})) \times (\text{Link Length})$$

Pollutant Emission Rate (gr/sec)	0.00144
Pollutant Emission Rate (gr/sec/source)	6.57E-05

SB OFF/WESTERN (Sources S_OFF_W_1 to S_OFF_W_17)

TOG GAS Emissions

Number of Sources	17
Link Length (meters)	207
Volume/Baseline (VPH)	393
Pollutant Mass Emission Rate (gr/mi)	0.034463

$$\text{Emission Rate (gr/sec)} = ((\text{Mass Emission Rate} \times \text{Volume/Baseline}) / (1609.3 \text{ m/mile}) \times (3600 \text{ sec/hr})) \times (\text{Link Length})$$

Pollutant Emission Rate (gr/sec)	0.00048
Pollutant Emission Rate (gr/sec/source)	2.85E-05

NB ON/WESTERN (Sources N_ON_W_1 to N_ON_W_28)

TOG GAS Emissions

Number of Sources	28
Link Length (meters)	222
Volume/Baseline (VPH)	498
Pollutant Mass Emission Rate (gr/mi)	0.007253

On-Road Mobile Sources
Emission Rate Computation

$$\text{Emission Rate (gr/sec)} = ((\text{Mass Emission Rate} \times \text{Volume/Baseline}) / (1609.3 \text{ m/mile}) \times (3600 \text{ sec/hr})) \times (\text{Link Length})$$

Pollutant Emission Rate (gr/sec)	0.00014
Pollutant Emission Rate (gr/sec/source)	4.94E-06

SB ON/SUNSET (Sources S_ON_S_1 to S_ON_S_23)

TOG GAS Emissions

Number of Sources	23
Link Length (meters)	280
Volume/Baseline (VPH)	453
Pollutant Mass Emission Rate (gr/mi)	0.007253

$$\text{Emission Rate (gr/sec)} = ((\text{Mass Emission Rate} \times \text{Volume/Baseline}) / (1609.3 \text{ m/mile}) \times (3600 \text{ sec/hr})) \times (\text{Link Length})$$

Pollutant Emission Rate (gr/sec)	0.00016
Pollutant Emission Rate (gr/sec/source)	6.90E-06

NB OFF/SUNSET_WILTON (Sources N_OFF_SW_1 to N_OFF_SW_20)

TOG GAS Emissions

Number of Sources	20
Link Length (meters)	274
Volume/Baseline (VPH)	533
Pollutant Mass Emission Rate (gr/mi)	0.034463

$$\text{Emission Rate (gr/sec)} = ((\text{Mass Emission Rate} \times \text{Volume/Baseline}) / (1609.3 \text{ m/mile}) \times (3600 \text{ sec/hr})) \times (\text{Link Length})$$

Pollutant Emission Rate (gr/sec)	0.00087
Pollutant Emission Rate (gr/sec/source)	4.34E-05

Minimum Speed Scenario

NB/Route 101 (Sources N_M_1 to N_M_21)

TOG GAS Emissions

Number of Sources	21
Link Length (meters)	743
Volume/Baseline (VPH)	1362
Pollutant Mass Emission Rate (gr/mi)	0.022961

$$\text{Emission Rate (gr/sec)} = ((\text{Mass Emission Rate} \times \text{Volume/Baseline}) / (1609.3 \text{ m/mile}) \times (3600 \text{ sec/hr})) \times (\text{Link Length})$$

Pollutant Emission Rate (gr/sec)	0.00401
Pollutant Emission Rate (gr/sec/source)	1.91E-04

On-Road Mobile Sources
Emission Rate Computation

SB/Route 101 (Sources S_M_1 to S_M_22)

TOG GAS Emissions

Number of Sources	22
Link Length (meters)	778
Volume/Baseline (VPH)	2817
Pollutant Mass Emission Rate (gr/mi)	0.022961

$$\text{Emission Rate (gr/sec)} = ((\text{Mass Emission Rate} \times \text{Volume/Baseline}) / (1609.3 \text{ m/mile}) \times (3600 \text{ sec/hr})) \times (\text{Link Length})$$

Pollutant Emission Rate (gr/sec)	0.00869
Pollutant Emission Rate (gr/sec/source)	3.95E-04

SB OFF/WESTERN (Sources S_OFF_W_1 to S_OFF_W_17)

TOG GAS Emissions

Number of Sources	17
Link Length (meters)	207
Volume/Baseline (VPH)	393
Pollutant Mass Emission Rate (gr/mi)	0.034463

$$\text{Emission Rate (gr/sec)} = ((\text{Mass Emission Rate} \times \text{Volume/Baseline}) / (1609.3 \text{ m/mile}) \times (3600 \text{ sec/hr})) \times (\text{Link Length})$$

Pollutant Emission Rate (gr/sec)	0.00048
Pollutant Emission Rate (gr/sec/source)	2.85E-05

NB ON/WESTERN (Sources N_ON_W_1 to N_ON_W_28)

TOG GAS Emissions

Number of Sources	28
Link Length (meters)	222
Volume/Baseline (VPH)	498
Pollutant Mass Emission Rate (gr/mi)	0.007253

$$\text{Emission Rate (gr/sec)} = ((\text{Mass Emission Rate} \times \text{Volume/Baseline}) / (1609.3 \text{ m/mile}) \times (3600 \text{ sec/hr})) \times (\text{Link Length})$$

Pollutant Emission Rate (gr/sec)	0.00014
Pollutant Emission Rate (gr/sec/source)	4.94E-06

SB ON/SUNSET (Sources S_ON_S_1 to S_ON_S_23)

TOG GAS Emissions

Number of Sources	23
Link Length (meters)	280
Volume/Baseline (VPH)	453
Pollutant Mass Emission Rate (gr/mi)	0.007253

On-Road Mobile Sources
Emission Rate Computation

$$\text{Emission Rate (gr/sec)} = ((\text{Mass Emission Rate} \times \text{Volume/Baseline}) / (1609.3 \text{ m/mile}) \times (3600 \text{ sec/hr})) \times (\text{Link Length})$$

Pollutant Emission Rate (gr/sec)	0.00016
Pollutant Emission Rate (gr/sec/source)	6.90E-06

NB OFF/SUNSET_WILTON (Sources N_OFF_SW_1 to N_OFF_SW_20)

TOG GAS Emissions

Number of Sources	20
Link Length (meters)	274
Volume/Baseline (VPH)	533
Pollutant Mass Emission Rate (gr/mi)	0.034463

$$\text{Emission Rate (gr/sec)} = ((\text{Mass Emission Rate} \times \text{Volume/Baseline}) / (1609.3 \text{ m/mile}) \times (3600 \text{ sec/hr})) \times (\text{Link Length})$$

Pollutant Emission Rate (gr/sec)	0.00087
Pollutant Emission Rate (gr/sec/source)	4.34E-05

On-Road Mobile Sources
Emission Rate Computation

Average Speed Scenario

NB/Route 101 (Sources N_M_1 to N_M_21)

TOG DSL Emissions

Number of Sources	21
Link Length (meters)	743
Volume/Baseline (VPH)	186
Pollutant Mass Emission Rate (gr/mi)	0.014554

$$\text{Emission Rate (gr/sec)} = ((\text{Mass Emission Rate} \times \text{Volume/Baseline}) / (1609.3 \text{ m/mile}) \times (3600 \text{ sec/hr})) \times (\text{Link Length})$$

Pollutant Emission Rate (gr/sec)	0.00035
Pollutant Emission Rate (gr/sec/source)	1.65E-05

SB/Route 101 (Sources S_M_1 to S_M_22)

TOG DSL Emissions

Number of Sources	22
Link Length (meters)	778
Volume/Baseline (VPH)	140
Pollutant Mass Emission Rate (gr/mi)	0.014312

$$\text{Emission Rate (gr/sec)} = ((\text{Mass Emission Rate} \times \text{Volume/Baseline}) / (1609.3 \text{ m/mile}) \times (3600 \text{ sec/hr})) \times (\text{Link Length})$$

Pollutant Emission Rate (gr/sec)	0.00027
Pollutant Emission Rate (gr/sec/source)	1.22E-05

SB OFF/WESTERN (Sources S_OFF_W_1 to S_OFF_W_17)

TOG DSL Emissions

Number of Sources	17
Link Length (meters)	207
Volume/Baseline (VPH)	16
Pollutant Mass Emission Rate (gr/mi)	0.330135

$$\text{Emission Rate (gr/sec)} = ((\text{Mass Emission Rate} \times \text{Volume/Baseline}) / (1609.3 \text{ m/mile}) \times (3600 \text{ sec/hr})) \times (\text{Link Length})$$

Pollutant Emission Rate (gr/sec)	0.00019
Pollutant Emission Rate (gr/sec/source)	1.11E-05

NB ON/WESTERN (Sources N_ON_W_1 to N_ON_W_28)

TOG DSL Emissions

Number of Sources	28
Link Length (meters)	222
Volume/Baseline (VPH)	20
Pollutant Mass Emission Rate (gr/mi)	0.038083

On-Road Mobile Sources
Emission Rate Computation

$$\text{Emission Rate (gr/sec)} = ((\text{Mass Emission Rate} \times \text{Volume/Baseline}) / (1609.3 \text{ m/mile}) \times (3600 \text{ sec/hr})) \times (\text{Link Length})$$

Pollutant Emission Rate (gr/sec)	0.00003
Pollutant Emission Rate (gr/sec/source)	1.04E-06

SB ON/SUNSET (Sources S_ON_S_1 to S_ON_S_23)

TOG DSL Emissions

Number of Sources	23
Link Length (meters)	280
Volume/Baseline (VPH)	18
Pollutant Mass Emission Rate (gr/mi)	0.038083

$$\text{Emission Rate (gr/sec)} = ((\text{Mass Emission Rate} \times \text{Volume/Baseline}) / (1609.3 \text{ m/mile}) \times (3600 \text{ sec/hr})) \times (\text{Link Length})$$

Pollutant Emission Rate (gr/sec)	0.00003
Pollutant Emission Rate (gr/sec/source)	1.44E-06

NB OFF/SUNSET_WILTON (Sources N_OFF_SW_1 to N_OFF_SW_20)

TOG DSL Emissions

Number of Sources	20
Link Length (meters)	274
Volume/Baseline (VPH)	21
Pollutant Mass Emission Rate (gr/mi)	0.330135

$$\text{Emission Rate (gr/sec)} = ((\text{Mass Emission Rate} \times \text{Volume/Baseline}) / (1609.3 \text{ m/mile}) \times (3600 \text{ sec/hr})) \times (\text{Link Length})$$

Pollutant Emission Rate (gr/sec)	0.00033
Pollutant Emission Rate (gr/sec/source)	1.64E-05

Minimum Speed Scenario

NB/Route 101 (Sources N_M_1 to N_M_21)

TOG DSL Emissions

Number of Sources	21
Link Length (meters)	743
Volume/Baseline (VPH)	54
Pollutant Mass Emission Rate (gr/mi)	0.220009

$$\text{Emission Rate (gr/sec)} = ((\text{Mass Emission Rate} \times \text{Volume/Baseline}) / (1609.3 \text{ m/mile}) \times (3600 \text{ sec/hr})) \times (\text{Link Length})$$

Pollutant Emission Rate (gr/sec)	0.00152
Pollutant Emission Rate (gr/sec/source)	7.26E-05

On-Road Mobile Sources
Emission Rate Computation

SB/Route 101 (Sources S_M_1 to S_M_22)

TOG DSL Emissions

Number of Sources	22
Link Length (meters)	778
Volume/Baseline (VPH)	111
Pollutant Mass Emission Rate (gr/mi)	0.220009

$$\text{Emission Rate (gr/sec)} = ((\text{Mass Emission Rate} \times \text{Volume/Baseline}) / (1609.3 \text{ m/mile}) \times (3600 \text{ sec/hr})) \times (\text{Link Length})$$

Pollutant Emission Rate (gr/sec)	0.00328
Pollutant Emission Rate (gr/sec/source)	1.49E-04

SB OFF/WESTERN (Sources S_OFF_W_1 to S_OFF_W_17)

TOG DSL Emissions

Number of Sources	17
Link Length (meters)	207
Volume/Baseline (VPH)	16
Pollutant Mass Emission Rate (gr/mi)	0.330135

$$\text{Emission Rate (gr/sec)} = ((\text{Mass Emission Rate} \times \text{Volume/Baseline}) / (1609.3 \text{ m/mile}) \times (3600 \text{ sec/hr})) \times (\text{Link Length})$$

Pollutant Emission Rate (gr/sec)	0.00019
Pollutant Emission Rate (gr/sec/source)	1.11E-05

NB ON/WESTERN (Sources N_ON_W_1 to N_ON_W_28)

TOG DSL Emissions

Number of Sources	28
Link Length (meters)	222
Volume/Baseline (VPH)	20
Pollutant Mass Emission Rate (gr/mi)	0.038083

$$\text{Emission Rate (gr/sec)} = ((\text{Mass Emission Rate} \times \text{Volume/Baseline}) / (1609.3 \text{ m/mile}) \times (3600 \text{ sec/hr})) \times (\text{Link Length})$$

Pollutant Emission Rate (gr/sec)	0.00003
Pollutant Emission Rate (gr/sec/source)	1.04E-06

SB ON/SUNSET (Sources S_ON_S_1 to S_ON_S_23)

TOG DSL Emissions

Number of Sources	23
Link Length (meters)	280
Volume/Baseline (VPH)	18
Pollutant Mass Emission Rate (gr/mi)	0.038083

On-Road Mobile Sources
Emission Rate Computation

$$\text{Emission Rate (gr/sec)} = ((\text{Mass Emission Rate} \times \text{Volume/Baseline}) / (1609.3 \text{ m/mile}) \times (3600 \text{ sec/hr})) \times (\text{Link Length})$$

Pollutant Emission Rate (gr/sec)	0.00003
Pollutant Emission Rate (gr/sec/source)	1.44E-06

NB OFF/SUNSET_WILTON (Sources N_OFF_SW_1 to N_OFF_SW_20)

TOG DSL Emissions

Number of Sources	20
Link Length (meters)	274
Volume/Baseline (VPH)	21
Pollutant Mass Emission Rate (gr/mi)	0.330135

$$\text{Emission Rate (gr/sec)} = ((\text{Mass Emission Rate} \times \text{Volume/Baseline}) / (1609.3 \text{ m/mile}) \times (3600 \text{ sec/hr})) \times (\text{Link Length})$$

Pollutant Emission Rate (gr/sec)	0.00033
Pollutant Emission Rate (gr/sec/source)	1.64E-05

On-Road Mobile Sources
Emission Rate Computation

Average Speed Scenario

NB/Route 101 (Sources N_M_1 to N_M_21)

DSL Particulate Emissions

Number of Sources	21
Link Length (meters)	743
Volume/Baseline (VPH)	186
Pollutant Mass Emission Rate (gr/mi)	0.042

$$\text{Emission Rate (gr/sec)} = ((\text{Mass Emission Rate} \times \text{Volume/Baseline}) / (1609.3 \text{ m/mile}) \times (3600 \text{ sec/hr})) \times (\text{Link Length})$$

Pollutant Emission Rate (gr/sec)	0.00100
Pollutant Emission Rate (gr/sec/source)	4.77E-05

SB/Route 101 (Sources S_M_1 to S_M_22)

DSL Particulate Emissions

Number of Sources	22
Link Length (meters)	778
Volume/Baseline (VPH)	140
Pollutant Mass Emission Rate (gr/mi)	0.038

$$\text{Emission Rate (gr/sec)} = ((\text{Mass Emission Rate} \times \text{Volume/Baseline}) / (1609.3 \text{ m/mile}) \times (3600 \text{ sec/hr})) \times (\text{Link Length})$$

Pollutant Emission Rate (gr/sec)	0.00071
Pollutant Emission Rate (gr/sec/source)	3.25E-05

SB OFF/WESTERN (Sources S_OFF_W_1 to S_OFF_W_17)

DSL Particulate Emissions

Number of Sources	17
Link Length (meters)	207
Volume/Baseline (VPH)	16
Pollutant Mass Emission Rate (gr/mi)	0.132

$$\text{Emission Rate (gr/sec)} = ((\text{Mass Emission Rate} \times \text{Volume/Baseline}) / (1609.3 \text{ m/mile}) \times (3600 \text{ sec/hr})) \times (\text{Link Length})$$

Pollutant Emission Rate (gr/sec)	0.00008
Pollutant Emission Rate (gr/sec/source)	4.44E-06

NB ON/WESTERN (Sources N_ON_W_1 to N_ON_W_28)

DSL Particulate Emissions

Number of Sources	28
Link Length (meters)	222
Volume/Baseline (VPH)	20
Pollutant Mass Emission Rate (gr/mi)	0.074

On-Road Mobile Sources
Emission Rate Computation

$$\text{Emission Rate (gr/sec)} = ((\text{Mass Emission Rate} \times \text{Volume/Baseline}) / (1609.3 \text{ m/mile}) \times (3600 \text{ sec/hr})) \times (\text{Link Length})$$

Pollutant Emission Rate (gr/sec)	0.00006
Pollutant Emission Rate (gr/sec/source)	2.03E-06

SB ON/SUNSET (Sources S_ON_S_1 to S_ON_S_23)

DSL Particulate Emissions

Number of Sources	23
Link Length (meters)	280
Volume/Baseline (VPH)	18
Pollutant Mass Emission Rate (gr/mi)	0.074

$$\text{Emission Rate (gr/sec)} = ((\text{Mass Emission Rate} \times \text{Volume/Baseline}) / (1609.3 \text{ m/mile}) \times (3600 \text{ sec/hr})) \times (\text{Link Length})$$

Pollutant Emission Rate (gr/sec)	0.00006
Pollutant Emission Rate (gr/sec/source)	2.80E-06

NB OFF/SUNSET_WILTON (Sources N_OFF_SW_1 to N_OFF_SW_20)

DSL Particulate Emissions

Number of Sources	20
Link Length (meters)	274
Volume/Baseline (VPH)	21
Pollutant Mass Emission Rate (gr/mi)	0.132

$$\text{Emission Rate (gr/sec)} = ((\text{Mass Emission Rate} \times \text{Volume/Baseline}) / (1609.3 \text{ m/mile}) \times (3600 \text{ sec/hr})) \times (\text{Link Length})$$

Pollutant Emission Rate (gr/sec)	0.00013
Pollutant Emission Rate (gr/sec/source)	6.56E-06

APPENDIX C

Dispersion Model Input Table

N_OFF_SW_15	378811.8	3773894.8	108.8	0	6.42	2.25	5.57E-03	5.57E-03	7.57E-04	1.80E-04	7.25E-05	4.34E-05	4.34E-05	1.64E-05	1.64E-05	6.56E-06
N_OFF_SW_16	378813.0	3773880.4	109.2	0	6.42	2.25	5.57E-03	5.57E-03	7.57E-04	1.80E-04	7.25E-05	4.34E-05	4.34E-05	1.64E-05	1.64E-05	6.56E-06
N_OFF_SW_17	378811.3	3773867.5	109.6	0	6.42	2.25	5.57E-03	5.57E-03	7.57E-04	1.80E-04	7.25E-05	4.34E-05	4.34E-05	1.64E-05	1.64E-05	6.56E-06
N_OFF_SW_18	378808.4	3773853.7	110.1	0	6.42	2.25	5.57E-03	5.57E-03	7.57E-04	1.80E-04	7.25E-05	4.34E-05	4.34E-05	1.64E-05	1.64E-05	6.56E-06
N_OFF_SW_19	378805.9	3773840.2	110.5	0	6.42	2.25	5.57E-03	5.57E-03	7.57E-04	1.80E-04	7.25E-05	4.34E-05	4.34E-05	1.64E-05	1.64E-05	6.56E-06
N_OFF_SW_20	378802.0	3773827.5	110.9	0	6.42	2.25	5.57E-03	5.57E-03	7.57E-04	1.80E-04	7.25E-05	4.34E-05	4.34E-05	1.64E-05	1.64E-05	6.56E-06

APPENDIX D

Exposure Duration and Residency

Exposure Duration and Residency

In Section 6.0 of the health risk assessment (HRA), exposure duration is discussed relative to residential occupancy. As noted, the HRA employed the USEPA's guidance to develop viable dose estimates based upon reasonable maximum exposures, defined as the "highest exposure that is reasonably expected to occur." According to the USEPA,

Reasonableness refers to the findings of the risk assessment in the context of the state-of-the-science, the default assumptions and the science policy choices made in the risk assessment. It demonstrates that the risk assessment process followed an acceptable, overt logic path and retained common sense in applying relevant guidance. The assessment is based on sound judgment. Reasonableness is achieved when: a) the risk characterization is determined to be sound by the scientific community, EPA risk managers, and the lay public, because the components of the risk characterization are well integrated into an overall conclusion of risk which is complete, informative, well balanced and useful for decision making b) the characterization is based on the best available scientific information c) the policy judgments required to carry out the risk analyses use common sense given the statutory requirements and Agency guidance d) the assessment uses generally accepted scientific knowledge e) appropriate plausible alternative estimates of risk under various candidate risk management alternatives are identified and explained.

As such, the USEPA (*Risk Assessment Guidance for Superfund -Volume 1: Human Health Evaluation Manual*) introduced the concept of reasonable maximum exposures (RME's). This approach was intended to estimate a conservative exposure case (i.e., well above the average case) that is representative of the range of possible exposures. Activity patterns for population mobility are specifically addressed in the *Exposure Factors Handbook* (U.S. EPA, 1997) whereby lifetime risk values for residents account for an exposure duration of 30 years (95th percentile).

Additionally, population residency times utilizing Integrated Public Use Microdata Series (IPUMS-USA) census data was reviewed to validate the use of a 30 year exposure duration. The IPUMS-USA database consists of more than fifty samples of the American population drawn from fifteen federal censuses and from the American Community Surveys (ACS). ACS is a nationwide survey that collects and produces population and housing information every year from three million selected housing unit addresses across every county in the nation. IPUMS-USA samples, which draw on every surviving census from 1850 to 2000 and the 2000 to 2009 ACS samples, collectively constitute the quantitative information on long term changes in the American population. Based upon this review, the most recent IPUMS-USA ACS data (2006 to 2009) show that the percentage of California households with a residency period of 30 years or greater is less than 9%. As such, over 91% of California residence had lived in their current location for less than 30 years. The data also show that over 63% of Californians have lived at their current residence for 9 years or less.

Furthermore, in a study prepared by the Real Estate Research Institute (*Duration of Residence in the Rental Housing Market, January 2002*) the duration of residency in rental housing was evaluated. The study utilized data from the Bureau of Labor Statistics' (BLS) Consumer Price Index (CPI) to construct the duration of rental occupancy for metropolitan areas from 1987-1998. American Housing Survey and related metropolitan economic data were additionally employed to proxy time-varying covariates of duration of residence. Results of the study showed that the duration of residency across individual units and market segments for 3, 5

and 10 years were 62.6, 78.6 and 96.7 percent, respectively. As such, 30 years is a reasonable estimate of the 90th or 95th percentile of residency duration within a population.

The California Environmental Quality Act (CEQA) requires an impact analyses to consider reasonably foreseeable factors and not to speculate beyond what is reasonable. There is no evidence that any recognizable portion of residents remain within a specific residence for 70 years. To assume they would remain for 70 years is not reasonably foreseeable. Furthermore, CEQA prohibits mitigation measures that are not rationally related to foreseeable impacts. Therefore, no mitigation would rationally be related to a speculative impact of a 70 year exposure because an exposure time of such length is neither reasonable nor supported by any evidence. CEQA's purpose is to provide public disclosure of likely and reasonably foreseeable impacts. A conservative 30 year exposure is reasonable and is supported by substantial evidence.

APPENDIX E

Dispersion Model Output Summary Files

```

***          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 131 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* BETA option for SBL in AERMET
  TEMP_Sub - Meteorological data includes TEMP substitutions

```

****Model Accepts FLAGPOLE Receptor Heights.**

**The User Specified a Pollutant Type of: OTHER

**Model Calculates 1 Short Term Average(s) of: 1-HR

****This Run Includes:** 131 Source(s); 1 Source Group(s); and 21 Receptor(s)

```

with:      0 POINT(s), including      0 POINTCAP(s) and      0 POINTHOR(s)
and:      131 VOLUME source(s)
and:      0 AREA type source(s)
and:      0 LINE source(s)
and:      0 OPENPIT source(s)
and:      0 BUOYANT LINE source(s) with      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 Highest Short Term values by Receptor (RECTABLE Keyword)
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) = 87.00 ; 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:      PVH_CO_1_FIRST.DTA
**Output Print File:        PVH_CO_1_FIRST.LST
```

**File for Summary of Results: D:\WD Passport\path villas hollywood\model\PVH_CO_1_FIRST.SUM

*** AERMOD - VERSION 16216r *** Path Villas Hollywood Model (VH) Case 1.RS1.SCM *** 04/11/18
 *** AERMET - VERSION 16216 *** Carbon Monoxide (CO) / Minimum Speed Scenario *** 15:55:12
 PAGE 2

*** MODELOPTs: RegDFault CONC ELEV FLGPOL NODRYDPLT NOWETDPLT URBAN ADJ_U*

*** METEOROLOGICAL DAYS SELECTED FOR PROCESSING ***
(1=YES; 0=NO)

[illegible]

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)

♀	***	AERMOD - VERSION	16216r	***	1.54,	3.09,	5.14,	8.23,	10.80,	***	04/11/18
	***	AERMET - VERSION	16216	***	Path Villas Hollywood					***	15:55:12
					Carbon Monoxide (CO) /	Minimum Speed scenario					

*** MODELOPTS: ReqDFault CONC ELEV FLGPOL NODRYDPLT NOWETDPLT URBAN ADJ_U*

*** UP TO THE FIRST 24 HOURS OF METEOROLOGICAL DATA ***

```
Surface file:      CELA_v9.SFC
Profile file:      CELA_v9.PFL
Surface format:    FREE
Profile format:    FREE
Surface station no.: 99999
Name: UNKNOWN
Year: 2010
```

Met Version: 16216

```
Upper air station no.: 3190
Name: UNKNOWN
Year: 2010
```

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
10	01	01	1	01	-33.0	0.331	-9.000	-9.000	-999.	456.	120.2	0.56	0.86	1.00	3.10	38.	21.3	284.9	17.7			
10	01	01	1	02	-26.9	0.285	-9.000	-9.000	-999.	367.	89.6	0.56	0.86	1.00	2.70	38.	21.3	284.2	17.7			
10	01	01	1	03	-38.6	0.387	-9.000	-9.000	-999.	577.	164.6	0.56	0.86	1.00	3.60	35.	21.3	284.2	17.7			
10	01	01	1	04	-33.0	0.331	-9.000	-9.000	-999.	458.	120.2	0.56	0.86	1.00	3.10	34.	21.3	283.8	17.7			
10	01	01	1	05	-33.1	0.331	-9.000	-9.000	-999.	456.	120.2	0.56	0.86	1.00	3.10	37.	21.3	283.1	17.7			
10	01	01	1	06	-38.7	0.387	-9.000	-9.000	-999.	577.	164.5	0.56	0.86	1.00	3.60	24.	21.3	283.1	17.7			
10	01	01	1	07	-38.6	0.387	-9.000	-9.000	-999.	577.	164.5	0.56	0.86	1.00	3.60	35.	21.3	283.8	17.7			
10	01	01	1	08	-29.6	0.435	-9.000	-9.000	-999.	688.	251.8	0.56	0.86	0.55	4.00	35.	21.3	283.8	17.7			
10	01	01	1	09	30.0	0.426	0.367	0.008	59.	666.	-232.0	0.56	0.86	0.32	3.60	38.	21.3	286.4	17.7			
10	01	01	1	10	72.3	0.359	0.629	0.008	124.	519.	-57.8	0.56	0.86	0.24	2.70	34.	21.3	290.4	17.7			
10	01	01	1	11	104.4	0.321	0.998	0.008	344.	437.	-28.6	0.56	0.86	0.21	2.20	43.	21.3	292.5	17.7			
10	01	01	1	12	115.1	0.283	1.156	0.008	484.	363.	-17.9	0.56	0.86	0.20	1.80	62.	21.3	295.9	17.7			
10	01	01	1	13	91.4	0.406	1.130	0.008	568.	622.	-66.2	0.56	0.86	0.20	3.10	263.	21.3	294.2	17.7			
10	01	01	1	14	89.3	0.316	1.168	0.008	642.	432.	-31.9	0.56	0.86	0.21	2.20	259.	21.3	294.9	17.7			
10	01	01	1	15	42.6	0.295	0.928	0.008	675.	384.	-54.0	0.56	0.86	0.25	2.20	267.	21.3	294.9	17.7			
10	01	01	1	16	12.0	0.359	0.609	0.008	680.	516.	-347.9	0.56	0.86	0.33	3.10	264.	21.3	292.5	17.7			
10	01	01	1	17	-15.7	0.231	-9.000	-9.000	-999.	276.	70.7	0.56	0.86	0.60	2.20	288.	21.3	290.9	17.7			
10	01	01	1	18	-6.1	0.135	-9.000	-9.000	-999.	124.	36.7	0.56	0.86	1.00	1.30	344.	21.3	289.2	17.7			
10	01	01	1	19	-11.4	0.184	-9.000	-9.000	-999.	190.	49.2	0.56	0.86	1.00	1.80	2.	21.3	288.8	17.7			
10	01	01	1	20	-17.4	0.229	-9.000	-9.000	-999.	263.	62.1	0.56	0.86	1.00	2.20	22.	21.3	288.1	17.7			
10	01	01	1	21	-17.4	0.229	-9.000	-9.000	-999.	263.	61.9	0.56	0.86	1.00	2.20	40.	21.3	287.0	17.7			
10	01	01	1	22	-11.5	0.184	-9.000	-9.000	-999.	190.	49.1	0.56	0.86	1.00	1.80	306.	21.3	287.0	17.7			
10	01	01	1	23	-11.5	0.184	-9.000	-9.000	-999.	190.	49.0	0.56	0.86	1.00	1.80	45.	21.3	286.4	17.7			
10	01	01	1	24	-11.5	0.184	-9.000	-9.000	-999.	190.	49.0	0.56	0.86	1.00	1.80	67.	21.3	286.4	17.7			

First hour of profile data

YR	MO	DY	HR	HEIGHT	F	WDIR	WSPD	AMB_TMP	sigmaA	sigmaW	sigmaV
10	01	01	01	17.7	0	-999.	-99.00	284.9	99.0	-99.00	-99.00
10	01	01	01	21.3	1	38.	3.10	-999.0	99.0	-99.00	-99.00

F indicates top of profile (=1) or below (=0)

*** AERMOD - VERSION 16216 *** Path Villas Hollywood *** 04/11/18
 *** AERMET - VERSION 16216 *** Carbon Monoxide (CO) / Minimum Speed Scenario *** 15:55:12
 PAGE 4

*** MODELOPTS: RegDFAULT CONC ELEV FLGPOL NODRYDPLT NOWETDPLT URBAN ADJ_U*

*** THE SUMMARY OF HIGHEST 1-HR RESULTS ***

** CONC OF OTHER IN MICROGRAMS/M**3 **

GROUP	ID	AVERAGE CONC	DATE (YYMMDDHH)	RECEPTOR (XR, YR, ZELEV, ZHILL, ZFLAG)	OF TYPE	NETWORK GRID-ID
ALL	HIGH	1ST HIGH VALUE IS	171.13007	ON 15062806: AT (378993.00, 3773574.00, 106.70, 494.50, 0.00)	DC	

*** RECEPTOR TYPES: GC = GRIDCART
 GP = GRIDPOLR
 DC = DISCCART
 DP = DISCPOLR

*** AERMOD - VERSION 16216 *** Path Villas Hollywood *** 04/11/18
 *** AERMET - VERSION 16216 *** Carbon Monoxide (CO) / Minimum Speed Scenario *** 15:55:12
 PAGE 5

*** MODELOPTS: RegDFAULT CONC ELEV FLGPOL NODRYDPLT NOWETDPLT URBAN ADJ_U*

*** Message Summary : AERMOD Model Execution ***

----- Summary of Total Messages -----

A Total of 0 Fatal Error Message(s)
 A Total of 4 Warning Message(s)
 A Total of 808 Informational Message(s)
 A Total of 43824 Hours Were Processed
 A Total of 4 Calm Hours Identified
 A Total of 804 Missing Hours Identified (1.83 Percent)

***** FATAL ERROR MESSAGES *****
 *** NONE ***

***** WARNING MESSAGES *****
 ME w186 316 MEOPEN: THRESH_IMIN 1-min ASOS wind speed threshold used 0.50
 ME w187 316 MEOPEN: ADJ_U* Option for Low winds used in AERMET
 MX w450 17521 CHKDAT: Record Out of Sequence in Meteorological File at: 14010101
 MX w450 17521 CHKDAT: Record Out of Sequence in Meteorological File at: 2 year gap

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
10	01	01	1	01	-33.0	0.331	-9.000	-9.000	-999.	456.	120.2	0.56	0.86	1.00	3.10	38.	21.3	284.9	17.7			
10	01	01	1	02	-26.9	0.285	-9.000	-9.000	-999.	367.	89.6	0.56	0.86	1.00	2.70	38.	21.3	284.2	17.7			
10	01	01	1	03	-38.6	0.387	-9.000	-9.000	-999.	577.	164.6	0.56	0.86	1.00	3.60	35.	21.3	284.2	17.7			
10	01	01	1	04	-33.0	0.331	-9.000	-9.000	-999.	456.	120.2	0.56	0.86	1.00	3.10	34.	21.3	283.8	17.7			
10	01	01	1	05	-33.1	0.331	-9.000	-9.000	-999.	456.	120.2	0.56	0.86	1.00	3.10	37.	21.3	283.1	17.7			
10	01	01	1	06	-38.7	0.387	-9.000	-9.000	-999.	577.	164.5	0.56	0.86	1.00	3.60	24.	21.3	283.1	17.7			
10	01	01	1	07	-38.6	0.387	-9.000	-9.000	-999.	577.	164.5	0.56	0.86	1.00	3.60	35.	21.3	283.8	17.7			
10	01	01	1	08	-29.6	0.435	-9.000	-9.000	-999.	688.	251.8	0.56	0.86	0.55	4.00	35.	21.3	283.8	17.7			
10	01	01	1	09	30.0	0.426	0.367	0.008	59.	666.	-232.0	0.56	0.86	0.32	3.60	38.	21.3	286.4	17.7			
10	01	01	1	10	72.3	0.359	0.629	0.008	124.	519.	-57.8	0.56	0.86	0.24	2.70	34.	21.3	290.4	17.7			
10	01	01	1	11	104.4	0.321	0.998	0.008	344.	437.	-28.6	0.56	0.86	0.21	2.20	43.	21.3	292.5	17.7			
10	01	01	1	12	115.1	0.283	1.156	0.008	484.	363.	-66.2	0.56	0.86	0.20	1.80	62.	21.3	295.9	17.7			
10	01	01	1	13	91.4	0.406	1.130	0.008	568.	622.	-31.9	0.56	0.86	0.20	3.10	263.	21.3	294.2	17.7			
10	01	01	1	14	89.3	0.316	1.168	0.008	642.	432.	-54.0	0.56	0.86	0.21	2.20	259.	21.3	294.9	17.7			
10	01	01	1	15	42.6	0.295	0.928	0.008	675.	384.	-347.9	0.56	0.86	0.25	2.20	267.	21.3	294.9	17.7			
10	01	01	1	16	12.0	0.359	0.609	0.008	680.	516.	-347.9	0.56	0.86	0.33	3.10	264.	21.3	292.5	17.7			
10	01	01	1	17	-15.7	0.231	-9.000	-9.000	-999.	276.	70.7	0.56	0.86	0.60	2.20	288.	21.3	290.9	17.7			
10	01	01	1	18	-6.1	0.135	-9.000	-9.000	-999.	124.	36.7	0.56	0.86	1.00	1.30	344.	21.3	289.2	17.7			
10	01	01	1	19	-11.4	0.184	-9.000	-9.000	-999.	190.	49.2	0.56	0.86	1.00	1.80	2.	21.3	288.8	17.7			
10	01	01	1	20	-17.4	0.229	-9.000	-9.000	-999.	263.	62.1	0.56	0.86	1.00	2.20	22.	21.3	288.1	17.7			
10	01	01	1	21	-17.4	0.229	-9.000	-9.000	-999.	263.	61.9	0.56	0.86	1.00	2.20	40.	21.3	287.0	17.7			
10	01	01	1	22	-11.5	0.184	-9.000	-9.000	-999.	190.	49.1	0.56	0.86	1.00	1.80	306.	21.3	287.0	17.7			
10	01	01	1	23	-11.5	0.184	-9.000	-9.000	-999.	190.	49.0	0.56	0.86	1.00	1.80	45.	21.3	286.4	17.7			
10	01	01	1	24	-11.5	0.184	-9.000	-9.000	-999.	190.	49.0	0.56	0.86	1.00	1.80	67.	21.3	286.4	17.7			

First hour of profile data

YR	MO	DY	HR	HEIGHT	F	WDIR	WSPD	AMB	TMP	sigmaA	sigmaW	sigmaV
10	01	01	01	17.7	0	-999.	-99.00	284.9	99.0	-99.00	-99.00	-99.00
10	01	01	01	21.3	1	38.	3.10	-999.0	99.0	-99.00	-99.00	-99.00

F indicates top of profile (=1) or below (=0)

♀ *** AERMOD - VERSION 16216r *** Path Villas Hollywood *** 04/10/18
 *** AERMET - VERSION 16216 *** Carbon Monoxide (CO) / Average Speed Scenario *** 19:31:09
 PAGE 4

*** MODELOPTS: RegDFAULT CONC ELEV FLGPOL NODRYDPLT NOWETDPLT URBAN ADJ_U*
 *** THE SUMMARY OF HIGHEST 8-HR RESULTS ***

** CONC OF OTHER IN MICROGRAMS/M**3 **

GROUP ID	AVERAGE CONC	DATE (YYMMDDHH)	RECEPTOR (XR, YR, ZELEV, ZHILL, ZFLAG)	OF TYPE	NETWORK GRID-ID
ALL HIGH 1ST HIGH VALUE IS	118.97080m	ON 16081408: AT (	378993.00, 3773574.00, 106.70, 494.50, 0.00)	DC	

*** RECEPTOR TYPES: GC = GRIDCART
 GP = GRIDPOLR
 DC = DISCCART
 DP = DISCPOLR

♀ *** AERMOD - VERSION 16216r *** Path Villas Hollywood *** 04/10/18
 *** AERMET - VERSION 16216 *** Carbon Monoxide (CO) / Average Speed Scenario *** 19:31:09
 PAGE 5

*** MODELOPTS: RegDFAULT CONC ELEV FLGPOL NODRYDPLT NOWETDPLT URBAN ADJ_U*
 *** Message Summary : AERMOD Model Execution ***

----- Summary of Total Messages -----

A Total of 0 Fatal Error Message(s)
 A Total of 4 Warning Message(s)
 A Total of 808 Informational Message(s)
 A Total of 43824 Hours Were Processed
 A Total of 4 Calm Hours Identified
 A Total of 804 Missing Hours Identified (1.83 Percent)

***** FATAL ERROR MESSAGES *****
 *** NONE ***

***** WARNING MESSAGES *****
 ME W186 316 MEOPEN: THRESH_LMIN 1-min ASOS wind speed threshold used 0.50
 ME W187 316 MEOPEN: ADJ_U* Option for Low winds used in AERMET
 MX W450 17521 CHKDAT: Record Out of Sequence in Meteorological File at: 14010101
 MX W450 17521 CHKDAT: Record Out of Sequence in Meteorological File at: 2 year gap

[illegible]

*** UP TO THE FIRST 24 HOURS OF METEOROLOGICAL DATA ***

Surface file: CELA_v9.SFC
Profile file: CELA_v9.PFL
Surface format: FREE
Profile format: FREE
Surface station no.: 99999
Name: UNKNOWN
Year: 2010

Met Version: 16216

Upper air station no.: 3190
Name: UNKNOWN
Year: 2010

First 24 hours of scalar data																					
YR	MO	DY	JDY	HR	HO	U*	W*	DT/DZ	ZICNV	ZIMCH	M-O	LEN	ZO	BOWEN	ALBEDO	REF	WS	WD	HT	REF TA	HT
10	01	01	1	01	-33.0	0.331	-9.000	-9.000	-999.	456.	120.2	0.56	0.86	1.00	3.10	38.	21.3	284.9	17.7		
10	01	01	1	02	-26.9	0.285	-9.000	-9.000	-999.	367.	89.6	0.56	0.86	1.00	2.70	38.	21.3	284.2	17.7		
10	01	01	1	03	-38.6	0.387	-9.000	-9.000	-999.	577.	164.6	0.56	0.86	1.00	3.60	35.	21.3	284.2	17.7		
10	01	01	1	04	-33.0	0.331	-9.000	-9.000	-999.	458.	120.2	0.56	0.86	1.00	3.10	34.	21.3	283.8	17.7		
10	01	01	1	05	-33.1	0.331	-9.000	-9.000	-999.	456.	120.2	0.56	0.86	1.00	3.10	37.	21.3	283.1	17.7		
10	01	01	1	06	-38.7	0.387	-9.000	-9.000	-999.	577.	164.5	0.56	0.86	1.00	3.60	24.	21.3	283.1	17.7		
10	01	01	1	07	-38.6	0.387	-9.000	-9.000	-999.	577.	164.5	0.56	0.86	1.00	3.60	35.	21.3	283.8	17.7		
10	01	01	1	08	-29.6	0.435	-9.000	-9.000	-999.	688.	251.8	0.56	0.86	0.55	4.00	35.	21.3	283.8	17.7		
10	01	01	1	09	30.0	0.426	0.367	0.008	59.	666.	-232.0	0.56	0.86	0.32	3.60	38.	21.3	286.4	17.7		
10	01	01	1	10	72.3	0.359	0.629	0.008	124.	519.	-57.8	0.56	0.86	0.24	2.70	34.	21.3	290.4	17.7		
10	01	01	1	11	104.4	0.321	0.998	0.008	344.	437.	-28.6	0.56	0.86	0.21	2.20	43.	21.3	292.5	17.7		
10	01	01	1	12	115.1	0.283	1.156	0.008	484.	363.	-17.9	0.56	0.86	0.20	1.80	62.	21.3	295.9	17.7		
10	01	01	1	13	91.4	0.406	1.130	0.008	568.	622.	-66.2	0.56	0.86	0.20	3.10	263.	21.3	294.2	17.7		
10	01	01	1	14	89.3	0.316	1.168	0.008	642.	432.	-31.9	0.56	0.86	0.21	2.20	259.	21.3	294.9	17.7		
10	01	01	1	15	42.6	0.295	0.928	0.008	675.	384.	-54.0	0.56	0.86	0.25	2.20	267.	21.3	294.9	17.7		
10	01	01	1	16	12.0	0.359	0.609	0.008	680.	516.	-347.9	0.56	0.86	0.33	3.10	264.	21.3	292.5	17.7		
10	01	01	1	17	-15.7	0.231	-9.000	-9.000	-999.	276.	70.7	0.56	0.86	0.60	2.20	288.	21.3	290.9	17.7		
10	01	01	1	18	-6.1	0.135	-9.000	-9.000	-999.	124.	36.7	0.56	0.86	1.00	1.30	344.	21.3	289.2	17.7		
10	01	01	1	19	-11.4	0.184	-9.000	-9.000	-999.	190.	49.2	0.56	0.86	1.00	1.80	2.	21.3	288.8	17.7		
10	01	01	1	20	-17.4	0.229	-9.000	-9.000	-999.	263.	62.1	0.56	0.86	1.00	2.20	22.	21.3	288.1	17.7		
10	01	01	1	21	-17.4	0.229	-9.000	-9.000	-999.	263.	61.9	0.56	0.86	1.00	2.20	40.	21.3	287.0	17.7		
10	01	01	1	22	-11.5	0.184	-9.000	-9.000	-999.	190.	49.1	0.56	0.86	1.00	1.80	306.	21.3	287.0	17.7		
10	01	01	1	23	-11.5	0.184	-9.000	-9.000	-999.	190.	49.0	0.56	0.86	1.00	1.80	45.	21.3	286.4	17.7		
10	01	01	1	24	-11.5	0.184	-9.000	-9.000	-999.	190.	49.0	0.56	0.86	1.00	1.80	67.	21.3	286.4	17.7		

First hour of profile data
YR MO DY HR HEIGHT F WDIR WSPD AMB_TMP sigmaA sigmaW sigmaV
10 01 01 01 17.7 0 -999. -99.00 284.9 99.0 -99.00 -99.00
10 01 01 01 21.3 1 38. 3.10 -999.0 99.0 -99.00 -99.00

F indicates top of profile (=1) or below (=0)

*** AERMOD - VERSION 16216r *** Path Villas Hollywood
*** AERMET - VERSION 16216 *** Nitrogen Dioxide (NO2) / Minimum Speed Scenario

*** 04/11/18
15:54:08
PAGE 4

*** MODELOPTS: RegDFAULT CONC ELEV FLGPOL NODRYDPLT NOWETDPLT ARM2 URBAN ADJ_U*

*** THE SUMMARY OF MAXIMUM 1ST-HIGHEST MAX DAILY 1-HR RESULTS AVERAGED OVER 1 YEARS ***

** CONC OF NO2 IN MICROGRAMS/M**3 **

GROUP ID	AVERAGE CONC	RECEPTOR (XR, YR, ZELEV, ZHILL, ZFLAG)	OF TYPE	NETWORK GRID-ID
ALL	1ST HIGHEST VALUE IS 20.88582 AT (378993.00, 3773574.00, 106.70, 494.50, 0.00)	DC		
	2ND HIGHEST VALUE IS 20.74865 AT (378986.00, 3773581.00, 106.70, 494.50, 0.00)	DC		
	3RD HIGHEST VALUE IS 20.64490 AT (378979.00, 3773588.00, 106.70, 494.50, 0.00)	DC		
	4TH HIGHEST VALUE IS 20.57650 AT (378972.00, 3773595.00, 106.70, 494.50, 0.00)	DC		
	5TH HIGHEST VALUE IS 20.56482 AT (378958.00, 3773609.00, 106.70, 494.50, 0.00)	DC		
	6TH HIGHEST VALUE IS 20.54977 AT (378965.00, 3773602.00, 106.70, 494.50, 0.00)	DC		
	7TH HIGHEST VALUE IS 19.46837 AT (378993.00, 3773581.00, 106.70, 494.50, 0.00)	DC		
	8TH HIGHEST VALUE IS 19.36280 AT (378986.00, 3773588.00, 106.70, 494.50, 0.00)	DC		
	9TH HIGHEST VALUE IS 19.28864 AT (378979.00, 3773595.00, 106.70, 494.50, 0.00)	DC		
	10TH HIGHEST VALUE IS 19.24812 AT (378972.00, 3773602.00, 106.70, 494.50, 0.00)	DC		

*** RECEPTOR TYPES: GC = GRIDCART
GP = GRIDPOLR
DC = DISCCART
DP = DISCPOLR

*** AERMOD - VERSION 16216r *** Path Villas Hollywood
*** AERMET - VERSION 16216 *** Nitrogen Dioxide (NO2) / Minimum Speed Scenario

*** 04/11/18
15:54:08
PAGE 5

*** MODELOPTS: RegDFAULT CONC ELEV FLGPOL NODRYDPLT NOWETDPLT ARM2 URBAN ADJ_U*

*** Message Summary : AERMOD Model Execution ***

----- Summary of Total Messages -----

A Total of 0 Fatal Error Message(s)
A Total of 4 Warning Message(s)
A Total of 737 Informational Message(s)

A Total of 8760 Hours Were Processed

A Total of 0 Calm Hours Identified

A Total of 167 Missing Hours Identified (1.91 Percent)

***** FATAL ERROR MESSAGES *****
*** NONE ***

***** WARNING MESSAGES *****
ME W186 318 MEOPEN: THRESH_LMIN 1-min ASOS wind speed threshold used 0.50
ME W187 318 MEOPEN: ADJ_U* Option for Low winds used in AERMET
MX W450 17521 CHKDAT: Record Out of Sequence in Meteorological File at: 14010101
MX W450 17521 CHKDAT: Record Out of Sequence in Meteorological File at: 2 year gap

First 24 hours of scalar data																						
YR	MO	DY	JDY	HR	HO	U*	W*	DT/DZ	ZICNV	ZIMCH	M-O	LEN	ZO	BOWEN	ALBEDO	REF	WS	WD	HT	REF	TA	HT
10	01	01	1	01	-33.0	0.331	-9.000	-9.000	-999.	456.	120.2	0.56	0.86	1.00	3.10	38.	21.3	284.9	17.7			
10	01	01	1	02	-26.9	0.285	-9.000	-9.000	-999.	367.	89.6	0.56	0.86	1.00	2.70	38.	21.3	284.2	17.7			
10	01	01	1	03	-38.6	0.387	-9.000	-9.000	-999.	577.	164.6	0.56	0.86	1.00	3.60	35.	21.3	284.2	17.7			
10	01	01	1	04	-33.0	0.331	-9.000	-9.000	-999.	458.	120.2	0.56	0.86	1.00	3.10	34.	21.3	283.8	17.7			
10	01	01	1	05	-33.1	0.331	-9.000	-9.000	-999.	456.	120.2	0.56	0.86	1.00	3.10	37.	21.3	283.1	17.7			
10	01	01	1	06	-38.7	0.387	-9.000	-9.000	-999.	577.	164.5	0.56	0.86	1.00	3.60	24.	21.3	283.1	17.7			
10	01	01	1	07	-38.6	0.387	-9.000	-9.000	-999.	577.	164.5	0.56	0.86	1.00	3.60	35.	21.3	283.8	17.7			
10	01	01	1	08	-29.6	0.435	-9.000	-9.000	-999.	688.	251.8	0.56	0.86	0.35	4.00	35.	21.3	286.4	17.7			
10	01	01	1	09	30.0	0.426	0.367	0.008	59.	666.	-232.0	0.56	0.86	0.32	3.60	34.	21.3	290.4	17.7			
10	01	01	1	10	72.3	0.359	0.629	0.008	124.	519.	-57.8	0.56	0.86	0.24	2.70	43.	21.3	292.5	17.7			
10	01	01	1	11	104.4	0.321	0.998	0.008	344.	437.	-28.6	0.56	0.86	0.21	2.20	62.	21.3	295.9	17.7			
10	01	01	1	12	115.1	0.283	1.156	0.008	484.	363.	-17.9	0.56	0.86	0.20	1.80	263.	21.3	294.2	17.7			
10	01	01	1	13	91.4	0.406	1.130	0.008	568.	622.	-66.2	0.56	0.86	0.20	3.10	259.	21.3	294.9	17.7			
10	01	01	1	14	89.3	0.316	1.168	0.008	642.	432.	-31.9	0.56	0.86	0.21	2.20	267.	21.3	292.5	17.7			
10	01	01	1	15	42.6	0.295	0.928	0.008	675.	384.	-34.0	0.56	0.86	0.25	2.20	264.	21.3	290.9	17.7			
10	01	01	1	16	12.0	0.359	0.609	0.008	680.	516.	-347.9	0.56	0.86	0.33	3.10	344.	21.3	289.2	17.7			
10	01	01	1	17	-15.7	0.231	-9.000	-9.000	-999.	276.	70.7	0.56	0.86	0.60	2.20	288.	21.3	288.1	17.7			
10	01	01	1	18	-6.1	0.135	-9.000	-9.000	-999.	124.	36.7	0.56	0.86	1.00	1.80	22.	21.3	287.0	17.7			
10	01	01	1	19	-11.4	0.184	-9.000	-9.000	-999.	190.	49.2	0.56	0.86	1.00	1.80	40.	21.3	286.4	17.7			
10	01	01	1	20	-17.4	0.229	-9.000	-9.000	-999.	263.	62.1	0.56	0.86	1.00	2.20	306.	21.3	287.0	17.7			
10	01	01	1	21	-17.4	0.229	-9.000	-9.000	-999.	263.	61.9	0.56	0.86	1.00	1.80	45.	21.3	286.4	17.7			
10	01	01	1	22	-11.5	0.184	-9.000	-9.000	-999.	190.	49.1	0.56	0.86	1.00	1.80	67.	21.3	286.4	17.7			
10	01	01	1	23	-11.5	0.184	-9.000	-9.000	-999.	190.	49.0	0.56	0.86	1.00	1.80							
10	01	01	1	24	-11.5	0.184	-9.000	-9.000	-999.	190.	49.0	0.56	0.86	1.00	1.80							

First hour of profile data

YR	MO	DY	HR	HEIGHT	F	WDIR	WSPD	AMB	TMP	sigmaA	sigmaW	sigmaV
10	01	01	01	17.7	0	-999.	-99.0	284.9	99.0	-99.00	-99.00	-99.00
10	01	01	01	21.3	1	38.	3.10	-999.0	99.0	-99.00	-99.00	-99.00

F indicates top of profile (=1) or below (=0)

*** AERMOD - VERSION 16216r *** Path Villas Hollywood *** 04/11/18
 *** AERMET - VERSION 16216 *** Particulates (PM10) / Average Speed Scenario *** 16:12:24
 PAGE 4

*** MODELOPTS: RegDFAULT CONC ELEV FLGPOL NODRYDPLT NOWETDPLT URBAN ADJ_U*

*** THE SUMMARY OF HIGHEST 24-HR RESULTS ***

** CONC OF OTHER IN MICROGRAMS/M**3 **

GROUP ID	AVERAGE CONC	DATE (YYMMDDHH)	RECEPTOR (XR, YR, ZELEV, ZHILL, ZFLAG)	OF TYPE	NETWORK GRID-ID
ALL HIGH 1ST HIGH VALUE IS	9.71394m	ON 15020724: AT (	378993.00, 3773574.00, 106.70, 494.50, 0.00)	DC	

*** RECEPTOR TYPES: GC = GRIDCART
 GP = GRIDPOLR
 DC = DISCCART
 DP = DISCPOLR

*** AERMOD - VERSION 16216r *** Path Villas Hollywood *** 04/11/18
 *** AERMET - VERSION 16216 *** Particulates (PM10) / Average Speed Scenario *** 16:12:24
 PAGE 5

*** MODELOPTS: RegDFAULT CONC ELEV FLGPOL NODRYDPLT NOWETDPLT URBAN ADJ_U*

*** Message Summary : AERMOD Model Execution ***

----- Summary of Total Messages -----

A Total of	0 Fatal Error Message(s)
A Total of	4 Warning Message(s)
A Total of	808 Informational Message(s)
A Total of	43824 Hours Were Processed
A Total of	4 Calm Hours Identified
A Total of	804 Missing Hours Identified (1.83 Percent)

***** FATAL ERROR MESSAGES *****
 *** NONE ***

***** WARNING MESSAGES *****

ME W186	316	MEOPEN: THRESH_LMIN 1-min ASOS wind speed threshold used	0.50
ME W187	316	MEOPEN: ADJ_U* Option for Low winds used in AERMET	
MX W450	17521	CHKDAT: Record Out of Sequence in Meteorological File at:	14010101
MX W450	17521	CHKDAT: Record Out of Sequence in Meteorological File at:	2 year gap

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Upper air station no.: 3190
Name: UNKNOWN
Year: 2010
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First 24 hours of scalar data																						
YR	MO	DY	JDY	HR	H0	U ²	W ²	DT/DZ	ZICNV	ZIMCH	M-O	LEN	Z0	BOWEN	ALBEDO	REF	WS	WD	HT	REF	TA	HT
10	01	01	1	01	-33.0	0.331	-9.000	-9.000	-999.	456.	120.2	0.56	0.86	1.00	3.10	38.	21.3	284.9	17.7			
10	01	01	1	02	-26.9	0.285	-9.000	-9.000	-999.	367.	89.6	0.56	0.86	1.00	2.70	38.	21.3	284.2	17.7			
10	01	01	1	03	-38.6	0.387	-9.000	-9.000	-999.	577.	164.6	0.56	0.86	1.00	3.60	35.	21.3	284.2	17.7			
10	01	01	1	04	-33.0	0.331	-9.000	-9.000	-999.	458.	120.2	0.56	0.86	1.00	3.10	34.	21.3	283.8	17.7			
10	01	01	1	05	-33.1	0.331	-9.000	-9.000	-999.	456.	120.2	0.56	0.86	1.00	3.10	37.	21.3	283.1	17.7			
10	01	01	1	06	-38.7	0.387	-9.000	-9.000	-999.	577.	164.5	0.56	0.86	1.00	3.60	24.	21.3	283.8	17.7			
10	01	01	1	07	-38.6	0.387	-9.000	-9.000	-999.	577.	164.5	0.56	0.86	1.00	3.60	35.	21.3	283.8	17.7			
10	01	01	1	08	-29.6	0.435	-9.000	-9.000	-999.	688.	251.8	0.56	0.86	0.55	4.00	35.	21.3	283.8	17.7			
10	01	01	1	09	30.0	0.426	0.367	0.008	59.	666.	-232.0	0.56	0.86	0.32	3.60	38.	21.3	286.4	17.7			
10	01	01	1	10	72.3	0.359	0.629	0.008	124.	519.	-57.8	0.56	0.86	0.24	2.70	34.	21.3	290.4	17.7			
10	01	01	1	11	104.4	0.321	0.998	0.008	344.	437.	-28.6	0.56	0.86	0.21	2.20	43.	21.3	292.5	17.7			
10	01	01	1	12	115.1	0.283	1.156	0.008	484.	363.	-17.9	0.56	0.86	0.20	1.80	62.	21.3	295.9	17.7			
10	01	01	1	13	91.4	0.406	1.130	0.008	568.	622.	-66.2	0.56	0.86	0.20	3.10	263.	21.3	294.2	17.7			
10	01	01	1	14	89.3	0.316	1.168	0.008	642.	432.	-31.9	0.56	0.86	0.21	2.20	259.	21.3	294.9	17.7			
10	01	01	1	15	42.6	0.295	0.928	0.008	675.	584.	-54.0	0.56	0.86	0.25	2.20	267.	21.3	292.5	17.7			
10	01	01	1	16	12.0	0.359	0.609	0.008	680.	516.	-347.9	0.56	0.86	0.33	3.10	264.	21.3	292.5	17.7			
10	01	01	1	17	-15.7	0.231	-9.000	-9.000	-999.	276.	70.7	0.56	0.86	0.60	2.20	288.	21.3	290.9	17.7			
10	01	01	1	18	-6.1	0.135	-9.000	-9.000	-999.	124.	36.7	0.56	0.86	1.00	1.30	344.	21.3	289.2	17.7			
10	01	01	1	19	-11.4	0.184	-9.000	-9.000	-999.	190.	49.2	0.56	0.86	1.00	1.80	2.	21.3	288.8	17.7			
10	01	01	1	20	-17.4	0.229	-9.000	-9.000	-999.	263.	62.1	0.56	0.86	1.00	2.20	22.	21.3	288.1	17.7			
10	01	01	1	21	-17.4	0.229	-9.000	-9.000	-999.	263.	61.9	0.56	0.86	1.00	2.20	40.	21.3	287.0	17.7			
10	01	01	1	22	-11.5	0.184	-9.000	-9.000	-999.	190.	49.1	0.56	0.86	1.00	1.80	306.	21.3	287.0	17.7			
10	01	01	1	23	-11.5	0.184	-9.000	-9.000	-999.	190.	49.0	0.56	0.86	1.00	1.80	45.	21.3	286.4	17.7			
10	01	01	1	24	-11.5	0.184	-9.000	-9.000	-999.	190.	49.0	0.56	0.86	1.00	1.80	67.	21.3	286.4	17.7			

First hour of profile data

YR	MO	DY	HR	HEIGHT	F	WDIR	WSPD	AMB	TMP	sigmaA	sigmaW	sigmaV
10	01	01	01	17.7	0	-999.	-99.00	284.9	99.0	-99.00	-99.00	-99.00
10	01	01	01	21.3	1	38.	3.10	-999.0	99.0	-99.00	-99.00	-99.00

F indicates top of profile (=1) or below (=0)

♀ *** AERMOD - VERSION 16216r *** Path Villas Hollywood *** 04/11/18
 *** AERMET - VERSION 16216 *** Particulates (PM10) / Average Speed Scenario *** 16:22:39
 PAGE 4

*** MODELOPTS: RegDFault CONC ELEV FLGPOL NODRYDPLT NOWETDPLT URBAN ADJ_U*

*** THE SUMMARY OF HIGHEST 24-HR RESULTS ***

** CONC OF OTHER IN MICROGRAMS/M**3 **

GROUP	ID	AVERAGE CONC	DATE (YYMMDDHH)	RECEPTOR (XR, YR, ZELEV, ZHILL, ZFLAG)	OF TYPE	NETWORK GRID-ID
ALL	HIGH	1ST HIGH VALUE IS	8.76723m ON 15020724: AT (	378958.00, 3773609.00, 106.70, 494.50, 4.00)	DC	

*** RECEPTOR TYPES: GC = GRIDCART
 GP = GRIDPOLR
 DC = DISCCART
 DP = DISCPOLR

♀ *** AERMOD - VERSION 16216r *** Path Villas Hollywood *** 04/11/18
 *** AERMET - VERSION 16216 *** Particulates (PM10) / Average Speed Scenario *** 16:22:39
 PAGE 5

*** MODELOPTS: RegDFault CONC ELEV FLGPOL NODRYDPLT NOWETDPLT URBAN ADJ_U*

*** Message Summary : AERMOD Model Execution ***

----- Summary of Total Messages -----

A Total of 0 Fatal Error Message(s)
 A Total of 4 Warning Message(s)
 A Total of 808 Informational Message(s)
 A Total of 43824 Hours Were Processed
 A Total of 4 Calm Hours Identified
 A Total of 804 Missing Hours Identified (1.83 Percent)

***** FATAL ERROR MESSAGES *****
 *** NONE ***

***** WARNING MESSAGES *****
 ME W186 316 MEOPEN: THRESH_IMIN 1-min ASOS wind speed threshold used 0.50
 ME W187 316 MEOPEN: ADJ_U* Option for Low winds used in AERMET
 MX W450 17521 CHKDAT: Record Out of Sequence in Meteorological File at: 14010101
 MX W450 17521 CHKDAT: Record Out of Sequence in Meteorological File at: 2 year gap

[illegible]

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
10	01	01	1	01	-33.0	0.331	-9.000	-9.000	-999.	456.	120.2	0.56	0.86	1.00	3.10	38.	21.3	284.9	17.7			
10	01	01	1	02	-26.9	0.285	-9.000	-9.000	-999.	367.	89.6	0.56	0.86	1.00	2.70	38.	21.3	284.2	17.7			
10	01	01	1	03	-38.6	0.387	-9.000	-9.000	-999.	577.	164.6	0.56	0.86	1.00	3.60	35.	21.3	284.2	17.7			
10	01	01	1	04	-33.0	0.331	-9.000	-9.000	-999.	458.	120.2	0.56	0.86	1.00	3.10	34.	21.3	283.8	17.7			
10	01	01	1	05	-33.1	0.331	-9.000	-9.000	-999.	456.	120.2	0.56	0.86	1.00	3.10	37.	21.3	283.1	17.7			
10	01	01	1	06	-38.7	0.387	-9.000	-9.000	-999.	577.	164.5	0.56	0.86	1.00	3.60	24.	21.3	283.1	17.7			
10	01	01	1	07	-38.6	0.387	-9.000	-9.000	-999.	577.	164.5	0.56	0.86	1.00	3.60	35.	21.3	283.8	17.7			
10	01	01	1	08	-29.6	0.435	-9.000	-9.000	-999.	688.	251.8	0.56	0.86	0.55	4.00	35.	21.3	283.8	17.7			
10	01	01	1	09	30.0	0.426	0.367	0.008	59.	666.	-232.0	0.56	0.86	0.32	3.60	38.	21.3	286.4	17.7			
10	01	01	1	10	72.3	0.359	0.629	0.008	124.	519.	-57.8	0.56	0.86	0.24	2.70	34.	21.3	290.4	17.7			
10	01	01	1	11	104.4	0.321	0.998	0.008	344.	437.	-28.6	0.56	0.86	0.21	2.20	43.	21.3	292.5	17.7			
10	01	01	1	12	115.1	0.283	1.156	0.008	484.	363.	-17.9	0.56	0.86	0.20	1.80	62.	21.3	295.9	17.7			
10	01	01	1	13	91.4	0.406	1.130	0.008	568.	622.	-66.2	0.56	0.86	0.20	3.10	263.	21.3	294.2	17.7			
10	01	01	1	14	89.3	0.316	1.168	0.008	642.	432.	-31.9	0.56	0.86	0.21	2.20	259.	21.3	294.9	17.7			
10	01	01	1	15	42.6	0.295	0.928	0.008	675.	384.	-54.0	0.56	0.86	0.25	2.20	267.	21.3	294.9	17.7			
10	01	01	1	16	12.0	0.359	0.609	0.008	680.	516.	-347.9	0.56	0.86	0.33	3.10	264.	21.3	292.5	17.7			
10	01	01	1	17	-15.7	0.231	-9.000	-9.000	-999.	276.	70.7	0.56	0.86	0.60	2.20	288.	21.3	290.9	17.7			
10	01	01	1	18	-6.1	0.135	-9.000	-9.000	-999.	124.	36.7	0.56	0.86	1.00	1.30	344.	21.3	289.2	17.7			
10	01	01	1	19	-11.4	0.184	-9.000	-9.000	-999.	190.	49.2	0.56	0.86	1.00	1.80	2.	21.3	288.8	17.7			
10	01	01	1	20	-17.4	0.229	-9.000	-9.000	-999.	263.	62.1	0.56	0.86	1.00	2.20	22.	21.3	288.1	17.7			
10	01	01	1	21	-17.4	0.229	-9.000	-9.000	-999.	263.	61.9	0.56	0.86	1.00	2.20	40.	21.3	287.0	17.7			
10	01	01	1	22	-11.5	0.184	-9.000	-9.000	-999.	190.	49.1	0.56	0.86	1.00	1.80	306.	21.3	287.0	17.7			
10	01	01	1	23	-11.5	0.184	-9.000	-9.000	-999.	190.	49.0	0.56	0.86	1.00	1.80	45.	21.3	286.4	17.7			
10	01	01	1	24	-11.5	0.184	-9.000	-9.000	-999.	190.	49.0	0.56	0.86	1.00	1.80	67.	21.3	286.4	17.7			

First hour of profile data
YR MO DY HR HEIGHT F WDIR WSPD AMB_TMP sigmaA sigmaW sigmaV
10 01 01 01 17.7 0 -999. -99.00 284.9 99.0 -99.00 -99.00
10 01 01 01 21.3 1 38. 3.10 -999.0 99.0 -99.00 -99.00

F indicates top of profile (=1) or below (=0)

♀ *** AERMOD - VERSION 16216r *** *** Path Villas Hollywood *** 04/11/18
*** AERMET - VERSION 16216 *** *** Particulates (PM10) / Average Speed Scenario *** 17:11:56
PAGE 4

*** MODELOPTS: RegDFAULT CONC ELEV FLGPOL NODRYDPLT NOWETDPLT URBAN ADJ_U*

*** THE SUMMARY OF HIGHEST 24-HR RESULTS ***

** CONC OF OTHER IN MICROGRAMS/M**3 **

GROUP ID	AVERAGE CONC	DATE (YYMMDDHH)	RECEPTOR (XR, YR, ZELEV, ZHILL, ZFLAG)	OF TYPE	NETWORK GRID-ID
ALL HIGH 1ST HIGH VALUE IS	7.47475m	ON 15020724	AT (378958.00, 3773609.00, 106.70, 494.50, 7.30)	DC	

*** RECEPTOR TYPES: GC = GRIDCART
GP = GRIDPOLR
DC = DISCCART
DP = DISCPOLR

♀ *** AERMOD - VERSION 16216r *** *** Path Villas Hollywood *** 04/11/18
*** AERMET - VERSION 16216 *** *** Particulates (PM10) / Average Speed Scenario *** 17:11:56
PAGE 5

*** MODELOPTS: RegDFAULT CONC ELEV FLGPOL NODRYDPLT NOWETDPLT URBAN ADJ_U*

*** Message Summary : AERMOD Model Execution ***

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A Total of 4 warning Message(s)
A Total of 808 Informational Message(s)
A Total of 43824 Hours Were Processed
A Total of 4 Calm Hours Identified
A Total of 804 Missing Hours Identified (1.83 Percent)

***** FATAL ERROR MESSAGES *****
*** NONE ***

***** WARNING MESSAGES *****
ME W186 316 MEOPEN: THRESH_IMIN 1-min ASOS wind speed threshold used 0.50
ME W187 316 MEOPEN: ADJ_U* Option for Low Winds used in AERMET
MX W450 17521 CHKDAT: Record Out of Sequence in Meteorological File at: 14010101
MX W450 17521 CHKDAT: Record Out of Sequence in Meteorological File at: 2 year gap

[illegible]

First 24 hours of scalar data																						
YR	MO	DY	JDY	HR	HO	U*	W*	DT/DZ	ZICNV	ZIMCH	M-O	LEN	ZO	BOWEN	ALBEDO	REF	WS	WD	HT	REF	TA	HT
10	01	01	1	01	-33.0	0.331	-9.000	-9.000	-999.	456.	120.2	0.56	0.86	1.00	3.10	38.	21.3	284.9	17.7			
10	01	01	1	02	-26.9	0.285	-9.000	-9.000	-999.	367.	89.6	0.56	0.86	1.00	2.70	38.	21.3	284.2	17.7			
10	01	01	1	03	-38.6	0.387	-9.000	-9.000	-999.	577.	164.6	0.56	0.86	1.00	3.60	35.	21.3	284.2	17.7			
10	01	01	1	04	-33.0	0.331	-9.000	-9.000	-999.	458.	120.2	0.56	0.86	1.00	3.10	34.	21.3	283.8	17.7			
10	01	01	1	05	-33.1	0.331	-9.000	-9.000	-999.	456.	120.2	0.56	0.86	1.00	3.10	37.	21.3	283.1	17.7			
10	01	01	1	06	-38.7	0.387	-9.000	-9.000	-999.	577.	164.5	0.56	0.86	1.00	3.60	24.	21.3	283.8	17.7			
10	01	01	1	07	-38.6	0.387	-9.000	-9.000	-999.	577.	164.5	0.56	0.86	1.00	3.60	35.	21.3	283.8	17.7			
10	01	01	1	08	-29.6	0.435	-9.000	-9.000	-999.	688.	251.8	0.56	0.86	0.55	4.00	35.	21.3	283.8	17.7			
10	01	01	1	09	30.0	0.426	0.367	0.008	59.	666.	-232.0	0.56	0.86	0.32	3.60	38.	21.3	286.4	17.7			
10	01	01	1	10	72.3	0.359	0.629	0.008	124.	519.	-57.8	0.56	0.86	0.24	2.70	34.	21.3	290.4	17.7			
10	01	01	1	11	104.4	0.321	0.998	0.008	344.	437.	-28.6	0.56	0.86	0.21	2.20	43.	21.3	292.5	17.7			
10	01	01	1	12	115.1	0.283	1.156	0.008	484.	363.	-17.9	0.56	0.86	0.20	1.80	62.	21.3	295.9	17.7			
10	01	01	1	13	91.4	0.406	1.130	0.008	568.	622.	-66.2	0.56	0.86	0.20	3.10	263.	21.3	294.2	17.7			
10	01	01	1	14	89.3	0.316	1.168	0.008	642.	432.	-31.9	0.56	0.86	0.21	2.20	259.	21.3	294.9	17.7			
10	01	01	1	15	42.6	0.295	0.928	0.008	675.	384.	-54.0	0.56	0.86	0.25	2.20	267.	21.3	294.9	17.7			
10	01	01	1	16	12.0	0.359	0.609	0.008	680.	516.	-347.9	0.56	0.86	0.33	3.10	264.	21.3	292.5	17.7			
10	01	01	1	17	-15.7	0.231	-9.000	-9.000	-999.	276.	70.7	0.56	0.86	0.60	2.20	288.	21.3	290.9	17.7			
10	01	01	1	18	-6.1	0.135	-9.000	-9.000	-999.	124.	36.7	0.56	0.86	1.00	1.30	344.	21.3	289.2	17.7			
10	01	01	1	19	-11.4	0.184	-9.000	-9.000	-999.	190.	49.2	0.56	0.86	1.00	1.80	2.	21.3	288.8	17.7			
10	01	01	1	20	-17.4	0.229	-9.000	-9.000	-999.	263.	62.1	0.56	0.86	1.00	2.20	22.	21.3	288.1	17.7			
10	01	01	1	21	-17.4	0.229	-9.000	-9.000	-999.	263.	61.9	0.56	0.86	1.00	2.20	40.	21.3	287.0	17.7			
10	01	01	1	22	-11.5	0.184	-9.000	-9.000	-999.	190.	49.1	0.56	0.86	1.00	1.80	306.	21.3	287.0	17.7			
10	01	01	1	23	-11.5	0.184	-9.000	-9.000	-999.	190.	49.0	0.56	0.86	1.00	1.80	45.	21.3	286.4	17.7			
10	01	01	1	24	-11.5	0.184	-9.000	-9.000	-999.	190.	49.0	0.56	0.86	1.00	1.80	67.	21.3	286.4	17.7			

First hour of profile data

YR	MO	DY	HR	HEIGHT	F	WDIR	WSPD	AMB	TMP	sigmaa	sigmaw	sigmav
10	01	01	01	17.7	0	-999.	-99.00	284.9	99.0	-99.00	-99.00	-99.00
10	01	01	01	21.3	1	38.	3.10	-999.0	99.0	-99.00	-99.00	-99.00

F indicates top of profile (=1) or below (=0)

*** AERMOD - VERSION 16216r *** Path Villas Hollywood
 *** AERMET - VERSION 16216 *** Particulates (PM10) / Average Speed Scenario
 *** MODELOPTS: RegDFAULT CONC ELEV FLGPOL NODRYDPLT NOWETDPLT URBAN ADJ_U*
 *** THE SUMMARY OF HIGHEST 24-HR RESULTS ***
 ** CONC OF OTHER IN MICROGRAMS/M**3 **

GROUP ID	AVERAGE CONC	DATE (YYMMDDHH)	RECEPTOR (XR, YR, ZELEV, ZHILL, ZFLAG)	OF TYPE	NETWORK GRID-ID
ALL HIGH 1ST HIGH VALUE IS	5.78632m	ON 15020724: AT (	378958.00, 3773609.00, 106.70, 494.50, 10.70)	DC	

*** RECEPTOR TYPES: GC = GRIDCART
 GP = GRIDPOLR
 DC = DISCCART
 DP = DISCPOLR

*** AERMOD - VERSION 16216r *** Path Villas Hollywood
 *** AERMET - VERSION 16216 *** Particulates (PM10) / Average Speed Scenario
 *** MODELOPTS: RegDFAULT CONC ELEV FLGPOL NODRYDPLT NOWETDPLT URBAN ADJ_U*
 *** Message Summary : AERMOD Model Execution ***

Summary of Total Messages

A Total of 0 Fatal Error Message(s)
 A Total of 4 Warning Message(s)
 A Total of 808 Informational Message(s)
 A Total of 43824 Hours Were Processed
 A Total of 4 Calm Hours Identified
 A Total of 804 Missing Hours Identified (1.83 Percent)

***** FATAL ERROR MESSAGES *****
 *** NONE ***

WARNING MESSAGES

ME W186 316 MEOPEN: THRESH_LMIN 1-min ASOS wind speed threshold used 0.50
 ME W187 316 MEOPEN: ADJ_U* Option for Low winds used in AERMET
 MX W450 17521 CHKDAT: Record Out of Sequence in Meteorological File at: 14010101
 MX W450 17521 CHKDAT: Record Out of Sequence in Meteorological File at: 2 year gap

*** MODELOPTs: ReqDFAULT CONC ELEV FLGPOL NODRYDPLT NOWETDPLT URBAN ADJ_U*

*** MODEL SETUP OPTIONS SUMMARY ***

**Model Is Setup For Calculation of Average CONcEntration Values.

-- DEPOSITION LOGIC --

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 131 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* BETA option for SBL in AERMET

TEMP_Sub - Meteorological data includes TEMP substitutions

****Model Accepts FLAGPOLE Receptor Heights.**

**The User Specified a Pollutant Type of: OTHER

**Model calculates 1 Short Term Average(s) of: 24-HR

****This Run Includes:** 131 Source(s); 1 Source Group(s); and 21 Receptor(s)

```

with:      0 POINT(s), including      0 POINTCAP(s) and      0 POINTHOR(s)
and:      131 VOLUME source(s)
and:      0 AREA type source(s)
and:      0 LINE source(s)
and:      0 OPENPIT source(s)
and:      0 BUOYANT LINE source(s) with      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 Highest Short Term Values by Receptor (RECTABLE Keyword)

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) = 87.00 ; 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:

```

PVH_PM10_24_FIFTH.DTA

```
**Output Print File:
```

PVH_PM10_24_FIFTH.LST

**File for Summary of Results: D:\WD Passport\path villas hollywood\model\PVH_PM10_24_FIFTH.SUM

```
*** MODELOPTs:      ReqDFault  CONC  ELEV  FLGPOL  NODRYDPLT  NOWETDPLT  URBAN  ADJ_U*
```

*** METEOROLOGICAL DAYS SELECTED FOR PROCESSING ***
(1=YES; 0=NO)

[illegible]

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)

*** 04/11/18
*** 17:20:35
PAGE 3

*** MODELOPTs: ReqDEFAULT CONC ELEV FLGPOL NODRYDPLT NOWETDPLT URBAN ADJ_U*

*** UP TO THE FIRST 24 HOURS OF METEOROLOGICAL DATA ***

```

Surface file:      CELA_v9.SFC
Profile file:      CELA_v9.PFL
Surface format:    FREE
Profile format:    FREE
Surface station no.: 99999
                    Name: UNKNOWN
                    Year: 2010

```

Met Version: 16216

```
Upper air station no.: 3190
Name: UNKNOWN
Year: 2010
```

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
10	01	01	1	01	-33.0	0.331	-9.000	-9.000	-999.	456.	120.2	0.56	0.86	1.00	3.10	38.	21.3	284.9	17.7			
10	01	01	1	02	-26.9	0.285	-9.000	-9.000	-999.	367.	89.6	0.56	0.86	1.00	2.70	38.	21.3	284.2	17.7			
10	01	01	1	03	-38.6	0.387	-9.000	-9.000	-999.	577.	164.6	0.56	0.86	1.00	3.60	35.	21.3	284.2	17.7			
10	01	01	1	04	-33.0	0.331	-9.000	-9.000	-999.	458.	120.2	0.56	0.86	1.00	3.10	34.	21.3	283.8	17.7			
10	01	01	1	05	-33.1	0.331	-9.000	-9.000	-999.	456.	120.2	0.56	0.86	1.00	3.10	37.	21.3	283.1	17.7			
10	01	01	1	06	-38.7	0.387	-9.000	-9.000	-999.	577.	164.5	0.56	0.86	1.00	3.60	24.	21.3	283.1	17.7			
10	01	01	1	07	-38.6	0.387	-9.000	-9.000	-999.	577.	164.5	0.56	0.86	1.00	3.60	35.	21.3	283.8	17.7			
10	01	01	1	08	-29.6	0.435	-9.000	-9.000	-999.	688.	251.8	0.56	0.86	0.55	4.00	35.	21.3	283.8	17.7			
10	01	01	1	09	30.0	0.426	0.367	0.008	59.	666.	-232.0	0.56	0.86	0.32	3.60	38.	21.3	286.4	17.7			
10	01	01	1	10	72.3	0.359	0.629	0.008	124.	519.	-57.8	0.56	0.86	0.24	2.70	34.	21.3	290.4	17.7			
10	01	01	1	11	104.4	0.321	0.998	0.008	344.	437.	-28.6	0.56	0.86	0.21	2.20	43.	21.3	292.5	17.7			
10	01	01	1	12	115.1	0.283	1.156	0.008	484.	363.	-17.9	0.56	0.86	0.20	1.80	62.	21.3	295.9	17.7			
10	01	01	1	13	91.4	0.406	1.130	0.008	568.	622.	-66.2	0.56	0.86	0.20	3.10	263.	21.3	294.2	17.7			
10	01	01	1	14	89.3	0.316	1.168	0.008	642.	432.	-31.9	0.56	0.86	0.21	2.20	259.	21.3	294.9	17.7			
10	01	01	1	15	42.6	0.295	0.928	0.008	675.	384.	-54.0	0.56	0.86	0.25	2.20	267.	21.3	294.9	17.7			
10	01	01	1	16	12.0	0.359	0.609	0.008	680.	516.	-347.9	0.56	0.86	0.33	3.10	264.	21.3	292.5	17.7			
10	01	01	1	17	-15.7	0.231	-9.000	-9.000	-999.	276.	70.7	0.56	0.86	0.60	2.20	288.	21.3	290.9	17.7			
10	01	01	1	18	-6.1	0.135	-9.000	-9.000	-999.	124.	36.7	0.56	0.86	1.00	1.30	344.	21.3	289.2	17.7			
10	01	01	1	19	-11.4	0.184	-9.000	-9.000	-999.	190.	49.2	0.56	0.86	1.00	1.80	2.	21.3	288.8	17.7			
10	01	01	1	20	-17.4	0.229	-9.000	-9.000	-999.	263.	62.1	0.56	0.86	1.00	2.20	22.	21.3	288.1	17.7			
10	01	01	1	21	-17.4	0.229	-9.000	-9.000	-999.	263.	61.9	0.56	0.86	1.00	2.20	40.	21.3	287.0	17.7			
10	01	01	1	22	-11.5	0.184	-9.000	-9.000	-999.	190.	49.1	0.56	0.86	1.00	1.80	306.	21.3	287.0	17.7			
10	01	01	1	23	-11.5	0.184	-9.000	-9.000	-999.	190.	49.0	0.56	0.86	1.00	1.80	45.	21.3	286.4	17.7			
10	01	01	1	24	-11.5	0.184	-9.000	-9.000	-999.	190.	49.0	0.56	0.86	1.00	1.80	67.	21.3	286.4	17.7			

First hour of profile data

YR	MO	DY	HR	HEIGHT	F	WDIR	WSPD	AMB_TMP	sigmaA	sigmaW	sigmaV
10	01	01	01	17.7	0	-999.	-99.00	284.9	99.0	-99.00	-99.00
10	01	01	01	21.3	1	38.	3.10	-999.0	99.0	-99.00	-99.00

F indicates top of profile (=1) or below (=0)

*** AERMOD - VERSION 16216r *** Path Villas Hollywood *** 04/11/18
 *** AERMET - VERSION 16216 *** Particulates (PM10) / Average Speed Scenario *** 17:20:35
 PAGE 4

*** MODELOPTS: RegDFAULT CONC ELEV FLGPOL NODRYDPLT NOWETDPLT URBAN ADJ_U*

*** THE SUMMARY OF HIGHEST 24-HR RESULTS ***

** CONC OF OTHER IN MICROGRAMS/M**3 **

GROUP ID	AVERAGE CONC	DATE (YYMMDDHH)	RECEPTOR (XR, YR, ZELEV, ZHILL, ZFLAG)	OF TYPE	NETWORK GRID-ID
ALL HIGH 1ST HIGH VALUE IS	4.58680	ON 16040824:	AT (378958.00, 3773609.00, 106.70, 494.50, 14.00)	DC	

*** RECEPTOR TYPES: GC = GRIDCART
 GP = GRIDPOLR
 DC = DISCCART
 DP = DISCPOLR

*** AERMOD - VERSION 16216r *** Path Villas Hollywood *** 04/11/18
 *** AERMET - VERSION 16216 *** Particulates (PM10) / Average Speed Scenario *** 17:20:35
 PAGE 5

*** MODELOPTS: RegDFAULT CONC ELEV FLGPOL NODRYDPLT NOWETDPLT URBAN ADJ_U*

*** Message Summary : AERMOD Model Execution ***

----- Summary of Total Messages -----

A Total of 0 Fatal Error Message(s)
 A Total of 4 Warning Message(s)
 A Total of 808 Informational Message(s)
 A Total of 43824 Hours Were Processed
 A Total of 4 Calm Hours Identified
 A Total of 804 Missing Hours Identified (1.83 Percent)

***** FATAL ERROR MESSAGES *****
 *** NONE ***

***** WARNING MESSAGES *****
 ME W186 316 MEOPEN: THRESH_IMIN 1-min ASOS wind speed threshold used 0.50
 ME W187 316 MEOPEN: ADJ_U* Option for Low winds used in AERMET
 MX W450 17521 CHKDAT: Record Out of Sequence in Meteorological File at: 14010101
 MX W450 17521 CHKDAT: Record Out of Sequence in Meteorological File at: 2 year gap

[illegible]

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
10	01	01	1	01	-33.0	0.331	-9.000	-9.000	-999.	456.	120.2	0.56	0.86	1.00	3.10	38.	21.3	284.9	17.7	
10	01	01	1	02	-26.9	0.285	-9.000	-9.000	-999.	367.	89.6	0.56	0.86	1.00	2.70	38.	21.3	284.2	17.7	
10	01	01	1	03	-38.6	0.387	-9.000	-9.000	-999.	577.	164.6	0.56	0.86	1.00	3.60	35.	21.3	284.2	17.7	
10	01	01	1	04	-33.0	0.331	-9.000	-9.000	-999.	458.	120.2	0.56	0.86	1.00	3.10	34.	21.3	283.8	17.7	
10	01	01	1	05	-33.1	0.331	-9.000	-9.000	-999.	456.	120.2	0.56	0.86	1.00	3.10	37.	21.3	283.1	17.7	
10	01	01	1	06	-38.7	0.387	-9.000	-9.000	-999.	577.	164.5	0.56	0.86	1.00	3.60	24.	21.3	283.1	17.7	
10	01	01	1	07	-38.6	0.387	-9.000	-9.000	-999.	577.	164.5	0.56	0.86	1.00	3.60	35.	21.3	283.8	17.7	
10	01	01	1	08	-29.6	0.435	-9.000	-9.000	-999.	688.	251.8	0.56	0.86	0.55	4.00	35.	21.3	283.8	17.7	
10	01	01	1	09	30.0	0.426	0.367	0.008	59.	666.	-232.0	0.56	0.86	0.32	3.60	38.	21.3	286.4	17.7	
10	01	01	1	10	72.3	0.359	0.629	0.008	124.	519.	-57.8	0.56	0.86	0.24	2.70	34.	21.3	290.4	17.7	
10	01	01	1	11	104.4	0.321	0.998	0.008	344.	437.	-28.6	0.56	0.86	0.21	2.20	43.	21.3	292.5	17.7	
10	01	01	1	12	115.1	0.283	1.156	0.008	484.	363.	-17.9	0.56	0.86	0.20	1.80	62.	21.3	295.9	17.7	
10	01	01	1	13	91.4	0.406	1.130	0.008	568.	622.	-66.2	0.56	0.86	0.20	3.10	263.	21.3	294.2	17.7	
10	01	01	1	14	89.3	0.316	1.168	0.008	642.	432.	-31.9	0.56	0.86	0.21	2.20	259.	21.3	294.9	17.7	
10	01	01	1	15	42.6	0.295	0.928	0.008	675.	384.	-54.0	0.56	0.86	0.25	2.20	267.	21.3	294.9	17.7	
10	01	01	1	16	12.0	0.359	0.609	0.008	680.	516.	-347.9	0.56	0.86	0.33	3.10	264.	21.3	292.5	17.7	
10	01	01	1	17	-15.7	0.231	-9.000	-9.000	-999.	276.	70.7	0.56	0.86	0.60	2.20	288.	21.3	290.9	17.7	
10	01	01	1	18	-6.1	0.135	-9.000	-9.000	-999.	124.	36.7	0.56	0.86	1.00	1.30	344.	21.3	289.2	17.7	
10	01	01	1	19	-11.4	0.184	-9.000	-9.000	-999.	190.	49.2	0.56	0.86	1.00	1.80	2.	21.3	288.8	17.7	
10	01	01	1	20	-17.4	0.229	-9.000	-9.000	-999.	263.	62.1	0.56	0.86	1.00	2.20	22.	21.3	288.1	17.7	
10	01	01	1	21	-17.4	0.229	-9.000	-9.000	-999.	263.	61.9	0.56	0.86	1.00	2.20	40.	21.3	287.0	17.7	
10	01	01	1	22	-11.5	0.184	-9.000	-9.000	-999.	190.	49.1	0.56	0.86	1.00	1.80	306.	21.3	287.0	17.7	
10	01	01	1	23	-11.5	0.184	-9.000	-9.000	-999.	190.	49.0	0.56	0.86	1.00	1.80	45.	21.3	286.4	17.7	
10	01	01	1	24	-11.5	0.184	-9.000	-9.000	-999.	190.	49.0	0.56	0.86	1.00	1.80	67.	21.3	286.4	17.7	

First hour of profile data
YR MO DY HR HEIGHT F WDIR WSPD AMB_TMP sigmaA sigmaw sigmaV
10 01 01 01 17.7 0 -999. -99.00 284.9 99.0 -99.00 -99.00
10 01 01 01 21.3 1 38. 3.10 -999.0 99.0 -99.00 -99.00

F indicates top of profile (=1) or below (=0)

♀ *** AERMOD - VERSION 16216r *** Path Villas Hollywood *** 04/11/18
*** AERMET - VERSION 16216 *** Particulates (PM10) / Average Speed Scenario *** 17:24:27
PAGE 4

*** MODELOPTS: RegDFAULT CONC ELEV FLGPOL NODRYDPLT NOWETDPLT URBAN ADJ_U*

*** THE SUMMARY OF HIGHEST 24-HR RESULTS ***

** CONC OF OTHER IN MICROGRAMS/M**3 **

GROUP ID	AVERAGE CONC	DATE (YYMMDDHH)	RECEPTOR (XR, YR, ZELEV, ZHILL, ZFLAG)	OF TYPE	NETWORK GRID-ID
ALL HIGH 1ST HIGH VALUE IS	3.48131	ON 16040824: AT (	378958.00, 3773609.00, 106.70, 494.50, 17.40)	DC	

*** RECEPTOR TYPES: GC = GRIDCART
GP = GRIDPOLR
DC = DISCCART
DP = DISCPOLR

♀ *** AERMOD - VERSION 16216r *** Path Villas Hollywood *** 04/11/18
*** AERMET - VERSION 16216 *** Particulates (PM10) / Average Speed Scenario *** 17:24:27
PAGE 5

*** MODELOPTS: RegDFAULT CONC ELEV FLGPOL NODRYDPLT NOWETDPLT URBAN ADJ_U*

*** Message Summary : AERMOD Model Execution ***

----- Summary of Total Messages -----

A Total of 0 Fatal Error Message(s)
A Total of 4 Warning Message(s)
A Total of 808 Informational Message(s)
A Total of 43824 Hours Were Processed
A Total of 4 Calm Hours Identified
A Total of 804 Missing Hours Identified (1.83 Percent)

***** FATAL ERROR MESSAGES *****
*** NONE ***

***** WARNING MESSAGES *****
ME W186 316 MEOPEN: THRESH_LMIN 1-min ASOS wind speed threshold used 0.50
ME W187 316 MEOPEN: ADJ_U* Option for Low winds used in AERMET
MX W450 17521 CHKDAT: Record Out of Sequence in Meteorological File at: 14010101
MX W450 17521 CHKDAT: Record Out of Sequence in Meteorological File at: 2 year gap

*** MODELOPTs: RegDFAULT CONC ELEV FLGPOL NODRYDPLT NOWETDPLT URBAN ADJ_U*

```
**Model Is Setup For Calculation of Average CONCentration Values.
```

**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 131 source(s),
for Total of 1 Urban Area(s):
```

****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* BETA option for SBL in AERMET
TEMP_Sub - Meteorological data includes TEMP substitutions

****Model Accepts FLAGPOLE Receptor Heights.**

```
**The User Specified a Pollutant Type of:  OTHER
```

**Model Calculates ANNUAL Averages Only

****This Run Includes:** 131 Source(s); 1 Source Group(s); and 21 Receptor(s)

```

with:      0 POINT(s), including      0 POINTHOR(s)
          0 POINTCAP(s) and
and:      131 VOLUME source(s)
and:      0 AREA type source(s)
and:      0 LINE source(s)
and:      0 OPENPIT source(s)
and:      0 BUOYANT LINE source(s) with 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 ANNUAL 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) = 87.00 ; 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:      PVH_PM10_A_FIRST.DTA
**Output Print File:        PVH_PM10_A_FIRST.LST
```

**File for Summary of Results: D:\WD Passport\path villas hollywood\model\PVH_PM10_A_FIRST.SUM

***	AERMOD - VERSION	16216r ***	***	Path villas Hollywood	***	04/12/18
***	AERMET - VERSION	16216 ***	***	Particulates (PM10) / Average Speed Scenario	***	18:51:17
						PAGE 2

*** MODELOPTs: RegDFault CONC ELEV FLGPOL NODRYDPLT NOWETDPLT URBAN ADJ_U*

*** METEOROLOGICAL DAYS SELECTED FOR PROCESSING ***
(1=YES; 0=NO)

[illegible]

METEOROLOGICAL DATA PROCESSED BETWEEN START DATE: 2016 1 1 1
AND END DATE: 2016 12 31 24

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,

```

*** AERMOT - VERSION 16216r ***      *** Path Villas Hollywood ***      *** 04/12/18
*** AERMET - VERSION 16216 ***      *** Particulates (PM10) / Average Speed Scenario ***      *** 18:51:17

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*** MODELOPTs: ReqFAULT CONC ELEV FLGPOL NODRYDPLT NOWETDPLT URBAN ADJ_U*

*** UP TO THE FIRST 24 HOURS OF METEOROLOGICAL DATA ***

```
Surface file: CELA_v9.SFC
Profile file: CELA_v9.PFL
Surface format: FREE
Profile format: FREE
```

Met Version: 16216

Surface station no.: 99999
Name: UNKNOWN
Year: 2010

Upper air station no.: 3190
Name: UNKNOWN
Year: 2010

First 24 hours of scalar data																							
YR	MO	DAY	JDY	HR	H0	U*	W*	DT/DZ	ZICNV	ZIMCH	M-O	LEN	Z0	BOWEN	ALBEDO	REF	WS	WD	HT	REF	TA	HT	
10	01	01	1	01	-33.0	0.331	-9.000	-9.000	-999.	456.	120.2	0.56	0.86	1.00	3.10	38.	21.3	284.9	17.7				
10	01	01	1	02	-26.9	0.285	-9.000	-9.000	-999.	367.	89.6	0.56	0.86	1.00	2.70	38.	21.3	284.2	17.7				
10	01	01	1	03	-38.6	0.387	-9.000	-9.000	-999.	577.	164.6	0.56	0.86	1.00	3.60	35.	21.3	284.2	17.7				
10	01	01	1	04	-33.0	0.331	-9.000	-9.000	-999.	458.	120.2	0.56	0.86	1.00	3.10	34.	21.3	283.8	17.7				
10	01	01	1	05	-33.1	0.331	-9.000	-9.000	-999.	456.	120.2	0.56	0.86	1.00	3.10	37.	21.3	283.1	17.7				
10	01	01	1	06	-38.7	0.387	-9.000	-9.000	-999.	577.	164.5	0.56	0.86	1.00	3.60	24.	21.3	283.1	17.7				
10	01	01	1	07	-38.6	0.387	-9.000	-9.000	-999.	577.	164.5	0.56	0.86	1.00	3.60	35.	21.3	283.8	17.7				
10	01	01	1	08	-29.6	0.435	-9.000	-9.000	-999.	688.	251.8	0.56	0.86	0.55	4.00	35.	21.3	283.8	17.7				
10	01	01	1	09	30.0	0.426	0.367	0.008	59.	666.	-232.0	0.56	0.86	0.32	3.60	38.	21.3	286.4	17.7				
10	01	01	1	10	72.3	0.359	0.629	0.008	124.	519.	-57.8	0.56	0.86	0.24	2.70	34.	21.3	290.4	17.7				
10	01	01	1	11	104.4	0.321	0.998	0.008	344.	437.	-28.6	0.56	0.86	0.21	2.20	43.	21.3	292.5	17.7				
10	01	01	1	12	115.1	0.283	1.156	0.008	484.	363.	-17.9	0.56	0.86	0.20	1.80	62.	21.3	295.9	17.7				
10	01	01	1	13	91.4	0.406	1.130	0.008	568.	622.	-66.2	0.56	0.86	0.20	3.10	263.	21.3	294.2	17.7				
10	01	01	1	14	89.3	0.316	1.168	0.008	642.	432.	-31.9	0.56	0.86	0.21	2.20	259.	21.3	294.9	17.7				
10	01	01	1	15	42.6	0.295	0.928	0.008	675.	384.	-54.0	0.56	0.86	0.25	2.20	267.	21.3	294.9	17.7				
10	01	01	1	16	12.0	0.359	0.609	0.008	680.	516.	-347.9	0.56	0.86	0.33	3.10	264.	21.3	292.5	17.7				
10	01	01	1	17	-15.7	0.231	-9.000	-9.000	-999.	276.	70.7	0.56	0.86	0.60	2.20	288.	21.3	290.9	17.7				
10	01	01	1	18	-6.1	0.135	-9.000	-9.000	-999.	124.	36.7	0.56	0.86	1.00	1.30	344.	21.3	289.2	17.7				
10	01	01	1	19	-11.4	0.184	-9.000	-9.000	-999.	190.	49.2	0.56	0.86	1.00	1.80	2.	21.3	288.8	17.7				
10	01	01	1	20	-17.4	0.229	-9.000	-9.000	-999.	263.	62.1	0.56	0.86	1.00	2.20	22.	21.3	288.1	17.7				
10	01	01	1	21	-17.4	0.229	-9.000	-9.000	-999.	263.	61.9	0.56	0.86	1.00	2.20	40.	21.3	287.0	17.7				
10	01	01	1	22	-11.5	0.184	-9.000	-9.000	-999.	190.	49.1	0.56	0.86	1.00	1.80	306.	21.3	287.0	17.7				
10	01	01	1	23	-11.5	0.184	-9.000	-9.000	-999.	190.	49.0	0.56	0.86	1.00	1.80	45.	21.3	286.4	17.7				
10	01	01	1	24	-11.5	0.184	-9.000	-9.000	-999.	190.	49.0	0.56	0.86	1.00	1.80	67.	21.3	286.4	17.7				

First hour of profile data

YR	MO	DAY	HR	HEIGHT	F	WDIR	WSPD	AMB_TMP	sigmaA	sigmaW	sigmaV
10	01	01	01	17.7	0	-999.	-99.00	284.9	99.0	-99.00	-99.00
10	01	01	01	21.3	1	38.	3.10	-999.0	99.0	-99.00	-99.00

F indicates top of profile (=1) or below (=0)

♀ *** AERMOD - VERSION 16216r *** Path Villas Hollywood

*** AERMET - VERSION 16216 *** Particulates (PM10) / Average Speed Scenario

*** 04/12/18
18:51:17
PAGE 4

*** MODELOPTS: RegDFAULT CONC ELEV FLGPOL NODRYDPLT NOWETDPLT URBAN ADJ_U*

*** THE SUMMARY OF MAXIMUM ANNUAL RESULTS AVERAGED OVER 1 YEARS ***

** CONC OF OTHER IN MICROGRAMS/M**3 **

GROUP ID	AVERAGE CONC	RECEPTOR (XR, YR, ZELEV, ZHILL, ZFLAG)	OF TYPE	NETWORK GRID-ID
ALL	1ST HIGHEST VALUE IS 6.77270 AT (378993.00, 3773574.00, 106.70, 494.50, 0.00)	DC		
	2ND HIGHEST VALUE IS 6.73528 AT (378986.00, 3773581.00, 106.70, 494.50, 0.00)	DC		
	3RD HIGHEST VALUE IS 6.70713 AT (378979.00, 3773588.00, 106.70, 494.50, 0.00)	DC		
	4TH HIGHEST VALUE IS 6.70223 AT (378958.00, 3773609.00, 106.70, 494.50, 0.00)	DC		
	5TH HIGHEST VALUE IS 6.69036 AT (378972.00, 3773595.00, 106.70, 494.50, 0.00)	DC		
	6TH HIGHEST VALUE IS 6.68880 AT (378965.00, 3773602.00, 106.70, 494.50, 0.00)	DC		
	7TH HIGHEST VALUE IS 6.27049 AT (378993.00, 3773581.00, 106.70, 494.50, 0.00)	DC		
	8TH HIGHEST VALUE IS 6.24218 AT (378986.00, 3773588.00, 106.70, 494.50, 0.00)	DC		
	9TH HIGHEST VALUE IS 6.22325 AT (378979.00, 3773595.00, 106.70, 494.50, 0.00)	DC		
	10TH HIGHEST VALUE IS 6.22062 AT (378965.00, 3773609.00, 106.70, 494.50, 0.00)	DC		

*** RECEPTOR TYPES: GC = GRIDCART
GP = GRIDPOLR
DC = DISCCART
DP = DISCPOLR

♀ *** AERMOD - VERSION 16216r *** Path Villas Hollywood

*** AERMET - VERSION 16216 *** Particulates (PM10) / Average Speed Scenario

*** 04/12/18
18:51:17
PAGE 5

*** MODELOPTS: RegDFAULT CONC ELEV FLGPOL NODRYDPLT NOWETDPLT URBAN ADJ_U*

*** Message Summary : AERMOD Model Execution ***

----- Summary of Total Messages -----

A Total of 0 Fatal Error Message(s)
A Total of 4 Warning Message(s)
A Total of 808 Informational Message(s)
A Total of 8784 Hours Were Processed
A Total of 0 Calm Hours Identified
A Total of 71 Missing Hours Identified (0.81 Percent)

***** FATAL ERROR MESSAGES *****
*** NONE ***

***** WARNING MESSAGES *****
ME W186 317 MEOPEN: THRESH_IMIN 1-min ASOS wind speed threshold used 0.50
ME W187 317 MEOPEN: ADJ_U* Option for Low winds used in AERMET
MX W450 17521 CHKDAT: Record Out of Sequence in Meteorological File at: 14010101
MX W450 17521 CHKDAT: Record Out of Sequence in Meteorological File at: 2 year gap

*** METEOROLOGICAL DAYS SELECTED FOR PROCESSING ***
(1=YES; 0=NO)

[illegible]

METEOROLOGICAL DATA PROCESSED BETWEEN START DATE: 2016 1 1 1
AND END DATE: 2016 12 31 24

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)

*** UP TO THE FIRST 24 HOURS OF METEOROLOGICAL DATA ***

Met Version: 16216

Surface station no.: 99999
Name: UNKNOWN
Year: 2010

Upper air station no.: 3190
Name: UNKNOWN
Year: 2010

First 24 hours of scalar data

YR	MO	DY	JDY	HR	HO	U*	W*	DT/DZ	ZICNV	ZIMCH	M-O	LEN	ZO	BOWEN	ALBEDO	REF	WS	WD	HT	REF	TA	HT
10	01	01	1	01	-33.0	0.331	-9.000	-9.000	-999.	456.	120.2	0.56	0.86	1.00	3.10	38.	21.3	284.9	17.7			
10	01	01	1	02	-26.9	0.285	-9.000	-9.000	-999.	367.	89.6	0.56	0.86	1.00	2.70	38.	21.3	284.2	17.7			
10	01	01	1	03	-38.6	0.387	-9.000	-9.000	-999.	577.	164.6	0.56	0.86	1.00	3.60	35.	21.3	284.2	17.7			
10	01	01	1	04	-33.0	0.331	-9.000	-9.000	-999.	458.	120.2	0.56	0.86	1.00	3.10	34.	21.3	283.8	17.7			
10	01	01	1	05	-33.1	0.331	-9.000	-9.000	-999.	456.	120.2	0.56	0.86	1.00	3.10	37.	21.3	283.1	17.7			
10	01	01	1	06	-38.7	0.387	-9.000	-9.000	-999.	577.	164.5	0.56	0.86	1.00	3.60	24.	21.3	283.1	17.7			
10	01	01	1	07	-38.6	0.387	-9.000	-9.000	-999.	577.	164.5	0.56	0.86	1.00	3.60	35.	21.3	283.8	17.7			
10	01	01	1	08	-29.6	0.435	-9.000	-9.000	-999.	688.	251.8	0.56	0.86	0.55	4.00	35.	21.3	283.8	17.7			
10	01	01	1	09	30.0	0.426	0.367	0.008	59.	666.	-232.0	0.56	0.86	0.32	3.60	38.	21.3	286.4	17.7			
10	01	01	1	10	72.3	0.359	0.629	0.008	124.	519.	-57.8	0.56	0.86	0.24	2.70	34.	21.3	290.4	17.7			
10	01	01	1	11	104.4	0.321	0.998	0.008	344.	437.	-28.6	0.56	0.86	0.21	2.20	43.	21.3	292.5	17.7			
10	01	01	1	12	115.1	0.283	1.156	0.008	484.	363.	-17.9	0.56	0.86	0.20	1.80	62.	21.3	295.9	17.7			
10	01	01	1	13	91.4	0.406	1.130	0.008	568.	622.	-66.2	0.56	0.86	0.20	3.10	263.	21.3	294.2	17.7			
10	01	01	1	14	89.3	0.316	1.168	0.008	642.	432.	-31.9	0.56	0.86	0.21	2.20	259.	21.3	294.9	17.7			
10	01	01	1	15	42.6	0.295	0.928	0.008	675.	384.	-54.0	0.56	0.86	0.25	2.20	267.	21.3	294.9	17.7			
10	01	01	1	16	12.0	0.359	0.609	0.008	680.	516.	-347.9	0.56	0.86	0.33	3.10	264.	21.3	292.5	17.7			
10	01	01	1	17	-15.7	0.231	-9.000	-9.000	-999.	276.	70.7	0.56	0.86	0.60	2.20	288.	21.3	290.9	17.7			
10	01	01	1	18	-6.1	0.135	-9.000	-9.000	-999.	124.	36.7	0.56	0.86	1.00	1.30	344.	21.3	289.2	17.7			
10	01	01	1	19	-11.4	0.184	-9.000	-9.000	-999.	190.	49.2	0.56	0.86	1.00	1.80	2.	21.3	288.8	17.7			
10	01	01	1	20	-17.4	0.229	-9.000	-9.000	-999.	263.	62.1	0.56	0.86	1.00	2.20	22.	21.3	288.1	17.7			
10	01	01	1	21	-17.4	0.229	-9.000	-9.000	-999.	263.	61.9	0.56	0.86	1.00	2.20	40.	21.3	287.0	17.7			
10	01	01	1	22	-11.5	0.184	-9.000	-9.000	-999.	190.	49.1	0.56	0.86	1.00	1.80	306.	21.3	287.0	17.7			
10	01	01	1	23	-11.5	0.184	-9.000	-9.000	-999.	190.	49.0	0.56	0.86	1.00	1.80	45.	21.3	286.4	17.7			
10	01	01	1	24	-11.5	0.184	-9.000	-9.000	-999.	190.	49.0	0.56	0.86	1.00	1.80	67.	21.3	286.4	17.7			

First hour of profile data

YR	MO	DY	HR	HEIGHT	F	WDIR	WSPD	AMB_TMP	sigmaA	sigmaw	sigmav
10	01	01	01	17.7	0	-999.	-99.00	284.9	99.0	-99.00	-99.00
10	01	01	01	21.3	1	38.	3.10	-999.0	99.0	-99.00	-99.00

F indicates top of profile (=1) or below (=0)

*** AERMOD - VERSION 16216r *** Path Villas Hollywood
*** AERMET - VERSION 16216 *** Particulates (PM10) / Average Speed Scenario

*** 04/12/18
*** 19:49:06
*** PAGE 4

*** MODELOPTS: RegDFAULT CONC ELEV FLGPOL NODRYDPLT NOWETDPLT URBAN ADJ_U*

*** THE SUMMARY OF MAXIMUM ANNUAL RESULTS AVERAGED OVER 1 YEARS ***

** CONC OF OTHER IN MICROGRAMS/M**3 **

GROUP ID	AVERAGE CONC	RECEPTOR (XR, YR, ZELEV, ZHILL, ZFLAG)	OF TYPE	NETWORK GRID-ID
ALL	1ST HIGHEST VALUE IS 5.98076 AT (378958.00, 3773609.00, 106.70, 494.50, 4.00)	DC		
	2ND HIGHEST VALUE IS 5.95895 AT (378993.00, 3773574.00, 106.70, 494.50, 4.00)	DC		
	3RD HIGHEST VALUE IS 5.95483 AT (378965.00, 3773602.00, 106.70, 494.50, 4.00)	DC		
	4TH HIGHEST VALUE IS 5.94520 AT (378986.00, 3773581.00, 106.70, 494.50, 4.00)	DC		
	5TH HIGHEST VALUE IS 5.94062 AT (378972.00, 3773595.00, 106.70, 494.50, 4.00)	DC		
	6TH HIGHEST VALUE IS 5.93831 AT (378979.00, 3773588.00, 106.70, 494.50, 4.00)	DC		
	7TH HIGHEST VALUE IS 5.60554 AT (378965.00, 3773609.00, 106.70, 494.50, 4.00)	DC		
	8TH HIGHEST VALUE IS 5.59239 AT (378993.00, 3773581.00, 106.70, 494.50, 4.00)	DC		
	9TH HIGHEST VALUE IS 5.58811 AT (378972.00, 3773602.00, 106.70, 494.50, 4.00)	DC		
	10TH HIGHEST VALUE IS 5.58289 AT (378986.00, 3773588.00, 106.70, 494.50, 4.00)	DC		

*** RECEPTOR TYPES: GC = GRIDCART
GP = GRIDPOLR
DC = DISCCART
DP = DISCPOLR

*** AERMOD - VERSION 16216r *** Path Villas Hollywood
*** AERMET - VERSION 16216 *** Particulates (PM10) / Average Speed Scenario

*** 04/12/18
*** 19:49:06
*** PAGE 5

*** MODELOPTS: RegDFAULT CONC ELEV FLGPOL NODRYDPLT NOWETDPLT URBAN ADJ_U*

*** Message Summary : AERMOD Model Execution ***

----- Summary of Total Messages -----

A Total of 0 Fatal Error Message(s)
A Total of 4 Warning Message(s)
A Total of 808 Informational Message(s)

A Total of 8784 Hours were Processed

A Total of 0 Calm Hours Identified

A Total of 71 Missing Hours Identified (0.81 Percent)

***** FATAL ERROR MESSAGES *****
*** NONE ***

***** WARNING MESSAGES *****
ME W186 317 MEOPEN: THRESH_LMIN 1-min ASOS wind speed threshold used 0.50
ME W187 317 MEOPEN: ADJ_U* Option for Low winds used in AERMET
MX W450 17521 CHKDAT: Record Out of Sequence in Meteorological File at: 14010101
MX W450 17521 CHKDAT: Record Out of Sequence in Meteorological File at: 2 year gap

Met Version: 16216

Surface station no.: 99999
Name: UNKNOWN
Year: 2010

Upper air station no.: 3190
Name: UNKNOWN
Year: 2010

First 24 hours of scalar data																						
YR	MO	DAY	JDY	HR	H0	U*	W*	DT/DZ	ZICNV	ZIMCH	M-O	LEN	Z0	BOWEN	ALBEDO	REF	WS	WD	HT	REF	TA	HT
10	01	01	1	01	-33.0	0.331	-9.000	-9.000	-999.	456.	120.2	0.56	0.86	1.00	3.10	38.	21.3	284.9	17.7			
10	01	01	1	02	-26.9	0.285	-9.000	-9.000	-999.	367.	89.6	0.56	0.86	1.00	2.70	38.	21.3	284.2	17.7			
10	01	01	1	03	-38.6	0.387	-9.000	-9.000	-999.	577.	164.6	0.56	0.86	1.00	3.60	35.	21.3	284.2	17.7			
10	01	01	1	04	-33.0	0.331	-9.000	-9.000	-999.	458.	120.2	0.56	0.86	1.00	3.10	34.	21.3	283.8	17.7			
10	01	01	1	05	-33.1	0.331	-9.000	-9.000	-999.	456.	120.2	0.56	0.86	1.00	3.10	37.	21.3	283.1	17.7			
10	01	01	1	06	-38.7	0.387	-9.000	-9.000	-999.	577.	164.5	0.56	0.86	1.00	3.60	24.	21.3	283.1	17.7			
10	01	01	1	07	-38.6	0.387	-9.000	-9.000	-999.	577.	164.5	0.56	0.86	1.00	3.60	35.	21.3	283.8	17.7			
10	01	01	1	08	-29.6	0.435	-9.000	-9.000	-999.	688.	251.8	0.56	0.86	0.55	4.00	35.	21.3	283.8	17.7			
10	01	01	1	09	30.0	0.426	0.367	0.008	59.	666.	-232.0	0.56	0.86	0.32	3.60	38.	21.3	286.4	17.7			
10	01	01	1	10	72.3	0.359	0.629	0.008	124.	519.	-57.8	0.56	0.86	0.24	2.70	34.	21.3	290.4	17.7			
10	01	01	1	11	104.4	0.321	0.998	0.008	344.	437.	-28.6	0.56	0.86	0.21	2.20	43.	21.3	292.5	17.7			
10	01	01	1	12	115.1	0.283	1.156	0.008	484.	363.	-17.9	0.56	0.86	0.20	1.80	62.	21.3	295.9	17.7			
10	01	01	1	13	91.4	0.406	1.130	0.008	568.	622.	-66.2	0.56	0.86	0.20	3.10	263.	21.3	294.2	17.7			
10	01	01	1	14	89.3	0.316	1.168	0.008	642.	432.	-31.9	0.56	0.86	0.21	2.20	259.	21.3	294.9	17.7			
10	01	01	1	15	42.6	0.295	0.928	0.008	675.	384.	-54.0	0.56	0.86	0.25	2.20	267.	21.3	294.9	17.7			
10	01	01	1	16	12.0	0.359	0.609	0.008	680.	516.	-347.9	0.56	0.86	0.33	3.10	264.	21.3	292.5	17.7			
10	01	01	1	17	-15.7	0.231	-9.000	-9.000	-999.	276.	70.7	0.56	0.86	0.60	2.20	288.	21.3	290.9	17.7			
10	01	01	1	18	-6.1	0.135	-9.000	-9.000	-999.	124.	36.7	0.56	0.86	1.00	1.30	344.	21.3	289.2	17.7			
10	01	01	1	19	-11.4	0.184	-9.000	-9.000	-999.	190.	49.2	0.56	0.86	1.00	1.80	2.	21.3	288.8	17.7			
10	01	01	1	20	-17.4	0.229	-9.000	-9.000	-999.	263.	62.1	0.56	0.86	1.00	2.20	22.	21.3	288.1	17.7			
10	01	01	1	21	-17.4	0.229	-9.000	-9.000	-999.	263.	61.9	0.56	0.86	1.00	2.20	40.	21.3	287.0	17.7			
10	01	01	1	22	-11.5	0.184	-9.000	-9.000	-999.	190.	49.1	0.56	0.86	1.00	1.80	306.	21.3	287.0	17.7			
10	01	01	1	23	-11.5	0.184	-9.000	-9.000	-999.	190.	49.0	0.56	0.86	1.00	1.80	45.	21.3	286.4	17.7			
10	01	01	1	24	-11.5	0.184	-9.000	-9.000	-999.	190.	49.0	0.56	0.86	1.00	1.80	67.	21.3	286.4	17.7			

First hour of profile data

YR	MO	DAY	HR	HEIGHT	F	WDIR	WSPD	AMB_TMP	sigmaA	sigmaW	sigmaV
10	01	01	01	17.7	0	-999.	-99.00	284.9	99.0	-99.00	-99.00
10	01	01	01	21.3	1	38.	3.10	-999.0	99.0	-99.00	-99.00

F indicates top of profile (=1) or below (=0)

♀ *** AERMOD - VERSION 16216r *** Path Villas Hollywood

*** AERMET - VERSION 16216 *** Particulates (PM10) / Average Speed Scenario

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*** MODELOPTS: RegDFAULT CONC ELEV FLGPOL NODRYDPLT NOWETDPLT URBAN ADJ_U*

*** THE SUMMARY OF MAXIMUM ANNUAL RESULTS AVERAGED OVER 1 YEARS ***

** CONC OF OTHER IN MICROGRAMS/M**3 **

GROUP ID	AVERAGE CONC	RECEPTOR (XR, YR, ZELEV, ZHILL, ZFLAG)	OF TYPE	NETWORK GRID-ID
ALL	1ST HIGHEST VALUE IS 4.96228 AT (378958.00, 3773609.00, 106.70, 494.50, 7.30)	DC		
	2ND HIGHEST VALUE IS 4.93467 AT (378965.00, 3773602.00, 106.70, 494.50, 7.30)	DC		
	3RD HIGHEST VALUE IS 4.91417 AT (378972.00, 3773595.00, 106.70, 494.50, 7.30)	DC		
	4TH HIGHEST VALUE IS 4.90072 AT (378979.00, 3773588.00, 106.70, 494.50, 7.30)	DC		
	5TH HIGHEST VALUE IS 4.89335 AT (378986.00, 3773581.00, 106.70, 494.50, 7.30)	DC		
	6TH HIGHEST VALUE IS 4.89068 AT (378993.00, 3773574.00, 106.70, 494.50, 7.30)	DC		
	7TH HIGHEST VALUE IS 4.72159 AT (378965.00, 3773609.00, 106.70, 494.50, 7.30)	DC		
	8TH HIGHEST VALUE IS 4.70002 AT (378972.00, 3773602.00, 106.70, 494.50, 7.30)	DC		
	9TH HIGHEST VALUE IS 4.68481 AT (378979.00, 3773595.00, 106.70, 494.50, 7.30)	DC		
	10TH HIGHEST VALUE IS 4.67566 AT (378986.00, 3773588.00, 106.70, 494.50, 7.30)	DC		

*** RECEPTOR TYPES: GC = GRIDCART
GP = GRIDPOLR
DC = DISCCART
DP = DISCPOLR

♀ *** AERMOD - VERSION 16216r *** Path Villas Hollywood

*** AERMET - VERSION 16216 *** Particulates (PM10) / Average Speed Scenario

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PAGE 5

*** MODELOPTS: RegDFAULT CONC ELEV FLGPOL NODRYDPLT NOWETDPLT URBAN ADJ_U*

*** Message Summary : AERMOD Model Execution ***

----- Summary of Total Messages -----

A Total of 0 Fatal Error Message(s)
A Total of 4 Warning Message(s)
A Total of 570 Informational Message(s)

A Total of 8760 Hours Were Processed

A Total of 0 Calm Hours Identified

A Total of 139 Missing Hours Identified (1.59 Percent)

***** FATAL ERROR MESSAGES *****
*** NONE ***

***** WARNING MESSAGES *****
ME w186 317 MEOPEN: THRESH_IMIN 1-min ASOS wind speed threshold used 0.50
ME w187 317 MEOPEN: ADJ_U* Option for Low winds used in AERMET
MX w450 17521 CHKDAT: Record Out of Sequence in Meteorological File at: 14010101
MX w450 17521 CHKDAT: Record Out of Sequence in Meteorological File at: 2 year gap

[illegible]

Surface station no.: 99999
Name: UNKNOWN
Year: 2010

Upper air station no.: 3190
Name: UNKNOWN
Year: 2010

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
10	01	01	1	01	-33.0	0.331	-9.000	-9.000	-999.	456.	120.2	0.56	0.86	1.00	3.10	38.	21.3	284.9	17.7			
			1	02	-26.9	0.285	-9.000	-9.000	-999.	367.	89.6	0.56	0.86	1.00	2.70	38.	21.3	284.2	17.7			
			1	03	-38.6	0.387	-9.000	-9.000	-999.	577.	164.6	0.56	0.86	1.00	3.60	35.	21.3	284.2	17.7			
			1	04	-33.0	0.331	-9.000	-9.000	-999.	458.	120.2	0.56	0.86	1.00	3.10	34.	21.3	283.8	17.7			
			1	05	-33.1	0.331	-9.000	-9.000	-999.	456.	120.2	0.56	0.86	1.00	3.10	37.	21.3	283.1	17.7			
			1	06	-38.7	0.387	-9.000	-9.000	-999.	577.	164.5	0.56	0.86	1.00	3.60	24.	21.3	283.1	17.7			
			1	07	-38.6	0.387	-9.000	-9.000	-999.	577.	164.5	0.56	0.86	1.00	3.60	35.	21.3	283.8	17.7			
			1	08	-29.6	0.435	-9.000	-9.000	-999.	688.	251.8	0.56	0.86	0.55	4.00	35.	21.3	283.8	17.7			
			1	09	30.0	0.426	0.367	0.008	59.	666.	-232.0	0.56	0.86	0.32	3.60	38.	21.3	286.4	17.7			
			1	10	72.3	0.359	0.629	0.008	124.	519.	-57.8	0.56	0.86	0.24	2.70	34.	21.3	290.4	17.7			
			1	11	104.4	0.321	0.998	0.008	344.	437.	-28.6	0.56	0.86	0.21	2.20	43.	21.3	292.5	17.7			
			1	12	115.1	0.283	1.156	0.008	484.	363.	-17.9	0.56	0.86	0.20	1.80	62.	21.3	295.9	17.7			
			1	13	91.4	0.406	1.130	0.008	568.	622.	-66.2	0.56	0.86	0.20	3.10	263.	21.3	294.2	17.7			
			1	14	89.3	0.316	1.168	0.008	642.	432.	-31.9	0.56	0.86	0.21	2.20	259.	21.3	294.9	17.7			
			1	15	42.6	0.295	0.928	0.008	675.	384.	-54.0	0.56	0.86	0.25	2.20	267.	21.3	294.9	17.7			
			1	16	12.0	0.359	0.609	0.008	680.	516.	-347.9	0.56	0.86	0.33	3.10	264.	21.3	292.5	17.7			
			1	17	-15.7	0.231	-9.000	-9.000	-999.	276.	70.7	0.56	0.86	0.60	2.20	288.	21.3	290.9	17.7			
			1	18	-6.1	0.135	-9.000	-9.000	-999.	124.	36.7	0.56	0.86	1.00	1.30	344.	21.3	289.2	17.7			
			1	19	-11.4	0.184	-9.000	-9.000	-999.	190.	49.2	0.56	0.86	1.00	1.80	2.	21.3	288.8	17.7			
			1	20	-17.4	0.229	-9.000	-9.000	-999.	263.	62.1	0.56	0.86	1.00	2.20	22.	21.3	288.1	17.7			
			1	21	-17.4	0.229	-9.000	-9.000	-999.	263.	61.9	0.56	0.86	1.00	2.20	40.	21.3	287.0	17.7			
			1	22	-11.5	0.184	-9.000	-9.000	-999.	190.	49.1	0.56	0.86	1.00	1.80	306.	21.3	287.0	17.7			
			1	23	-11.5	0.184	-9.000	-9.000	-999.	190.	49.0	0.56	0.86	1.00	1.80	45.	21.3	286.4	17.7			
			1	24	-11.5	0.184	-9.000	-9.000	-999.	190.	49.0	0.56	0.86	1.00	1.80	67.	21.3	286.4	17.7			

First hour of profile data

YR	MO	DY	HR	HEIGHT	F	WDIR	WSPD	AMB_TMP	sigmaA	sigmaW	sigmaV
10	01	01	01	17.7	0	-999.	-99.00	284.9	99.0	-99.00	-99.00
10	01	01	01	21.3	1	38.	3.10	-999.0	99.0	-99.00	-99.00

F indicates top of profile (=1) or below (=0)

*** AERMOD - VERSION 16216r *** Path Villas Hollywood

*** AERMET - VERSION 16216 *** Particulates (PM10) / Average Speed Scenario

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*** MODELOPTS: RegDFAULT CONC ELEV FLGPOL NODRYDPLT NOWETDPLT URBAN ADJ_U*

*** THE SUMMARY OF MAXIMUM ANNUAL RESULTS AVERAGED OVER 1 YEARS ***

** CONC OF OTHER IN MICROGRAMS/M**3

GROUP ID	AVERAGE CONC	RECEPTOR (XR, YR, ZELEV, ZHILL, ZFLAG)	OF TYPE	NETWORK GRID-ID
ALL	1ST HIGHEST VALUE IS	3.73817 AT (378958.00, 3773609.00, 106.70, 494.50, 10.70)	DC	
	2ND HIGHEST VALUE IS	3.71465 AT (378965.00, 3773602.00, 106.70, 494.50, 10.70)	DC	
	3RD HIGHEST VALUE IS	3.69416 AT (378972.00, 3773595.00, 106.70, 494.50, 10.70)	DC	
	4TH HIGHEST VALUE IS	3.67662 AT (378979.00, 3773588.00, 106.70, 494.50, 10.70)	DC	
	5TH HIGHEST VALUE IS	3.66205 AT (378986.00, 3773581.00, 106.70, 494.50, 10.70)	DC	
	6TH HIGHEST VALUE IS	3.65002 AT (378993.00, 3773574.00, 106.70, 494.50, 10.70)	DC	
	7TH HIGHEST VALUE IS	3.62493 AT (378965.00, 3773609.00, 106.70, 494.50, 10.70)	DC	
	8TH HIGHEST VALUE IS	3.60444 AT (378972.00, 3773602.00, 106.70, 494.50, 10.70)	DC	
	9TH HIGHEST VALUE IS	3.58683 AT (378979.00, 3773595.00, 106.70, 494.50, 10.70)	DC	
	10TH HIGHEST VALUE IS	3.57216 AT (378986.00, 3773588.00, 106.70, 494.50, 10.70)	DC	

*** RECEPTOR TYPES: GC = GRIDCART
GP = GRIDPOLR
DC = DISCCART
DP = DISCPOLR

*** AERMOD - VERSION 16216r *** Path Villas Hollywood

*** AERMET - VERSION 16216 *** Particulates (PM10) / Average Speed Scenario

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*** MODELOPTS: RegDFAULT CONC ELEV FLGPOL NODRYDPLT NOWETDPLT URBAN ADJ_U*

*** Message Summary : AERMOD Model Execution ***

----- Summary of Total Messages -----

A Total of 0 Fatal Error Message(s)
A Total of 4 Warning Message(s)
A Total of 570 Informational Message(s)
A Total of 8760 Hours Were Processed
A Total of 0 Calm Hours Identified
A Total of 139 Missing Hours Identified (1.59 Percent)

***** FATAL ERROR MESSAGES *****
*** NONE ***

***** WARNING MESSAGES *****
ME w186 317 MEOPEN: THRESH_LMIN 1-min ASOS wind speed threshold used 0.50
ME w187 317 MEOPEN: ADJ_U* Option for Low winds used in AERMET
MX w450 17521 CHKDAT: Record Out of Sequence in Meteorological File at: 14010101
MX w450 17521 CHKDAT: Record Out of Sequence in Meteorological File at: 2 year gap

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*** MODEL SETUP OPTIONS SUMMARY ***

```
-- DEPOSITION LOGIC --
define DEP DEPOSITION_DATE =
```

**NO GAS DEPOSITION Data Provided.

***NO PARTICLE DEPOSITION Data Provided.

```
**Mode1 Uses NO DRY DEPLETION.  DRYDPLT = F
```

```
**Model Uses NO WET DEPLETION.  WETDPLT = F
```

Model uses Urban Dispersion Algorithm for the SBL for 191 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* BETA option for SBL in AERMET
TEMP_Sub - Meteorological data includes TEMP substitutions

****Model Accepts FLAGPOLE Receptor Heights.**

**The User Specified a Pollutant Type of: OTHER

***Model Calculates ANNUAL Averages Only

****This Run Includes:** 131 Source(s); 1 Source Group(s); and 21 Receptor(s)

```

with:      0 POINT(s), including
           0 POINTCAP(s) and      0 POINTHOR(s)
and:      131 VOLUME source(s)
and:      0 AREA type source(s)
and:      0 LINE source(s)
and:      0 OPENPIT source(s)
and:      0 BUOYANT LINE source(s) with      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 ANNUAL 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) = 87.00 ; 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:

PVH_PM10_A_FIFTH.DTA

```
**Output Print File:
```

PVH_PM10_A_FIFTH.LST

****File for Summary of Results:**

F:\WD Passport\path villas hollywood\model\PVH_PM10_A_FIFTH.SUM

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*** MODELOPTs: RegDFAULT CONC ELEV FLGPOL NODRYDPLT NOWETDPLT URBAN ADJ_U*

*** METEOROLOGICAL DAYS SELECTED FOR PROCESSING ***
(1=YES; 0=NO)

[illegible]

METEOROLOGICAL DATA PROCESSED BETWEEN START DATE: 2014 1 1 1
AND END DATE: 2014 12 31 24

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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*** MODELOPTs: ReqDFAULT CONC ELEV FLGPOL NODRYDPLT NOWETDPLT URBAN ADJ_U*

*** UP TO THE FIRST 24 HOURS OF METEOROLOGICAL DATA ***

```
Surface file: CELA_v9.SFC
Profile file: CELA_v9.PFL
Surface format: FREE
Profile format: FREE
```

Met Version: 16216

Surface station no.: 99999
Name: UNKNOWN
Year: 2010

Upper air station no.: 3190
Name: UNKNOWN
Year: 2010

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
10	01	01	1	01	-33.0	0.331	-9.000	-9.000	-999.	456.	120.2	0.56	0.86	1.00	3.10	38.	21.3	284.9	17.7			
			1	02	-26.9	0.285	-9.000	-9.000	-999.	367.	89.6	0.56	0.86	1.00	2.70	38.	21.3	284.2	17.7			
			1	03	-38.6	0.387	-9.000	-9.000	-999.	577.	164.6	0.56	0.86	1.00	3.60	35.	21.3	284.2	17.7			
			1	04	-33.0	0.331	-9.000	-9.000	-999.	458.	120.2	0.56	0.86	1.00	3.10	34.	21.3	283.8	17.7			
			1	05	-33.1	0.331	-9.000	-9.000	-999.	456.	120.2	0.56	0.86	1.00	3.10	37.	21.3	283.1	17.7			
			1	06	-38.7	0.387	-9.000	-9.000	-999.	577.	164.5	0.56	0.86	1.00	3.60	24.	21.3	283.1	17.7			
			1	07	-38.6	0.387	-9.000	-9.000	-999.	577.	164.5	0.56	0.86	1.00	3.60	35.	21.3	283.8	17.7			
			1	08	-29.6	0.435	-9.000	-9.000	-999.	688.	251.8	0.56	0.86	0.55	4.00	35.	21.3	283.8	17.7			
			1	09	30.0	0.426	0.367	0.008	59.	666.	-232.0	0.56	0.86	0.32	3.60	38.	21.3	286.4	17.7			
			1	10	72.3	0.359	0.629	0.008	124.	519.	-57.8	0.56	0.86	0.24	2.70	34.	21.3	290.4	17.7			
			1	11	104.4	0.321	0.998	0.008	344.	437.	-28.6	0.56	0.86	0.21	2.20	43.	21.3	292.5	17.7			
			1	12	115.1	0.283	1.156	0.008	484.	363.	-17.9	0.56	0.86	0.20	1.80	62.	21.3	295.9	17.7			
			1	13	91.4	0.406	1.130	0.008	568.	622.	-66.2	0.56	0.86	0.20	3.10	263.	21.3	294.2	17.7			
			1	14	89.3	0.316	1.168	0.008	642.	432.	-31.9	0.56	0.86	0.21	2.20	259.	21.3	294.9	17.7			
			1	15	42.6	0.295	0.928	0.008	675.	384.	-54.0	0.56	0.86	0.25	2.20	267.	21.3	294.9	17.7			
			1	16	12.0	0.359	0.609	0.008	680.	516.	-347.9	0.56	0.86	0.33	3.10	264.	21.3	292.5	17.7			
			1	17	-15.7	0.231	-9.000	-9.000	-999.	276.	70.7	0.56	0.86	0.60	2.20	288.	21.3	290.9	17.7			
			1	18	-6.1	0.135	-9.000	-9.000	-999.	124.	36.7	0.56	0.86	1.00	1.30	344.	21.3	289.2	17.7			
			1	19	-11.4	0.184	-9.000	-9.000	-999.	190.	49.2	0.56	0.86	1.00	1.80	2.	21.3	288.8	17.7			
			1	20	-17.4	0.229	-9.000	-9.000	-999.	263.	62.1	0.56	0.86	1.00	2.20	22.	21.3	288.1	17.7			
			1	21	-17.4	0.229	-9.000	-9.000	-999.	263.	61.9	0.56	0.86	1.00	2.20	40.	21.3	287.0	17.7			
			1	22	-11.5	0.184	-9.000	-9.000	-999.	190.	49.1	0.56	0.86	1.00	1.80	306.	21.3	287.0	17.7			
			1	23	-11.5	0.184	-9.000	-9.000	-999.	190.	49.0	0.56	0.86	1.00	1.80	45.	21.3	286.4	17.7			
			1	24	-11.5	0.184	-9.000	-9.000	-999.	190.	49.0	0.56	0.86	1.00	1.80	67.	21.3	286.4	17.7			

First hour of profile data
YR MO DY HR HEIGHT F WDIR WSPD AMB_TMP sigmaA sigmaW sigmaV
10 01 01 01 17.7 0 -999. -99.00 284.9 99.0 -99.00 -99.00
10 01 01 01 21.3 1 38. 3.10 -999.0 99.0 -99.00 -99.00

F indicates top of profile (=1) or below (=0)

*** AERMOD - VERSION 16216r *** Path Villas Hollywood

*** AERMET - VERSION 16216 *** Particulates (PM10) / Average Speed Scenario

*** 04/13/18
16:23:57
PAGE 4

*** MODELOPTS: RegDFAULT CONC ELEV FLGPOL NODRYDPLT NOWETDPLT URBAN ADJ_U*

*** THE SUMMARY OF MAXIMUM ANNUAL RESULTS AVERAGED OVER 1 YEARS ***

** CONC OF OTHER IN MICROGRAMS/M**3 **

GROUP ID	AVERAGE CONC	RECEPTOR (XR, YR, ZELEV, ZHILL, ZFLAG)	OF TYPE	NETWORK GRID-ID
ALL	1ST HIGHEST VALUE IS	2.66529 AT (378958.00, 3773609.00, 106.70, 494.50, 14.00)	DC	
	2ND HIGHEST VALUE IS	2.64888 AT (378965.00, 3773602.00, 106.70, 494.50, 14.00)	DC	
	3RD HIGHEST VALUE IS	2.63329 AT (378972.00, 3773595.00, 106.70, 494.50, 14.00)	DC	
	4TH HIGHEST VALUE IS	2.62802 AT (378965.00, 3773609.00, 106.70, 494.50, 14.00)	DC	
	5TH HIGHEST VALUE IS	2.61849 AT (378979.00, 3773588.00, 106.70, 494.50, 14.00)	DC	
	6TH HIGHEST VALUE IS	2.61271 AT (378972.00, 3773602.00, 106.70, 494.50, 14.00)	DC	
	7TH HIGHEST VALUE IS	2.60456 AT (378986.00, 3773581.00, 106.70, 494.50, 14.00)	DC	
	8TH HIGHEST VALUE IS	2.59823 AT (378979.00, 3773595.00, 106.70, 494.50, 14.00)	DC	
	9TH HIGHEST VALUE IS	2.59149 AT (378993.00, 3773574.00, 106.70, 494.50, 14.00)	DC	
	10TH HIGHEST VALUE IS	2.58658 AT (378972.00, 3773609.00, 106.70, 494.50, 14.00)	DC	

*** RECEPTOR TYPES: GC = GRIDCART
GP = GRIDPOLR
DC = DISCCART
DP = DISCPOLR

*** AERMOD - VERSION 16216r *** Path Villas Hollywood

*** AERMET - VERSION 16216 *** Particulates (PM10) / Average Speed Scenario

*** 04/13/18
16:23:57
PAGE 5

*** MODELOPTS: RegDFAULT CONC ELEV FLGPOL NODRYDPLT NOWETDPLT URBAN ADJ_U*

*** Message Summary : AERMOD Model Execution ***

----- Summary of Total Messages -----

A Total of 0 Fatal Error Message(s)
A Total of 4 Warning Message(s)
A Total of 570 Informational Message(s)

A Total of 8760 Hours Were Processed

A Total of 0 Calm Hours Identified

A Total of 139 Missing Hours Identified (1.59 Percent)

***** FATAL ERROR MESSAGES *****
*** NONE ***

***** WARNING MESSAGES *****

ME W186 317 MEOPEN: THRESH_LMIN 1-min ASOS wind speed threshold used 0.50
ME W187 317 MEOPEN: ADJ_U* Option for Low winds used in AERMET
MX W450 17521 CHKDAT: Record Out of Sequence in Meteorological File at: 14010101
MX W450 17521 CHKDAT: Record Out of Sequence in Meteorological File at: 2 year gap

[illegible]

Surface station no.: 99999 upper air station no.: 3190
Name: UNKNOWN Name: UNKNOWN
Year: 2010 Year: 2010

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
10	01	01	1 01	-33.0	0.331	-9.000	-9.000	-999.	456.	120.2	0.56	0.86	1.00	3.10	38.	21.3	284.9	17.7
10	01	01	1 02	-26.9	0.285	-9.000	-9.000	-999.	367.	89.6	0.56	0.86	1.00	2.70	38.	21.3	284.2	17.7
10	01	01	1 03	-38.6	0.387	-9.000	-9.000	-999.	577.	164.6	0.56	0.86	1.00	3.60	35.	21.3	284.2	17.7
10	01	01	1 04	-33.0	0.331	-9.000	-9.000	-999.	458.	120.2	0.56	0.86	1.00	3.10	34.	21.3	283.8	17.7
10	01	01	1 05	-33.1	0.331	-9.000	-9.000	-999.	456.	120.2	0.56	0.86	1.00	3.10	37.	21.3	283.1	17.7
10	01	01	1 06	-38.7	0.387	-9.000	-9.000	-999.	577.	164.5	0.56	0.86	1.00	3.60	24.	21.3	283.1	17.7
10	01	01	1 07	-38.6	0.387	-9.000	-9.000	-999.	577.	164.5	0.56	0.86	1.00	3.60	35.	21.3	283.8	17.7
10	01	01	1 08	-29.6	0.435	-9.000	-9.000	-999.	688.	251.8	0.56	0.86	0.55	4.00	35.	21.3	283.8	17.7
10	01	01	1 09	30.0	0.426	0.367	0.008	59.	666.	-232.0	0.56	0.86	0.32	3.60	38.	21.3	286.4	17.7
10	01	01	1 10	72.3	0.359	0.629	0.008	124.	519.	-57.8	0.56	0.86	0.24	2.70	34.	21.3	290.4	17.7
10	01	01	1 11	104.4	0.321	0.998	0.008	344.	437.	-28.6	0.56	0.86	0.21	2.20	43.	21.3	292.5	17.7
10	01	01	1 12	115.1	0.283	1.156	0.008	484.	363.	-17.9	0.56	0.86	0.20	1.80	62.	21.3	295.9	17.7
10	01	01	1 13	91.4	0.406	1.130	0.008	568.	622.	-66.2	0.56	0.86	0.20	3.10	263.	21.3	294.2	17.7
10	01	01	1 14	89.3	0.316	1.168	0.008	642.	432.	-31.9	0.56	0.86	0.21	2.20	259.	21.3	294.9	17.7
10	01	01	1 15	42.6	0.295	0.928	0.008	675.	384.	-54.0	0.56	0.86	0.25	2.20	267.	21.3	294.9	17.7
10	01	01	1 16	12.0	0.359	0.609	0.008	680.	516.	-347.9	0.56	0.86	0.33	3.10	264.	21.3	292.5	17.7
10	01	01	1 17	-15.7	0.231	-9.000	-9.000	-999.	276.	70.7	0.56	0.86	0.60	2.20	288.	21.3	290.9	17.7
10	01	01	1 18	-6.1	0.135	-9.000	-9.000	-999.	124.	36.7	0.56	0.86	1.00	1.30	344.	21.3	289.2	17.7
10	01	01	1 19	-11.4	0.184	-9.000	-9.000	-999.	190.	49.2	0.56	0.86	1.00	1.80	22.	21.3	288.8	17.7
10	01	01	1 20	-17.4	0.229	-9.000	-9.000	-999.	263.	62.1	0.56	0.86	1.00	2.20	22.	21.3	288.1	17.7
10	01	01	1 21	-17.4	0.229	-9.000	-9.000	-999.	263.	61.9	0.56	0.86	1.00	2.20	40.	21.3	287.0	17.7
10	01	01	1 22	-11.5	0.184	-9.000	-9.000	-999.	190.	49.1	0.56	0.86	1.00	1.80	306.	21.3	287.0	17.7
10	01	01	1 23	-11.5	0.184	-9.000	-9.000	-999.	190.	49.0	0.56	0.86	1.00	1.80	45.	21.3	286.4	17.7
10	01	01	1 24	-11.5	0.184	-9.000	-9.000	-999.	190.	49.0	0.56	0.86	1.00	1.80	67.	21.3	286.4	17.7

First hour of profile data

YR	MO	DY	HR	HEIGHT	F	WDIR	WSPD	AMB_TMP	sigmaA	sigmaW	sigmaV
10	01	01	17.7	0	-999.		-99.00	284.9	99.0	-99.00	-99.00
10	01	01	21.3	1	38.		3.10	-999.0	99.0	-99.00	-99.00

F indicates top of profile (=1) or below (=0)

*** AERMOD - VERSION 16216r *** Path Villas Hollywood

*** AERMET - VERSION 16216 *** Particulates (PM10) / Average Speed Scenario

04/13/18

16:22:26

PAGE 4

*** MODELOPTS: RegDFAULT CONC ELEV FLGPOL NODRYDPLT NOWETDPLT URBAN ADJ_U*

*** THE SUMMARY OF MAXIMUM ANNUAL RESULTS AVERAGED OVER 1 YEARS ***

** CONC OF OTHER IN MICROGRAMS/M**3

**

GROUP ID	AVERAGE CONC	RECEPTOR (XR, YR, ZELEV, ZHILL, ZFLAG)	OF TYPE	NETWORK GRID-ID
ALL	1ST HIGHEST VALUE IS 1.83311 AT (378958.00, 3773609.00, 106.70, 494.50, 17.40)	DC		
	2ND HIGHEST VALUE IS 1.82915 AT (378965.00, 3773609.00, 106.70, 494.50, 17.40)	DC		
	3RD HIGHEST VALUE IS 1.82333 AT (378965.00, 3773602.00, 106.70, 494.50, 17.40)	DC		
	4TH HIGHEST VALUE IS 1.82158 AT (378972.00, 3773609.00, 106.70, 494.50, 17.40)	DC		
	5TH HIGHEST VALUE IS 1.81938 AT (378972.00, 3773602.00, 106.70, 494.50, 17.40)	DC		
	6TH HIGHEST VALUE IS 1.81333 AT (378972.00, 3773595.00, 106.70, 494.50, 17.40)	DC		
	7TH HIGHEST VALUE IS 1.81197 AT (378979.00, 3773602.00, 106.70, 494.50, 17.40)	DC		
	8TH HIGHEST VALUE IS 1.81080 AT (378979.00, 3773609.00, 106.70, 494.50, 17.40)	DC		
	9TH HIGHEST VALUE IS 1.80950 AT (378979.00, 3773595.00, 106.70, 494.50, 17.40)	DC		
	10TH HIGHEST VALUE IS 1.80315 AT (378979.00, 3773588.00, 106.70, 494.50, 17.40)	DC		

*** RECEPTOR TYPES: GC = GRIDCART
GP = GRIDPOLR
DC = DISCCART
DP = DISCPOLR

*** AERMOD - VERSION 16216r *** Path Villas Hollywood

*** AERMET - VERSION 16216 *** Particulates (PM10) / Average Speed Scenario

04/13/18

16:22:26

PAGE 5

*** MODELOPTS: RegDFAULT CONC ELEV FLGPOL NODRYDPLT NOWETDPLT URBAN ADJ_U*

*** Message Summary : AERMOD Model Execution ***

----- Summary of Total Messages -----

A Total of 0 Fatal Error Message(s)
A Total of 4 Warning Message(s)
A Total of 570 Informational Message(s)

A Total of 8760 Hours Were Processed

A Total of 0 Calm Hours Identified

A Total of 139 Missing Hours Identified (1.59 Percent)

***** FATAL ERROR MESSAGES *****
*** NONE ***

***** WARNING MESSAGES *****
ME W186 317 MEOPEN: THRESH_LMIN 1-min ASOS wind speed threshold used 0.50
ME W187 317 MEOPEN: ADJ_U* Option for Low winds used in AERMET
MX W450 17521 CHKDAT: Record Out of Sequence in Meteorological File at: 14010101
MX W450 17521 CHKDAT: Record Out of Sequence in Meteorological File at: 2 year gap

Met Version: 16216

First 24 hours of scalar data																						
YR	MO	DY	JDY	HR	HO	U*	W*	DT/DZ	ZICNV	ZIMCH	M-O	LEN	ZO	BOWEN	ALBEDO	REF	WS	WD	HT	REF	TA	HT
10	01	01	1	01	-33.0	0.331	-9.000	-9.000	-999.	456.	120.2	0.56	0.86	1.00	3.10	38.	21.3	284.9	17.7			
10	01	01	1	02	-26.9	0.285	-9.000	-9.000	-999.	367.	89.6	0.56	0.86	1.00	2.70	38.	21.3	284.2	17.7			
10	01	01	1	03	-38.6	0.387	-9.000	-9.000	-999.	577.	164.6	0.56	0.86	1.00	3.60	35.	21.3	284.2	17.7			
10	01	01	1	04	-33.0	0.331	-9.000	-9.000	-999.	458.	120.2	0.56	0.86	1.00	3.10	34.	21.3	283.8	17.7			
10	01	01	1	05	-33.1	0.331	-9.000	-9.000	-999.	456.	120.2	0.56	0.86	1.00	3.10	37.	21.3	283.1	17.7			
10	01	01	1	06	-38.7	0.387	-9.000	-9.000	-999.	577.	164.5	0.56	0.86	1.00	3.60	24.	21.3	283.1	17.7			
10	01	01	1	07	-38.6	0.387	-9.000	-9.000	-999.	577.	164.5	0.56	0.86	1.00	3.60	35.	21.3	283.8	17.7			
10	01	01	1	08	-29.6	0.435	-9.000	-9.000	-999.	688.	251.8	0.56	0.86	0.55	4.00	35.	21.3	283.8	17.7			
10	01	01	1	09	30.0	0.426	0.367	0.008	59.	666.	-232.0	0.56	0.86	0.32	3.60	38.	21.3	286.4	17.7			
10	01	01	1	10	72.3	0.359	0.629	0.008	124.	519.	-57.8	0.56	0.86	0.24	2.70	34.	21.3	290.4	17.7			
10	01	01	1	11	104.4	0.321	0.998	0.008	344.	437.	-28.6	0.56	0.86	0.21	2.20	43.	21.3	292.5	17.7			
10	01	01	1	12	115.1	0.283	1.156	0.008	484.	363.	-17.9	0.56	0.86	0.20	1.80	62.	21.3	295.9	17.7			
10	01	01	1	13	91.4	0.406	1.130	0.008	568.	622.	-66.2	0.56	0.86	0.20	3.10	263.	21.3	294.2	17.7			
10	01	01	1	14	89.3	0.316	1.168	0.008	642.	432.	-31.9	0.56	0.86	0.21	2.20	259.	21.3	294.9	17.7			
10	01	01	1	15	42.6	0.295	0.928	0.008	675.	384.	-54.0	0.56	0.86	0.25	2.20	267.	21.3	294.9	17.7			
10	01	01	1	16	12.0	0.359	0.609	0.008	680.	516.	-347.9	0.56	0.86	0.33	3.10	264.	21.3	292.5	17.7			
10	01	01	1	17	-15.7	0.231	-9.000	-9.000	-999.	276.	70.7	0.56	0.86	0.60	2.20	288.	21.3	290.9	17.7			
10	01	01	1	18	-6.1	0.135	-9.000	-9.000	-999.	124.	36.7	0.56	0.86	1.00	1.30	344.	21.3	289.2	17.7			
10	01	01	1	19	-11.4	0.184	-9.000	-9.000	-999.	190.	49.2	0.56	0.86	1.00	1.80	2.	21.3	288.8	17.7			
10	01	01	1	20	-17.4	0.229	-9.000	-9.000	-999.	263.	62.1	0.56	0.86	1.00	2.20	22.	21.3	288.1	17.7			
10	01	01	1	21	-17.4	0.229	-9.000	-9.000	-999.	263.	61.9	0.56	0.86	1.00	2.20	40.	21.3	287.0	17.7			
10	01	01	1	22	-11.5	0.184	-9.000	-9.000	-999.	190.	49.1	0.56	0.86	1.00	1.80	306.	21.3	287.0	17.7			
10	01	01	1	23	-11.5	0.184	-9.000	-9.000	-999.	190.	49.0	0.56	0.86	1.00	1.80	45.	21.3	286.4	17.7			
10	01	01	1	24	-11.5	0.184	-9.000	-9.000	-999.	190.	49.0	0.56	0.86	1.00	1.80	67.	21.3	286.4	17.7			

First hour of profile data
YR MO DY HR HEIGHT F WDIR WSPD AMB_TMP sigmaA sigmaW sigmaV
10 01 01 01 17.7 0 -999. -99.00 284.9 99.0 -99.00 -99.00
10 01 01 01 21.3 1 38. 3.10 -999.0 99.0 -99.00 -99.00

F indicates top of profile (=1) or below (=0)

♀ *** AERMOD - VERSION 16216r *** Path Villas Hollywood *** 04/13/18
*** AERMET - VERSION 16216 *** Particulates (PM2.5) / Average Speed Scenario *** 16:29:52
PAGE 4

*** MODELOPTS: RegDFAULT CONC ELEV FLGPOL NODRYDPLT NOWETDPLT URBAN ADJ_U*

*** THE SUMMARY OF HIGHEST 24-HR RESULTS ***

** CONC OF OTHER IN MICROGRAMS/M**3 **

GROUP ID	AVERAGE CONC	DATE (YYMMDDHH)	RECEPTOR (XR, YR, ZELEV, ZHILL, ZFLAG)	OF TYPE	NETWORK GRID-ID
ALL HIGH 1ST HIGH VALUE IS	3.18702m	ON 15020724: AT (	378993.00, 3773574.00, 106.70, 494.50,	0.00)	DC

*** RECEPTOR TYPES: GC = GRIDCART
GP = GRIDPOLR
DC = DISCCART
DP = DISCPOLR

♀ *** AERMOD - VERSION 16216r *** Path Villas Hollywood *** 04/13/18
*** AERMET - VERSION 16216 *** Particulates (PM2.5) / Average Speed Scenario *** 16:29:52
PAGE 5

*** MODELOPTS: RegDFAULT CONC ELEV FLGPOL NODRYDPLT NOWETDPLT URBAN ADJ_U*

*** Message Summary : AERMOD Model Execution ***

----- Summary of Total Messages -----

A Total of 0 Fatal Error Message(s)
A Total of 4 warning Message(s)
A Total of 808 Informational Message(s)
A Total of 43824 Hours Were Processed
A Total of 4 Calm Hours Identified
A Total of 804 Missing Hours Identified (1.83 Percent)

***** FATAL ERROR MESSAGES *****
*** NONE ***

***** WARNING MESSAGES *****
ME W186 316 MEOPEN: THRESH_LMIN 1-min ASOS wind speed threshold used 0.50
ME W187 316 MEOPEN: ADJ_U* Option for Low winds used in AERMET
MX W450 17521 CHKDAT: Record Out of Sequence in Meteorological File at: 14010101
MX W450 17521 CHKDAT: Record Out of Sequence in Meteorological File at: 2 year gap

```
Upper air station no.: 3190
Name: UNKNOWN
Year: 2010
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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
10	01	01	1	01	-33.0	0.331	-9.000	-9.000	-999.	456.	120.2	0.56	0.86	1.00	3.10	38.	21.3	284.9	17.7	
				02	-26.9	0.285	-9.000	-9.000	-999.	367.	89.6	0.56	0.86	1.00	2.70	38.	21.3	284.2	17.7	
				03	-38.6	0.387	-9.000	-9.000	-999.	577.	164.6	0.56	0.86	1.00	3.60	35.	21.3	284.2	17.7	
				04	-33.0	0.331	-9.000	-9.000	-999.	458.	120.2	0.56	0.86	1.00	3.10	34.	21.3	283.8	17.7	
				05	-33.1	0.331	-9.000	-9.000	-999.	456.	120.2	0.56	0.86	1.00	3.10	37.	21.3	283.1	17.7	
				06	-38.7	0.387	-9.000	-9.000	-999.	577.	164.5	0.56	0.86	1.00	3.60	24.	21.3	283.1	17.7	
				07	-38.6	0.387	-9.000	-9.000	-999.	577.	164.5	0.56	0.86	1.00	3.60	35.	21.3	283.8	17.7	
				08	-29.6	0.435	-9.000	-9.000	-999.	688.	251.8	0.56	0.86	0.55	4.00	35.	21.3	283.8	17.7	
				09	30.0	0.426	0.367	0.008	59.	666.	-232.0	0.56	0.86	0.32	3.60	38.	21.3	286.4	17.7	
				10	72.3	0.359	0.629	0.008	124.	519.	-57.8	0.56	0.86	0.24	2.70	34.	21.3	290.4	17.7	
				11	104.4	0.321	0.998	0.008	344.	437.	-28.6	0.56	0.86	0.21	2.20	43.	21.3	292.5	17.7	
				12	115.1	0.283	1.156	0.008	484.	363.	-17.9	0.56	0.86	0.20	1.80	62.	21.3	295.9	17.7	
				13	91.4	0.406	1.130	0.008	568.	622.	-66.2	0.56	0.86	0.20	3.10	263.	21.3	294.2	17.7	
				14	89.3	0.316	1.168	0.008	642.	432.	-31.9	0.56	0.86	0.21	2.20	259.	21.3	294.9	17.7	
				15	42.6	0.295	0.928	0.008	675.	384.	-54.0	0.56	0.86	0.25	2.20	267.	21.3	294.9	17.7	
				16	12.0	0.359	0.609	0.008	680.	516.	-347.9	0.56	0.86	0.33	3.10	264.	21.3	292.5	17.7	
				17	-15.7	0.231	-9.000	-9.000	-999.	276.	70.7	0.56	0.86	0.60	2.20	288.	21.3	290.9	17.7	
				18	-6.1	0.135	-9.000	-9.000	-999.	124.	36.7	0.56	0.86	1.00	1.30	344.	21.3	289.2	17.7	
				19	-11.4	0.184	-9.000	-9.000	-999.	190.	49.2	0.56	0.86	1.00	1.80	2.	21.3	288.8	17.7	
				20	-17.4	0.229	-9.000	-9.000	-999.	263.	62.1	0.56	0.86	1.00	2.20	22.	21.3	288.1	17.7	
				21	-17.4	0.229	-9.000	-9.000	-999.	263.	61.9	0.56	0.86	1.00	2.20	40.	21.3	287.0	17.7	
				22	-11.5	0.184	-9.000	-9.000	-999.	190.	49.1	0.56	0.86	1.00	1.80	306.	21.3	287.0	17.7	
				23	-11.5	0.184	-9.000	-9.000	-999.	190.	49.0	0.56	0.86	1.00	1.80	45.	21.3	286.4	17.7	
				24	-11.5	0.184	-9.000	-9.000	-999.	190.	49.0	0.56	0.86	1.00	1.80	67.	21.3	286.4	17.7	

First hour of profile data

YR	MO	DY	HR	HEIGHT	F	WDIR	WSPD	AMB_TMP	sigmaA	sigmaw	sigmaV
10	01	01	01	17.7	0	-999.	-99.00	284.9	99.0	-99.00	-99.00
10	01	01	01	21.3	1	38.	3.10	-999.0	99.0	-99.00	-99.00

F indicates top of profile (=1) or below (=0)

*** AERMOD - VERSION 16216r *** Path Villas Hollywood *** 04/13/18
 *** AERMET - VERSION 16216 *** Particulates (PM2.5) / Average Speed Scenario *** 16:43:58
 *** MODELOPTS: RegDFAULT CONC ELEV FLGPOL NODRYDPLT NOWETDPLT URBAN ADJ_U* *** PAGE 4

*** THE SUMMARY OF HIGHEST 24-HR RESULTS ***

** CONC OF OTHER IN MICROGRAMS/M**3 **

GROUP ID	AVERAGE CONC	DATE (YYMMDDHH)	RECEPTOR (XR, YR, ZELEV, ZHILL, ZFLAG)	OF TYPE	NETWORK GRID-ID
ALL HIGH 1ST HIGH VALUE IS	2.87711m	ON 15020724: AT (	378958.00, 3773609.00, 106.70, 494.50,	4.00)	DC

*** RECEPTOR TYPES: GC = GRIDCART
 GP = GRIDPOLR
 DC = DISCCART
 DP = DISCPOLR

*** AERMOD - VERSION 16216r *** Path Villas Hollywood *** 04/13/18
 *** AERMET - VERSION 16216 *** Particulates (PM2.5) / Average Speed Scenario *** 16:43:58
 *** MODELOPTS: RegDFAULT CONC ELEV FLGPOL NODRYDPLT NOWETDPLT URBAN ADJ_U* *** PAGE 5

*** Message Summary : AERMOD Model Execution ***

----- Summary of Total Messages -----

A Total of 0 Fatal Error Message(s)
 A Total of 4 warning Message(s)
 A Total of 808 Informational Message(s)
 A Total of 43824 Hours Were Processed
 A Total of 4 Calm Hours Identified
 A Total of 804 Missing Hours Identified (1.83 Percent)

***** FATAL ERROR MESSAGES *****
 *** NONE ***

***** WARNING MESSAGES *****
 ME W186 316 MEOPEN: THRESH_LMIN 1-min ASOS wind speed threshold used 0.50
 ME W187 316 MEOPEN: ADJ_U* Option for Low winds used in AERMET
 MX W450 17521 CHKDAT: Record Out of Sequence in Meteorological File at: 14010101
 MX W450 17521 CHKDAT: Record Out of Sequence in Meteorological File at: 2 year gap

Met Version: 16216

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
10	01	01	1	01	-33.0	0.331	-9.000	-9.000	-999.	456.	120.2	0.56	0.86	1.00	3.10	38.	21.3	284.9	17.7	
10	01	01	1	02	-26.9	0.285	-9.000	-9.000	-999.	367.	89.6	0.56	0.86	1.00	2.70	38.	21.3	284.2	17.7	
10	01	01	1	03	-38.6	0.387	-9.000	-9.000	-999.	577.	164.6	0.56	0.86	1.00	3.60	35.	21.3	284.2	17.7	
10	01	01	1	04	-33.0	0.331	-9.000	-9.000	-999.	458.	120.2	0.56	0.86	1.00	3.10	34.	21.3	283.8	17.7	
10	01	01	1	05	-33.1	0.331	-9.000	-9.000	-999.	456.	120.2	0.56	0.86	1.00	3.10	37.	21.3	283.1	17.7	
10	01	01	1	06	-38.7	0.387	-9.000	-9.000	-999.	577.	164.5	0.56	0.86	1.00	3.60	24.	21.3	283.1	17.7	
10	01	01	1	07	-38.6	0.387	-9.000	-9.000	-999.	577.	164.5	0.56	0.86	1.00	3.60	35.	21.3	283.8	17.7	
10	01	01	1	08	-29.6	0.435	-9.000	-9.000	-999.	688.	251.8	0.56	0.86	0.55	4.00	35.	21.3	283.8	17.7	
10	01	01	1	09	30.0	0.426	0.367	0.008	59.	666.	-232.0	0.56	0.86	0.32	3.60	38.	21.3	286.4	17.7	
10	01	01	1	10	72.3	0.359	0.629	0.008	124.	519.	-57.8	0.56	0.86	0.24	2.70	34.	21.3	290.4	17.7	
10	01	01	1	11	104.4	0.321	0.998	0.008	344.	437.	-28.6	0.56	0.86	0.21	2.20	43.	21.3	292.5	17.7	
10	01	01	1	12	115.1	0.283	1.156	0.008	484.	363.	-17.9	0.56	0.86	0.20	1.80	62.	21.3	295.9	17.7	
10	01	01	1	13	91.4	0.406	1.130	0.008	568.	622.	-66.2	0.56	0.86	0.20	3.10	263.	21.3	294.2	17.7	
10	01	01	1	14	89.3	0.316	1.168	0.008	642.	432.	-31.9	0.56	0.86	0.21	2.20	259.	21.3	294.9	17.7	
10	01	01	1	15	42.6	0.295	0.928	0.008	675.	384.	-54.0	0.56	0.86	0.25	2.20	267.	21.3	294.9	17.7	
10	01	01	1	16	12.0	0.359	0.609	0.008	680.	516.	-347.9	0.56	0.86	0.33	3.10	264.	21.3	292.5	17.7	
10	01	01	1	17	-15.7	0.231	-9.000	-9.000	-999.	276.	70.7	0.56	0.86	0.60	2.20	288.	21.3	290.9	17.7	
10	01	01	1	18	-6.1	0.135	-9.000	-9.000	-999.	124.	36.7	0.56	0.86	1.00	1.30	344.	21.3	289.2	17.7	
10	01	01	1	19	-11.4	0.184	-9.000	-9.000	-999.	190.	49.2	0.56	0.86	1.00	1.80	2.	21.3	288.8	17.7	
10	01	01	1	20	-17.4	0.229	-9.000	-9.000	-999.	263.	62.1	0.56	0.86	1.00	2.20	22.	21.3	288.1	17.7	
10	01	01	1	21	-17.4	0.229	-9.000	-9.000	-999.	263.	61.9	0.56	0.86	1.00	2.20	40.	21.3	287.0	17.7	
10	01	01	1	22	-11.5	0.184	-9.000	-9.000	-999.	190.	49.1	0.56	0.86	1.00	1.80	306.	21.3	287.0	17.7	
10	01	01	1	23	-11.5	0.184	-9.000	-9.000	-999.	190.	49.0	0.56	0.86	1.00	1.80	45.	21.3	286.4	17.7	
10	01	01	1	24	-11.5	0.184	-9.000	-9.000	-999.	190.	49.0	0.56	0.86	1.00	1.80	67.	21.3	286.4	17.7	

First hour of profile data

YR	MO	DY	HR	HEIGHT	F	WDIR	WSPD	AMB_TMP	sigmaA	sigmaW	sigmaV
10	01	01	01	17.7	0	-999.	-99.00	284.9	99.0	-99.00	-99.00
10	01	01	01	21.3	1	38.	3.10	-999.0	99.0	-99.00	-99.00

F indicates top of profile (=1) or below (=0)

*** AERMOD - VERSION 16216r *** Path Villas Hollywood ***
 *** AERMET - VERSION 16216 *** Particulates (PM2.5) / Average Speed Scenario ***
 *** MODELOPTS: RegDFAULT CONC ELEV FLGPOL NODRYDPLT NOWETDPLT URBAN ADJ_U*
 *** THE SUMMARY OF HIGHEST 24-HR RESULTS ***

** CONC OF OTHER IN MICROGRAMS/M**3 **

GROUP ID	AVERAGE CONC	DATE (YYMMDDHH)	RECEPTOR (XR, YR, ZELEV, ZHILL, ZFLAG)	OF TYPE	NETWORK GRID-ID
ALL HIGH 1ST HIGH VALUE IS	2.45380m	ON 15020724: AT (	378958.00, 3773609.00, 106.70, 494.50, 7.30)	DC	

*** RECEPTOR TYPES: GC = GRIDCART
 GP = GRIDPOLR
 DC = DISCCART
 DP = DISCPOLR

*** AERMOD - VERSION 16216r *** Path Villas Hollywood ***
 *** AERMET - VERSION 16216 *** Particulates (PM2.5) / Average Speed Scenario ***
 *** MODELOPTS: RegDFAULT CONC ELEV FLGPOL NODRYDPLT NOWETDPLT URBAN ADJ_U*
 *** Message Summary : AERMOD Model Execution ***

----- Summary of Total Messages -----

A Total of 0 Fatal Error Message(s)
 A Total of 4 Warning Message(s)
 A Total of 808 Informational Message(s)
 A Total of 43824 Hours Were Processed
 A Total of 4 Calm Hours Identified
 A Total of 804 Missing Hours Identified (1.83 Percent)

***** FATAL ERROR MESSAGES *****
 *** NONE ***

***** WARNING MESSAGES *****
 ME W186 316 MEOPEN: THRESH_IMIN 1-min ASOS wind speed threshold used 0.50
 ME W187 316 MEOPEN: ADJ_U* Option for Low winds used in AERMET
 MX W450 17521 CHKDAT: Record Out of Sequence in Meteorological File at: 14010101
 MX W450 17521 CHKDAT: Record Out of Sequence in Meteorological File at: 2 year gap

```
Upper air station no.: 3190
Name: UNKNOWN
Year: 2010
```

First 24 hours of scalar data																				
YR	MO	DY	JDY	HR	HO	U*	W*	DT/DZ	ZICNV	ZIMCH	M-O	LEN	ZO	BOWEN	ALBEDO	REF WS	WD	HT	REF TA	HT
10	01	01	1	01	-33.0	0.331	-9.000	-9.000	-999.	456.	120.2	0.56	0.86	1.00	3.10	38.	21.3	284.9	17.7	
			1	02	-26.9	0.285	-9.000	-9.000	-999.	367.	89.6	0.56	0.86	1.00	2.70	38.	21.3	284.2	17.7	
			1	03	-38.6	0.387	-9.000	-9.000	-999.	577.	164.6	0.56	0.86	1.00	3.60	35.	21.3	284.2	17.7	
			1	04	-33.0	0.331	-9.000	-9.000	-999.	458.	120.2	0.56	0.86	1.00	3.10	34.	21.3	283.8	17.7	
			1	05	-33.1	0.331	-9.000	-9.000	-999.	456.	120.2	0.56	0.86	1.00	3.10	37.	21.3	283.1	17.7	
			1	06	-38.7	0.387	-9.000	-9.000	-999.	577.	164.5	0.56	0.86	1.00	3.60	24.	21.3	283.1	17.7	
			1	07	-38.6	0.387	-9.000	-9.000	-999.	577.	164.5	0.56	0.86	1.00	3.60	35.	21.3	283.8	17.7	
			1	08	-29.6	0.435	-9.000	-9.000	-999.	688.	251.8	0.56	0.86	0.55	4.00	35.	21.3	283.8	17.7	
			1	09	30.0	0.426	0.367	0.008	59.	666.	-232.0	0.56	0.86	0.32	3.60	38.	21.3	286.4	17.7	
			1	10	72.3	0.359	0.629	0.008	124.	519.	-57.8	0.56	0.86	0.24	2.70	34.	21.3	290.4	17.7	
			1	11	104.4	0.321	0.998	0.008	344.	437.	-28.6	0.56	0.86	0.21	2.20	43.	21.3	292.5	17.7	
			1	12	115.1	0.283	1.156	0.008	484.	363.	-17.9	0.56	0.86	0.20	1.80	62.	21.3	295.9	17.7	
			1	13	91.4	0.406	1.130	0.008	568.	622.	-66.2	0.56	0.86	0.20	3.10	263.	21.3	294.2	17.7	
			1	14	89.3	0.316	1.168	0.008	642.	432.	-31.9	0.56	0.86	0.21	2.20	259.	21.3	294.9	17.7	
			1	15	42.6	0.295	0.928	0.008	675.	384.	-54.0	0.56	0.86	0.25	2.20	267.	21.3	294.9	17.7	
			1	16	12.0	0.359	0.609	0.008	680.	516.	-347.9	0.56	0.86	0.33	3.10	264.	21.3	292.5	17.7	
			1	17	-15.7	0.231	-9.000	-9.000	-999.	276.	70.7	0.56	0.86	0.60	2.20	288.	21.3	290.9	17.7	
			1	18	-6.1	0.135	-9.000	-9.000	-999.	124.	36.7	0.56	0.86	1.00	1.30	344.	21.3	289.2	17.7	
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			1	20	-17.4	0.229	-9.000	-9.000	-999.	263.	62.1	0.56	0.86	1.00	2.20	22.	21.3	288.1	17.7	
			1	21	-17.4	0.229	-9.000	-9.000	-999.	263.	61.9	0.56	0.86	1.00	2.20	40.	21.3	287.0	17.7	
			1	22	-11.5	0.184	-9.000	-9.000	-999.	190.	49.1	0.56	0.86	1.00	1.80	306.	21.3	287.0	17.7	
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			1	24	-11.5	0.184	-9.000	-9.000	-999.	190.	49.0	0.56	0.86	1.00	1.80	67.	21.3	286.4	17.7	

First hour of profile data

YR	MO	DY	HR	HEIGHT	F	WDIR	WSPD	AMB_TMP	sigmaA	sigmaW	sigmaV
10	01	01	01	17.7	0	-999.	-99.00	284.9	99.0	-99.00	-99.00
10	01	01	01	21.3	1	38.	3.10	-999.0	99.0	-99.00	-99.00

F indicates top of profile (=1) or below (=0)

*** AERMOD - VERSION 16216r *** Path Villas Hollywood
 *** AERMET - VERSION 16216 *** Particulates (PM2.5) / Average Speed Scenario

*** 04/13/18
 16:57:02
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*** MODELOPTS: RegDFAULT CONC ELEV FLGPOL NODRYDPLT NOWETDPLT URBAN ADJ_U*

*** THE SUMMARY OF HIGHEST 24-HR RESULTS ***

** CONC OF OTHER IN MICROGRAMS/M**3

**

GROUP ID	AVERAGE CONC	DATE (YYMMDDHH)	RECEPTOR (XR, YR, ZELEV, ZHILL, ZFLAG)	OF TYPE	NETWORK GRID-ID
ALL HIGH 1ST HIGH VALUE IS	1.90074m	ON 15020724: AT (	378958.00, 3773609.00, 106.70, 494.50,	10.70)	DC

*** RECEPTOR TYPES: GC = GRIDCART
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*** AERMOD - VERSION 16216r *** Path Villas Hollywood
 *** AERMET - VERSION 16216 *** Particulates (PM2.5) / Average Speed Scenario

*** 04/13/18
 16:57:02
 PAGE 5

*** MODELOPTS: RegDFAULT CONC ELEV FLGPOL NODRYDPLT NOWETDPLT URBAN ADJ_U*

*** Message Summary : AERMOD Model Execution ***

----- Summary of Total Messages -----

A Total of 0 Fatal Error Message(s)
 A Total of 4 Warning Message(s)
 A Total of 808 Informational Message(s)
 A Total of 43824 Hours Were Processed
 A Total of 4 Calm Hours Identified
 A Total of 804 Missing Hours Identified (1.83 Percent)

***** FATAL ERROR MESSAGES *****
 *** NONE ***

***** WARNING MESSAGES *****
 ME W186 316 MEOPEN: THRESH_LMIN 1-min ASOS wind speed threshold used 0.50
 ME W187 316 MEOPEN: ADJ_U* Option for Low winds used in AERMET
 MX W450 17521 CHKDAT: Record Out of Sequence in Meteorological File at: 14010101
 MX W450 17521 CHKDAT: Record Out of Sequence in Meteorological File at: 2 year gap

**Model Is Setup For Calculation of Average CONCentration values.

**NO GAS DEPOSITION Data Provided.

**NO PARTICLE DEPOSITION Data Provided.

```

**Mode] Uses NO DRY DEPLETION.  DRYDPLT = F

```

```
**Model Uses NO WET DEPLETION.  WETDPLT = F
```

```
**Model Uses URBAN Dispersion Algorithm for the SBL for 131 Source(s),
for Total of 1 Urban Area(s):
```

****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* BETA option for SBL in AERMET
TEMP_Sub - Meteorological data includes TEMP substitutions

****Model Accepts FLAGPOLE Receptor Heights.**

**The User Specified a Pollutant Type of: OTHER

**Model Calculates 1 Short Term Average(s) of: 24-HR

****This Run Includes:** 131 Source(s); 1 Source Group(s); and 21 Receptor(s)

```

with:      0 POINT(s), including
           0 POINTCAP(s) and      0 POINTHOR(s)
and:      131 VOLUME source(s)
and:      0 AREA type source(s)
and:      0 LINE source(s)
and:      0 OPENPIT source(s)
and:      0 BUOYANT LINE source(s) with      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 Highest Short Term Values by Receptor (RECTABLE Keyword)
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) = 87.00 ; 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:      PVH_PM2.5_24_FIFTH.DTA
**Output Print File:        PVH_PM2.5_24_FIFTH.LST
```

**File for Summary of Results: F:\WD Passport\path villas hollywood\model\PVH_PM2.5_24_FIFTH.SUM

***	AERMOD - VERSION	16216r ***	***	Path Villas Hollywood	***	04/13/18
***	AERMET - VERSION	16216 ***	***	Particulates (PM2.5) / Average Speed Scenario	***	17:01:36
						PAGE 2

*** MODELOPTs: RegDFault CONC ELEV FLGPOL NODRYDPLT NOWETDPLT URBAN ADJ_U*

*** METEOROLOGICAL DAYS SELECTED FOR PROCESSING ***
(1=YES; 0=NO)

[illegible]

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)

♀ ***	AERMOD - VERSION	16216r ***	***	Path Villas Hollywood	1.54, 3.09, 5.14, 8.23, 10.80,	***	04/13/18
***	AERMET - VERSION	16216 ***	***	Particulates (PM2.5) / Average Speed Scenario		***	17:01:36

```
*** MODELOPTs:  ReqDFault  CONC  ELEV  FLGPOL  NODRYDPLT  NOWETDPLT  URBAN  ADJ_U*
```

*** UP TO THE FIRST 24 HOURS OF METEOROLOGICAL DATA ***

```

Surface file:      CELA_v9.SFC
Profile file:      CELA_v9.PFL
Surface format:    FREE
Profile format:    FREE
Surface station no.: 99999
                    Name: UNKNOWN
                    Year: 2010

```

Met Version: 16216

```
Upper air station no.: 3190
Name: UNKNOWN
Year: 2010
```

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
10	01	01	1	01	-33.0	0.331	-9.000	-9.000	-999.	456.	120.2	0.56	0.86	1.00	3.10	38.	21.3	284.9	17.7			
10	01	01	1	02	-26.9	0.285	-9.000	-9.000	-999.	367.	89.6	0.56	0.86	1.00	2.70	38.	21.3	284.2	17.7			
10	01	01	1	03	-38.6	0.387	-9.000	-9.000	-999.	577.	164.6	0.56	0.86	1.00	3.60	35.	21.3	284.2	17.7			
10	01	01	1	04	-33.0	0.331	-9.000	-9.000	-999.	458.	120.2	0.56	0.86	1.00	3.10	34.	21.3	283.8	17.7			
10	01	01	1	05	-33.1	0.331	-9.000	-9.000	-999.	456.	120.2	0.56	0.86	1.00	3.10	37.	21.3	283.1	17.7			
10	01	01	1	06	-38.7	0.387	-9.000	-9.000	-999.	577.	164.5	0.56	0.86	1.00	3.60	24.	21.3	283.1	17.7			
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10	01	01	1	08	-29.6	0.435	-9.000	-9.000	-999.	688.	251.8	0.56	0.86	0.55	4.00	35.	21.3	283.8	17.7			
10	01	01	1	09	30.0	0.426	0.367	0.008	59.	666.	-232.0	0.56	0.86	0.32	3.60	38.	21.3	286.4	17.7			
10	01	01	1	10	72.3	0.359	0.629	0.008	124.	519.	-57.8	0.56	0.86	0.24	2.70	34.	21.3	290.4	17.7			
10	01	01	1	11	104.4	0.321	0.998	0.008	344.	437.	-28.6	0.56	0.86	0.21	2.20	43.	21.3	292.5	17.7			
10	01	01	1	12	115.1	0.283	1.156	0.008	484.	363.	-17.9	0.56	0.86	0.20	1.80	62.	21.3	295.9	17.7			
10	01	01	1	13	91.4	0.406	1.130	0.008	568.	622.	-66.2	0.56	0.86	0.20	3.10	263.	21.3	294.2	17.7			
10	01	01	1	14	89.3	0.316	1.168	0.008	642.	432.	-31.9	0.56	0.86	0.21	2.20	259.	21.3	294.9	17.7			
10	01	01	1	15	42.6	0.295	0.928	0.008	675.	384.	-54.0	0.56	0.86	0.25	2.20	267.	21.3	294.9	17.7			
10	01	01	1	16	12.0	0.359	0.609	0.008	680.	516.	-347.9	0.56	0.86	0.33	3.10	264.	21.3	292.5	17.7			
10	01	01	1	17	-15.7	0.231	-9.000	-9.000	-999.	276.	70.7	0.56	0.86	0.60	2.20	288.	21.3	290.9	17.7			
10	01	01	1	18	-6.1	0.135	-9.000	-9.000	-999.	124.	36.7	0.56	0.86	1.00	1.30	344.	21.3	289.2	17.7			
10	01	01	1	19	-11.4	0.184	-9.000	-9.000	-999.	190.	49.2	0.56	0.86	1.00	1.80	2.	21.3	288.8	17.7			
10	01	01	1	20	-17.4	0.229	-9.000	-9.000	-999.	263.	62.1	0.56	0.86	1.00	2.20	22.	21.3	288.1	17.7			
10	01	01	1	21	-17.4	0.229	-9.000	-9.000	-999.	263.	61.9	0.56	0.86	1.00	2.20	40.	21.3	287.0	17.7			
10	01	01	1	22	-11.5	0.184	-9.000	-9.000	-999.	190.	49.1	0.56	0.86	1.00	1.80	306.	21.3	287.0	17.7			
10	01	01	1	23	-11.5	0.184	-9.000	-9.000	-999.	190.	49.0	0.56	0.86	1.00	1.80	45.	21.3	286.4	17.7			
10	01	01	1	24	-11.5	0.184	-9.000	-9.000	-999.	190.	49.0	0.56	0.86	1.00	1.80	67.	21.3	286.4	17.7			

First hour of profile data

YR	MO	DY	HR	HEIGHT	F	WDIR	WSPD	AMB_TMP	sigmaA	sigmaW	sigmaV
10	01	01	01	17.7	0	-999.	-99.00	284.9	99.0	-99.00	-99.00
10	01	01	01	21.3	1	38.	3.10	-999.0	99.0	-99.00	-99.00

F indicates top of profile (=1) or below (=0)

*** AERMOD - VERSION 16216r *** Path Villas Hollywood
 *** AERMET - VERSION 16216 *** Particulates (PM2.5) / Average Speed Scenario

*** 04/13/18
 17:01:36
 PAGE 4

*** MODELOPTS: RegDEFAULT CONC ELEV FLGPOL NODRYDPLT NOWETDPLT URBAN ADJ_U*

*** THE SUMMARY OF HIGHEST 24-HR RESULTS ***

** CONC OF OTHER IN MICROGRAMS/M**3 **

GROUP ID	AVERAGE CONC	DATE (YYMMDDHH)	RECEPTOR (XR, YR, ZELEV, ZHILL, ZFLAG)	OF TYPE	NETWORK GRID-ID
ALL HIGH 1ST HIGH VALUE IS	1.50641	ON 16040824: AT (	378958.00, 3773609.00, 106.70, 494.50, 14.00)	DC	

*** RECEPTOR TYPES: GC = GRIDCART
 GP = GRIDPOLR
 DC = DISCCART
 DP = DISCPOLR

*** AERMOD - VERSION 16216r *** Path Villas Hollywood
 *** AERMET - VERSION 16216 *** Particulates (PM2.5) / Average Speed Scenario

*** 04/13/18
 17:01:36
 PAGE 5

*** MODELOPTS: RegDEFAULT CONC ELEV FLGPOL NODRYDPLT NOWETDPLT URBAN ADJ_U*

*** Message Summary: AERMOD Model Execution ***

----- Summary of Total Messages -----

A Total of 0 Fatal Error Message(s)
 A Total of 4 warning Message(s)
 A Total of 808 Informational Message(s)
 A Total of 43824 Hours Were Processed
 A Total of 4 Calm Hours Identified
 A Total of 804 Missing Hours Identified (1.83 Percent)

***** FATAL ERROR MESSAGES *****
 *** NONE ***

***** WARNING MESSAGES *****
 ME W186 316 MEOPEN: THRESH_LMIN 1-min ASOS wind speed threshold used 0.50
 ME W187 316 MEOPEN: ADJ_U* Option for Low winds used in AERMET
 MX W450 17521 CHKDAT: Record Out of Sequence in Meteorological File at: 14010101
 MX W450 17521 CHKDAT: Record Out of Sequence in Meteorological File at: 2 year gap

Met Version: 16216

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
10	01	01	1	01	-33.0	0.331	-9.000	-9.000	-999.	456.	120.2	0.56	0.86	1.00	3.10	38.	21.3	284.9	17.7			
10	01	01	1	02	-26.9	0.285	-9.000	-9.000	-999.	367.	89.6	0.56	0.86	1.00	2.70	38.	21.3	284.2	17.7			
10	01	01	1	03	-38.6	0.387	-9.000	-9.000	-999.	577.	164.6	0.56	0.86	1.00	3.60	35.	21.3	284.2	17.7			
10	01	01	1	04	-33.0	0.331	-9.000	-9.000	-999.	458.	120.2	0.56	0.86	1.00	3.10	34.	21.3	283.8	17.7			
10	01	01	1	05	-33.1	0.331	-9.000	-9.000	-999.	456.	120.2	0.56	0.86	1.00	3.10	37.	21.3	283.1	17.7			
10	01	01	1	06	-38.7	0.387	-9.000	-9.000	-999.	577.	164.5	0.56	0.86	1.00	3.60	24.	21.3	283.1	17.7			
10	01	01	1	07	-38.6	0.387	-9.000	-9.000	-999.	577.	164.5	0.56	0.86	1.00	3.60	35.	21.3	283.8	17.7			
10	01	01	1	08	-29.6	0.435	-9.000	-9.000	-999.	688.	251.8	0.56	0.86	0.55	4.00	35.	21.3	283.8	17.7			
10	01	01	1	09	30.0	0.426	0.367	0.008	59.	666.	-232.0	0.56	0.86	0.32	3.60	38.	21.3	286.4	17.7			
10	01	01	1	10	72.3	0.359	0.629	0.008	124.	519.	-57.8	0.56	0.86	0.24	2.70	34.	21.3	290.4	17.7			
10	01	01	1	11	104.4	0.321	0.998	0.008	344.	437.	-28.6	0.56	0.86	0.21	2.20	43.	21.3	292.5	17.7			
10	01	01	1	12	115.1	0.283	1.156	0.008	484.	363.	-17.9	0.56	0.86	0.20	1.80	62.	21.3	295.9	17.7			
10	01	01	1	13	91.4	0.406	1.130	0.008	568.	622.	-66.2	0.56	0.86	0.20	3.10	263.	21.3	294.2	17.7			
10	01	01	1	14	89.3	0.316	1.168	0.008	642.	432.	-31.9	0.56	0.86	0.21	2.20	259.	21.3	294.9	17.7			
10	01	01	1	15	42.6	0.295	0.928	0.008	675.	384.	-54.0	0.56	0.86	0.25	2.20	267.	21.3	294.9	17.7			
10	01	01	1	16	12.0	0.359	0.609	0.008	680.	516.	-347.9	0.56	0.86	0.33	3.10	264.	21.3	292.5	17.7			
10	01	01	1	17	-15.7	0.231	-9.000	-9.000	-999.	276.	70.7	0.56	0.86	0.60	2.20	288.	21.3	290.9	17.7			
10	01	01	1	18	-6.1	0.135	-9.000	-9.000	-999.	124.	36.7	0.56	0.86	1.00	1.30	344.	21.3	289.2	17.7			
10	01	01	1	19	-11.4	0.184	-9.000	-9.000	-999.	190.	49.2	0.56	0.86	1.00	1.80	2.	21.3	288.8	17.7			
10	01	01	1	20	-17.4	0.229	-9.000	-9.000	-999.	263.	62.1	0.56	0.86	1.00	2.20	22.	21.3	288.1	17.7			
10	01	01	1	21	-17.4	0.229	-9.000	-9.000	-999.	263.	61.9	0.56	0.86	1.00	2.20	40.	21.3	287.0	17.7			
10	01	01	1	22	-11.5	0.184	-9.000	-9.000	-999.	190.	49.1	0.56	0.86	1.00	1.80	306.	21.3	287.0	17.7			
10	01	01	1	23	-11.5	0.184	-9.000	-9.000	-999.	190.	49.0	0.56	0.86	1.00	1.80	45.	21.3	286.4	17.7			
10	01	01	1	24	-11.5	0.184	-9.000	-9.000	-999.	190.	49.0	0.56	0.86	1.00	1.80	67.	21.3	286.4	17.7			

First hour of profile data

YR	MO	DY	HR	HEIGHT	F	WDIR	WSPD	AMB_TMP	sigmaA	sigmaW	sigmaV
10	01	01	01	17.7	0	-999.	-99.00	284.9	99.0	-99.00	-99.00
10	01	01	01	21.3	1	38.	3.10	-999.0	99.0	-99.00	-99.00

F indicates top of profile (=1) or below (=0)

*** AERMOD - VERSION 16216r *** Path Villas Hollywood
*** AERMET - VERSION 16216 *** Particulates (PM2.5) / Average Speed Scenario

*** 04/13/18
17:06:15
PAGE 4

*** MODELOPTS: RegDFAULT CONC ELEV FLGPOL NODRYDPLT NOWETDPLT URBAN ADJ_U*

*** THE SUMMARY OF HIGHEST 24-HR RESULTS ***

** CONC OF OTHER IN MICROGRAMS/M**3 **

GROUP ID	AVERAGE CONC	DATE (YYMMDDHH)	RECEPTOR (XR, YR, ZELEV, ZHILL, ZFLAG)	OF TYPE	NETWORK GRID-ID
ALL HIGH 1ST HIGH VALUE IS	1.14415	ON 16040824: AT (	378958.00, 3773609.00, 106.70, 494.50, 17.40)	DC	

*** RECEPTOR TYPES: GC = GRIDCART
GP = GRIDPOLR
DC = DISCCART
DP = DISCPOLR

*** AERMOD - VERSION 16216r *** Path Villas Hollywood
*** AERMET - VERSION 16216 *** Particulates (PM2.5) / Average Speed Scenario

*** 04/13/18
17:06:15
PAGE 5

*** MODELOPTS: RegDFAULT CONC ELEV FLGPOL NODRYDPLT NOWETDPLT URBAN ADJ_U*

*** Message Summary : AERMOD Model Execution ***

----- Summary of Total Messages -----

A Total of	0 Fatal Error Message(s)
A Total of	4 warning Message(s)
A Total of	808 Informational Message(s)
A Total of	43824 Hours were Processed
A Total of	4 Calm Hours Identified
A Total of	804 Missing Hours Identified (1.83 Percent)

***** FATAL ERROR MESSAGES *****
*** NONE ***

***** WARNING MESSAGES *****
ME W186 316 MEOPEN: THRESH_1MIN 1-min ASOS wind speed threshold used 0.50
ME W187 316 MEOPEN: ADJ_U* Option for Low winds used in AERMET
MX W450 17521 CHKDAT: Record Out of Sequence in Meteorological File at: 14010101
MX W450 17521 CHKDAT: Record Out of Sequence in Meteorological File at: 2 year gap

First 24 hours of scalar data																						
YR	MO	DY	JDY	HR	H0	U*	W*	DT/DZ	ZICNV	ZIMCH	M-O	LEN	ZO	BOWEN	ALBEDO	REF	WS	WD	HT	REF	TA	HT
10	01	01	1	01	-33.0	0.331	-9.000	-9.000	-999.	456.	120.2	0.56	0.86	1.00	3.10	38.	21.3	284.9	17.7			
10	01	01	1	02	-26.9	0.285	-9.000	-9.000	-999.	367.	89.6	0.56	0.86	1.00	2.70	38.	21.3	284.2	17.7			
10	01	01	1	03	-38.6	0.387	-9.000	-9.000	-999.	577.	164.6	0.56	0.86	1.00	3.60	35.	21.3	284.2	17.7			
10	01	01	1	04	-33.0	0.331	-9.000	-9.000	-999.	458.	120.2	0.56	0.86	1.00	3.10	34.	21.3	283.8	17.7			
10	01	01	1	05	-33.1	0.331	-9.000	-9.000	-999.	456.	120.2	0.56	0.86	1.00	3.10	37.	21.3	283.1	17.7			
10	01	01	1	06	-38.7	0.387	-9.000	-9.000	-999.	577.	164.5	0.56	0.86	1.00	3.60	24.	21.3	283.1	17.7			
10	01	01	1	07	-38.6	0.387	-9.000	-9.000	-999.	577.	164.5	0.56	0.86	1.00	3.60	35.	21.3	283.8	17.7			
10	01	01	1	08	-29.6	0.435	-9.000	-9.000	-999.	688.	251.8	0.56	0.86	0.55	4.00	35.	21.3	283.8	17.7			
10	01	01	1	09	30.0	0.426	0.367	0.008	59.	666.	-232.0	0.56	0.86	0.32	3.60	38.	21.3	286.4	17.7			
10	01	01	1	10	72.3	0.359	0.629	0.008	124.	519.	-57.8	0.56	0.86	0.24	2.70	34.	21.3	290.4	17.7			
10	01	01	1	11	104.4	0.321	0.998	0.008	344.	437.	-28.6	0.56	0.86	0.21	2.20	43.	21.3	292.5	17.7			
10	01	01	1	12	115.1	0.283	1.156	0.008	484.	363.	-17.9	0.56	0.86	0.20	1.80	62.	21.3	295.9	17.7			
10	01	01	1	13	91.4	0.406	1.130	0.008	568.	622.	-66.2	0.56	0.86	0.20	3.10	263.	21.3	294.2	17.7			
10	01	01	1	14	89.3	0.316	1.168	0.008	642.	432.	-31.9	0.56	0.86	0.21	2.20	259.	21.3	294.9	17.7			
10	01	01	1	15	42.6	0.295	0.928	0.008	675.	384.	-54.0	0.56	0.86	0.25	2.20	267.	21.3	294.9	17.7			
10	01	01	1	16	12.0	0.359	0.609	0.008	680.	516.	-347.9	0.56	0.86	0.33	3.10	264.	21.3	292.5	17.7			
10	01	01	1	17	-15.7	0.231	-9.000	-9.000	-999.	276.	70.7	0.56	0.86	0.60	2.20	288.	21.3	290.9	17.7			
10	01	01	1	18	-6.1	0.135	-9.000	-9.000	-999.	124.	36.7	0.56	0.86	1.00	1.30	344.	21.3	289.2	17.7			
10	01	01	1	19	-11.4	0.184	-9.000	-9.000	-999.	190.	49.2	0.56	0.86	1.00	1.80	2.	21.3	288.8	17.7			
10	01	01	1	20	-17.4	0.229	-9.000	-9.000	-999.	263.	62.1	0.56	0.86	1.00	2.20	22.	21.3	288.1	17.7			
10	01	01	1	21	-17.4	0.229	-9.000	-9.000	-999.	263.	61.9	0.56	0.86	1.00	2.20	40.	21.3	287.0	17.7			
10	01	01	1	22	-11.5	0.184	-9.000	-9.000	-999.	190.	49.1	0.56	0.86	1.00	1.80	306.	21.3	287.0	17.7			
10	01	01	1	23	-11.5	0.184	-9.000	-9.000	-999.	190.	49.0	0.56	0.86	1.00	1.80	45.	21.3	286.4	17.7			
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First hour of profile data

YR	MO	DY	HR	HEIGHT	F	WDIR	WSPD	AMB_TMP	sigmaA	sigmaW	sigmaV
10	01	01	01	17.7	0	-999.	-99.00	284.9	99.0	-99.00	-99.00
10	01	01	01	21.3	1	38.	3.10	-999.0	99.0	-99.00	-99.00

F indicates top of profile (=1) or below (=0)

*** AERMOD - VERSION 16216r *** Path Villas Hollywood
 *** AERMET - VERSION 16216 *** Total Organic Gases (Gasoline) / Minimum Speed Scenario
 *** MODELOPTS: RegDFAULT CONC ELEV FLGPOL NODRYDPLT NOWETDPLT URBAN ADJ_U*

*** 04/14/18
 *** 10:04:36
 *** PAGE 4

*** THE SUMMARY OF HIGHEST 1-HR RESULTS ***

** CONC OF OTHER IN MICROGRAMS/M**3 **

GROUP ID	AVERAGE CONC	DATE (YYMMDDHH)	RECEPTOR (XR, YR, ZELEV, ZHILL, ZFLAG)	OF TYPE	NETWORK GRID-ID
ALL HIGH 1ST HIGH VALUE IS	1.29640	ON 15062806: AT (	378993.00, 3773574.00, 106.70, 494.50, 0.00)	DC	

*** RECEPTOR TYPES: GC = GRIDCART
 GP = GRIDPOLR
 DC = DISCCART
 DP = DISCPOLR

*** AERMOD - VERSION 16216r *** Path Villas Hollywood
 *** AERMET - VERSION 16216 *** Total Organic Gases (Gasoline) / Minimum Speed Scenario
 *** MODELOPTS: RegDFAULT CONC ELEV FLGPOL NODRYDPLT NOWETDPLT URBAN ADJ_U*

*** 04/14/18
 *** 10:04:36
 *** PAGE 5

*** Message Summary : AERMOD Model Execution ***

----- Summary of Total Messages -----

A Total of 0 Fatal Error Message(s)
 A Total of 4 Warning Message(s)
 A Total of 808 Informational Message(s)
 A Total of 43824 Hours were Processed
 A Total of 4 Calm Hours Identified
 A Total of 804 Missing Hours Identified (1.83 Percent)

***** FATAL ERROR MESSAGES *****
 *** NONE ***

***** WARNING MESSAGES *****
 ME W186 316 MEOPEN: THRESH_IMIN 1-min ASOS wind speed threshold used 0.50
 ME W187 316 MEOPEN: ADJ_U* Option for Low Winds used in AERMET
 MX W450 17521 CHKDAT: Record Out of Sequence in Meteorological File at: 14010101
 MX W450 17521 CHKDAT: Record Out of Sequence in Meteorological File at: 2 year gap

*** MODELOPTs: RegDFAULT CONC ELEV FLGPOL NODRYDPLT NOWETDPLT 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.

```
**Mode1 Uses NO DRY DEPLETION.  DRYDPLT = F
```

```
**Model Uses NO WET DEPLETION.  WETDPLT = F
```

```
**Model Uses URBAN Dispersion Algorithm for the SBL for 131 source(s),
for Total of 1 Urban Area(s):
```

****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* BETA option for SBL in AERMET
TEMP_Sub - Meteorological data includes TEMP substitutions

****Model Accepts FLAGPOLE Receptor Heights.**

**The User Specified a Pollutant Type of: OTHER

****Model calculates 1 Short Term Average(s) of: 8-HR**

****This Run Includes:** 131 Source(s); 1 Source Group(s); and 21 Receptor(s)

```

with:      0 POINT(s), including      0 POINTCAP(s) and      0 POINTHOR(s)
and:      131 VOLUME source(s)
and:      0 AREA type source(s)
and:      0 LINE source(s)
and:      0 OPENPIT source(s)
and:      0 BUOYANT LINE source(s) with      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 Highest Short Term values by Receptor (RECTABLE Keyword)

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) = 87.00 ; 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: PVH_TOG_GAS_8_FIRST.DTA

```
**Output Print File: PVH_TOG_GAS_8_FIRST.LST
```

**File for Summary of Results: D:\WD Passport\path villas hollywood\model\PVH_TOG_GAS_8_FIRST.SUM

***	AERMOD - VERSION	16216r	***	Path Villas Hollywood	***	04/14/18
***	AERMET - VERSION	16216	***	Total Organic Gases (Gasoline) / Average Speed Scenario	***	10:18:43
						PAGE 2

*** MODELOPTs: RegDFAULT CONC ELEV FLGPOL NODRYDPLT NOWETDPLT URBAN ADJ_U*

*** METEOROLOGICAL DAYS SELECTED FOR PROCESSING ***
(1=YES; 0=NO)

[illegible]

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,						
♀ ***	AERMOD - VERSION	16216r ***	***	Path Villas Hollywood			***	04/14/18
***	AERMET - VERSION	16216 ***	***	Total Organic Gases (Gasoline) / Average Speed Scenario			***	10:18:43

*** MODELOPTs: ReqDFAULT CONC ELEV FLGPOL NODRYDPLT NOWETDPLT URBAN ADJ_U*

*** UP TO THE FIRST 24 HOURS OF METEOROLOGICAL DATA ***

```
Surface file: CELA_v9.SFC
Profile file: CELA_v9.PFL
Surface format: FREE
Profile format: FREE
Surface station no.: 99999
Name: UNKNOWN
Year: 2010
```

Met Version: 16216

```
Upper air station no.: 3190
Name: UNKNOWN
Year: 2010
```

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
10	01	01	1	01	-33.0	0.331	-9.000	-9.000	-999.	456.	120.2	0.56	0.86	1.00	3.10	38.	21.3	284.9	17.7	
10	01	01	1	02	-26.9	0.285	-9.000	-9.000	-999.	367.	89.6	0.56	0.86	1.00	2.70	38.	21.3	284.2	17.7	
10	01	01	1	03	-38.6	0.387	-9.000	-9.000	-999.	577.	164.6	0.56	0.86	1.00	3.60	35.	21.3	284.2	17.7	
10	01	01	1	04	-33.0	0.331	-9.000	-9.000	-999.	458.	120.2	0.56	0.86	1.00	3.10	34.	21.3	283.8	17.7	
10	01	01	1	05	-33.1	0.331	-9.000	-9.000	-999.	456.	120.2	0.56	0.86	1.00	3.10	37.	21.3	283.1	17.7	
10	01	01	1	06	-38.7	0.387	-9.000	-9.000	-999.	577.	164.5	0.56	0.86	1.00	3.60	24.	21.3	283.1	17.7	
10	01	01	1	07	-38.6	0.387	-9.000	-9.000	-999.	577.	164.5	0.56	0.86	1.00	3.60	35.	21.3	283.8	17.7	
10	01	01	1	08	-29.6	0.435	-9.000	-9.000	-999.	688.	251.8	0.56	0.86	0.55	4.00	35.	21.3	283.8	17.7	
10	01	01	1	09	30.0	0.426	0.367	0.008	59.	666.	-232.0	0.56	0.86	0.32	3.60	38.	21.3	286.4	17.7	
10	01	01	1	10	72.3	0.359	0.629	0.008	124.	519.	-57.8	0.56	0.86	0.24	2.70	34.	21.3	290.4	17.7	
10	01	01	1	11	104.4	0.321	0.998	0.008	344.	437.	-28.6	0.56	0.86	0.21	2.20	43.	21.3	292.5	17.7	
10	01	01	1	12	115.1	0.283	1.156	0.008	484.	363.	-17.9	0.56	0.86	0.20	1.80	62.	21.3	295.9	17.7	
10	01	01	1	13	91.4	0.406	1.130	0.008	568.	622.	-66.2	0.56	0.86	0.20	3.10	263.	21.3	294.2	17.7	
10	01	01	1	14	89.3	0.316	1.168	0.008	642.	432.	-31.9	0.56	0.86	0.21	2.20	259.	21.3	294.9	17.7	
10	01	01	1	15	42.6	0.295	0.928	0.008	675.	384.	-54.0	0.56	0.86	0.25	2.20	267.	21.3	294.9	17.7	
10	01	01	1	16	12.0	0.359	0.609	0.008	680.	516.	-347.9	0.56	0.86	0.33	3.10	264.	21.3	292.5	17.7	
10	01	01	1	17	-15.7	0.231	-9.000	-9.000	-999.	276.	70.7	0.56	0.86	0.60	2.20	288.	21.3	290.9	17.7	
10	01	01	1	18	-6.1	0.135	-9.000	-9.000	-999.	124.	36.7	0.56	0.86	1.00	1.30	344.	21.3	289.2	17.7	
10	01	01	1	19	-11.4	0.184	-9.000	-9.000	-999.	190.	49.2	0.56	0.86	1.00	1.80	2.	21.3	288.8	17.7	
10	01	01	1	20	-17.4	0.229	-9.000	-9.000	-999.	263.	62.1	0.56	0.86	1.00	2.20	22.	21.3	288.1	17.7	
10	01	01	1	21	-17.4	0.229	-9.000	-9.000	-999.	263.	61.9	0.56	0.86	1.00	2.20	40.	21.3	287.0	17.7	
10	01	01	1	22	-11.5	0.184	-9.000	-9.000	-999.	190.	49.1	0.56	0.86	1.00	1.80	306.	21.3	287.0	17.7	
10	01	01	1	23	-11.5	0.184	-9.000	-9.000	-999.	190.	49.0	0.56	0.86	1.00	1.80	45.	21.3	286.4	17.7	
10	01	01	1	24	-11.5	0.184	-9.000	-9.000	-999.	190.	49.0	0.56	0.86	1.00	1.80	67.	21.3	286.4	17.7	

First hour of profile data
YR MO DY HR HEIGHT F WDIR WSPD AMB_TMP sigmaA sigmaW sigmaV
10 01 01 01 17.7 0 -999. -99.00 284.9 99.0 -99.00 -99.00
10 01 01 01 21.3 1 38. 3.10 -999.0 99.0 -99.00 -99.00

F indicates top of profile (=1) or below (=0)

*** AERMOD - VERSION 16216r *** Path Villas Hollywood
*** AERMET - VERSION 16216 *** Total Organic Gases (Gasoline) / Average Speed Scenario

*** 04/14/18
10:18:43
PAGE 4

*** MODELOPTS: RegDEFAULT CONC ELEV FLGPOL NODRYDPLT NOWETDPLT URBAN ADJ_U*

*** THE SUMMARY OF HIGHEST 8-HR RESULTS ***

** CONC OF OTHER IN MICROGRAMS/M**3 **

GROUP ID	AVERAGE CONC	DATE (YYMMDDHH)	RECEPTOR (XR, YR, ZELEV, ZHILL, ZFLAG)	OF TYPE	NETWORK GRID-ID
ALL HIGH 1ST HIGH VALUE IS	0.34458m	ON 16081408: AT (	378993.00, 3773574.00, 106.70, 494.50,	0.00)	DC

*** RECEPTOR TYPES: GC = GRIDCART
GP = GRIDPOLR
DC = DISCCART
DP = DISCPOLR

*** AERMOD - VERSION 16216r *** Path Villas Hollywood
*** AERMET - VERSION 16216 *** Total Organic Gases (Gasoline) / Average Speed Scenario

*** 04/14/18
10:18:43
PAGE 5

*** MODELOPTS: RegDEFAULT CONC ELEV FLGPOL NODRYDPLT NOWETDPLT URBAN ADJ_U*

*** Message Summary : AERMOD Model Execution ***

----- Summary of Total Messages -----

A Total of 0 Fatal Error Message(s)
A Total of 4 Warning Message(s)
A Total of 808 Informational Message(s)
A Total of 43824 Hours Were Processed
A Total of 4 Calm Hours Identified
A Total of 804 Missing Hours Identified (1.83 Percent)

***** FATAL ERROR MESSAGES *****
*** NONE ***

***** WARNING MESSAGES *****
ME W186 316 MEOPEN: THRESH_LMIN 1-min ASOS wind speed threshold used 0.50
ME W187 316 MEOPEN: ADJ_U* Option for Low winds used in AERMET
MX W450 17521 CHKDAT: Record out of Sequence in Meteorological File at: 14010101
MX W450 17521 CHKDAT: Record out of Sequence in Meteorological File at: 2 year gap

*** MODELOPTS: ReqDFault CONC ELEV FLGPOL NODRYDPIT NOWETDPIT URBAN ADJ U*

*** MODEL SETUP OPTIONS SUMMARY ***

**Model Is Setup For Calculation of Average CONCentration Values.

-- DEPOSITION LOGIC --

```

-- DEPOSITION LOGIC --
**NO GAS DEPOSITION Data Provided.

```

***NO GAS DEPOSITION Data Provided.
 ***NO PARTICLE DEPOSITION Data Provided.

```

NO PARTICLE DEPOSITION Data PROVIDED.
**Model Uses NO DRY DEPLETION.  DRYPLT = F

```

```
**Model Uses NO DRY DEPLETION.  DRYDPLT  =  F
**Model Uses NO WET DEPLETION.  WETDPLT  =  F
```

```
**Model Uses URBAN Dispersion Algorithm for the SBL for 131 Source(s),
for Total of 1 Urban Area(s):
```

**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* BETA option for SBL in AERMET

TEMP_Sub - Meteorological data includes TEMP substitutions

****Model Accepts FLAGPOLE Receptor Heights.**

**The User Specified a Pollutant Type of: OTHER

```
**Model calculates 1 Short Term Average(s) of: 1-HR
```

**This Run Includes: 131 Source(s): 1 Source Group(s): and 21 Receptor(s)

```

with:      0 POINT(s), including
           0 POINTCAP(s) and      0 POINTHOR(s)
and:      131 VOLUME source(s)
and:      0 AREA type source(s)
and:      0 LINE source(s)
and:      0 OPENPIT source(s)
and:      0 BUOYANT LINE source(s) with      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 Highest Short Term Values by Receptor (RECTABLE Keyword)

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) =    87.00 ;  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: PVH_TOG_DIESEL_1_FIRST.DTA

```

**Output Print File: PVH_TOG_DIESEL_1_FIRST.LST

```

**File for Summary of Results: D:\WD Passport\path villas hollywood\model\PVH TOG DIESEL 1 FIRST.SUM

*** AERMOD - VERSION 16216r *** *** AERMET - VERSION 16216 ***		*** Path Villas Hollywood *** *** Total Organic Gases (Diesel) / Minimum Speed Scenario ***	04/14/18 10:28:09 PAGE 2
--	--	---	--

*** MODELOPTs: ReqDFAULT CONC ELEV FLGPOL NODRYDPLT NOWETDPLT URBAN ADJ_U*

*** METEOROLOGICAL DAYS SELECTED FOR PROCESSING ***
(1=YES: 0=NO)

[illegible]

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)

♀ ***	AERMOD - VERSION	16216r ***	*** Path Villas Hollywood	1.54, 3.09, 5.14, 8.23, 10.80,	***	04/14/18
***	AERMET - VERSION	16216 ***	*** Total Organic Gases (Diesel) / Minimum Speed Scenario		***	10:28:09

```
*** MODELOPTs:  ReqDFault  CONC  ELEV  FLGPOL  NODRYDPLT  NOWETDPLT  URBAN  ADJ_U*
```

*** UP TO THE FIRST 24 HOURS OF METEOROLOGICAL DATA ***

```
Surface file:      CELA_v9.SFC
Profile file:      CELA_v9.PFL
Surface format:    FREE
Profile format:    FREE
Surface station no.: 99999
Name: UNKNOWN
Year: 2010
```

Met Version: 16216

```
Upper air station no.: 3190
Name: UNKNOWN
Year: 2010
```

First 24 hours of scalar data																					
YR	MO	DY	JDY	HR	HO	U*	W*	DT/DZ	ZICNV	ZIMCH	M-O	LEN	ZO	BOWEN	ALBEDO	REF	WS	WD	HT	REF TA	HT
10	01	01	1	01	-33.0	0.331	-9.000	-9.000	-999.	456.	120.2	0.56	0.86	1.00	3.10	38.	21.3	284.9	17.7		
10	01	01	1	02	-26.9	0.285	-9.000	-9.000	-999.	367.	89.6	0.56	0.86	1.00	2.70	38.	21.3	284.2	17.7		
10	01	01	1	03	-38.6	0.387	-9.000	-9.000	-999.	577.	164.6	0.56	0.86	1.00	3.60	35.	21.3	284.2	17.7		
10	01	01	1	04	-33.0	0.331	-9.000	-9.000	-999.	458.	120.2	0.56	0.86	1.00	3.10	34.	21.3	283.8	17.7		
10	01	01	1	05	-33.1	0.331	-9.000	-9.000	-999.	456.	120.2	0.56	0.86	1.00	3.10	37.	21.3	283.1	17.7		
10	01	01	1	06	-38.7	0.387	-9.000	-9.000	-999.	577.	164.5	0.56	0.86	1.00	3.60	24.	21.3	283.1	17.7		
10	01	01	1	07	-38.6	0.387	-9.000	-9.000	-999.	577.	164.5	0.56	0.86	1.00	3.60	35.	21.3	283.8	17.7		
10	01	01	1	08	-29.6	0.435	-9.000	-9.000	-999.	688.	251.8	0.56	0.86	0.55	4.00	35.	21.3	283.8	17.7		
10	01	01	1	09	30.0	0.426	0.367	0.008	59.	666.	-232.0	0.56	0.86	0.32	3.60	38.	21.3	286.4	17.7		
10	01	01	1	10	72.3	0.359	0.629	0.008	124.	519.	-57.8	0.56	0.86	0.24	2.70	34.	21.3	290.4	17.7		
10	01	01	1	11	104.4	0.321	0.998	0.008	344.	437.	-28.6	0.56	0.86	0.21	2.20	43.	21.3	292.5	17.7		
10	01	01	1	12	115.1	0.283	1.156	0.008	484.	363.	-17.9	0.56	0.86	0.20	1.80	62.	21.3	295.9	17.7		
10	01	01	1	13	91.4	0.406	1.130	0.008	568.	622.	-66.2	0.56	0.86	0.20	3.10	263.	21.3	294.2	17.7		
10	01	01	1	14	89.3	0.316	1.168	0.008	642.	432.	-31.9	0.56	0.86	0.21	2.20	259.	21.3	294.9	17.7		
10	01	01	1	15	42.6	0.295	0.928	0.008	675.	384.	-54.0	0.56	0.86	0.25	2.20	267.	21.3	294.9	17.7		
10	01	01	1	16	12.0	0.359	0.609	0.008	680.	516.	-347.9	0.56	0.86	0.33	3.10	264.	21.3	292.5	17.7		
10	01	01	1	17	-15.7	0.231	-9.000	-9.000	-999.	276.	70.7	0.56	0.86	0.60	2.20	288.	21.3	290.9	17.7		
10	01	01	1	18	-6.1	0.135	-9.000	-9.000	-999.	124.	36.7	0.56	0.86	1.00	1.30	344.	21.3	289.2	17.7		
10	01	01	1	19	-11.4	0.184	-9.000	-9.000	-999.	190.	49.2	0.56	0.86	1.00	1.80	2.	21.3	288.8	17.7		
10	01	01	1	20	-17.4	0.229	-9.000	-9.000	-999.	263.	62.1	0.56	0.86	1.00	2.20	22.	21.3	288.1	17.7		
10	01	01	1	21	-17.4	0.229	-9.000	-9.000	-999.	263.	61.9	0.56	0.86	1.00	2.20	40.	21.3	287.0	17.7		
10	01	01	1	22	-11.5	0.184	-9.000	-9.000	-999.	190.	49.1	0.56	0.86	1.00	1.80	306.	21.3	287.0	17.7		
10	01	01	1	23	-11.5	0.184	-9.000	-9.000	-999.	190.	49.0	0.56	0.86	1.00	1.80	45.	21.3	286.4	17.7		
10	01	01	1	24	-11.5	0.184	-9.000	-9.000	-999.	190.	49.0	0.56	0.86	1.00	1.80	67.	21.3	286.4	17.7		

First hour of profile data

YR	MO	DY	HR	HEIGHT	F	WDIR	WSPD	AMB_TMP	sigmaA	sigmaW	sigmaV
10	01	01	01	17.7	0	-999.	-99.00	284.9	99.0	-99.00	-99.00
10	01	01	01	21.3	1	38.	3.10	-999.0	99.0	-99.00	-99.00

F indicates top of profile (=1) or below (=0)

*** AERMOD - VERSION 16216r *** Path Villas Hollywood *** 04/14/18
 *** AERMET - VERSION 16216 *** Total Organic Gases (Diesel) / Minimum Speed Scenario *** 10:28:09
 *** MODELOPTS: RegDFAULT CONC ELEV FLGPOL NODRYDPLT NOWETDPLT URBAN ADJ_U* PAGE 4

*** THE SUMMARY OF HIGHEST 1-HR RESULTS ***

** CONC OF OTHER IN MICROGRAMS/M**3 **

GROUP ID	AVERAGE CONC	DATE (YYMMDDHH)	RECEPTOR (XR, YR, ZELEV, ZHILL, ZFLAG)	OF TYPE	NETWORK GRID-ID
ALL HIGH 1ST HIGH VALUE IS	0.48749	ON 15062806: AT (	378993.00, 3773574.00, 106.70, 494.50,	0.00)	DC

*** RECEPTOR TYPES: GC = GRIDCART
 GP = GRIDPOLR
 DC = DISCCART
 DP = DISCPOLR

*** AERMOD - VERSION 16216r *** Path Villas Hollywood *** 04/14/18
 *** AERMET - VERSION 16216 *** Total Organic Gases (Diesel) / Minimum Speed Scenario *** 10:28:09
 *** MODELOPTS: RegDFAULT CONC ELEV FLGPOL NODRYDPLT NOWETDPLT URBAN ADJ_U* PAGE 5

*** Message Summary : AERMOD Model Execution ***

----- Summary of Total Messages -----

A Total of 0 Fatal Error Message(s)
 A Total of 4 Warning Message(s)
 A Total of 808 Informational Message(s)
 A Total of 43824 Hours Were Processed
 A Total of 4 Calm Hours Identified
 A Total of 804 Missing Hours Identified (1.83 Percent)

***** FATAL ERROR MESSAGES *****
 *** NONE ***

***** WARNING MESSAGES *****
 ME W186 316 MEOPEN: THRESH_LMIN 1-min ASOS wind speed threshold used 0.50
 ME W187 316 MEOPEN: ADJ_U* Option for Low winds used in AERMET
 MX W450 17521 CHKDAT: Record Out of Sequence in Meteorological File at: 14010101
 MX W450 17521 CHKDAT: Record Out of Sequence in Meteorological File at: 2 year gap

*** MODEL SETUP OPTIONS SUMMARY ***

```
**Model Uses NO WET DEPLETION.  WETDPLT = F
```

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.

ADJ_U* - Use ADJ_U* BETA option for SBL in AERMET
TEMP_Sub - Meteorological data includes TEMP substitutions

**This Run Includes: 131 Source(s); 1 Source Group(s); and 21 Receptor(s)

```

with:      0 POINT(s), including
and:      0 POINTCAP(s) and      0 POINTHOR(s)
and:      131 VOLUME source(s)
and:      0 AREA type source(s)
and:      0 LINE source(s)
and:      0 OPENPIT source(s)
and:      0 BUOYANT LINE source(s) with      0 line(s)

```

Model Outputs Tables of Highest Short Term Values by Receptor (RECTABLE Keyword)
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) = 87.00 ; Decay Coef. = 0.000 ; Rot. Angle = 0.0
Emission Units = GRAMS/SEC ; Emission Rate Unit Factor = 0.10000E+07
Output Units = MICROGRAMS/M**3

```
**Input Runstream File:      PVH_TOG_DIESEL_8_FIRST.DTA
**Output Print File:        PVH_TOG_DIESEL_8_FIRST.LST
```

**File for Summary of Results: D:\WD Passport\path villas hollywood\model\PVH_TOG_DIESEL_8_FIRST.SUM

*** 04/14/18
*** 11:13:27
PAGE 2

*** METEOROLOGICAL DAYS SELECTED FOR PROCESSING ***
(1=YES; 0=NO)

[illegible]

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)

*** 04/14/18
*** 11:13:27
PAGE 3

*** UP TO THE FIRST 24 HOURS OF METEOROLOGICAL DATA ***

```
Upper air station no.: 3190
Name: UNKNOWN
Year: 2010
```

Met Version: 16216

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
10	01	01	1	01	-33.0	0.331	-9.000	-9.000	-999.	456.	120.2	0.56	0.86	1.00	3.10	38.	21.3	284.9	17.7	
10	01	01	1	02	-26.9	0.285	-9.000	-9.000	-999.	367.	89.6	0.56	0.86	1.00	2.70	38.	21.3	284.2	17.7	
10	01	01	1	03	-38.6	0.387	-9.000	-9.000	-999.	577.	164.6	0.56	0.86	1.00	3.60	35.	21.3	284.2	17.7	
10	01	01	1	04	-33.0	0.331	-9.000	-9.000	-999.	458.	120.2	0.56	0.86	1.00	3.10	34.	21.3	283.8	17.7	
10	01	01	1	05	-33.1	0.331	-9.000	-9.000	-999.	456.	120.2	0.56	0.86	1.00	3.10	37.	21.3	283.1	17.7	
10	01	01	1	06	-38.7	0.387	-9.000	-9.000	-999.	577.	164.5	0.56	0.86	1.00	3.60	24.	21.3	283.1	17.7	
10	01	01	1	07	-38.6	0.387	-9.000	-9.000	-999.	577.	164.5	0.56	0.86	1.00	3.60	35.	21.3	283.8	17.7	
10	01	01	1	08	-29.6	0.435	-9.000	-9.000	-999.	688.	251.8	0.56	0.86	0.55	4.00	35.	21.3	283.8	17.7	
10	01	01	1	09	30.0	0.426	0.367	0.008	59.	666.	-232.0	0.56	0.86	0.32	3.60	38.	21.3	286.4	17.7	
10	01	01	1	10	72.3	0.359	0.629	0.008	124.	519.	-57.8	0.56	0.86	0.24	2.70	34.	21.3	290.4	17.7	
10	01	01	1	11	104.4	0.321	0.998	0.008	344.	437.	-28.6	0.56	0.86	0.21	2.20	43.	21.3	292.5	17.7	
10	01	01	1	12	115.1	0.283	1.156	0.008	484.	363.	-17.9	0.56	0.86	0.20	1.80	62.	21.3	295.9	17.7	
10	01	01	1	13	91.4	0.406	1.130	0.008	568.	622.	-66.2	0.56	0.86	0.20	3.10	263.	21.3	294.2	17.7	
10	01	01	1	14	89.3	0.316	1.168	0.008	642.	432.	-31.9	0.56	0.86	0.21	2.20	259.	21.3	294.9	17.7	
10	01	01	1	15	42.6	0.295	0.928	0.008	675.	384.	-54.0	0.56	0.86	0.25	2.20	267.	21.3	294.9	17.7	
10	01	01	1	16	12.0	0.359	0.609	0.008	680.	516.	-347.9	0.56	0.86	0.33	3.10	264.	21.3	292.5	17.7	
10	01	01	1	17	-15.7	0.231	-9.000	-9.000	-999.	276.	70.7	0.56	0.86	0.60	2.20	288.	21.3	290.9	17.7	
10	01	01	1	18	-6.1	0.135	-9.000	-9.000	-999.	124.	36.7	0.56	0.86	1.00	1.30	344.	21.3	289.2	17.7	
10	01	01	1	19	-11.4	0.184	-9.000	-9.000	-999.	190.	49.2	0.56	0.86	1.00	1.80	2.	21.3	288.8	17.7	
10	01	01	1	20	-17.4	0.229	-9.000	-9.000	-999.	263.	62.1	0.56	0.86	1.00	2.20	22.	21.3	288.1	17.7	
10	01	01	1	21	-17.4	0.229	-9.000	-9.000	-999.	263.	61.9	0.56	0.86	1.00	2.20	40.	21.3	287.0	17.7	
10	01	01	1	22	-11.5	0.184	-9.000	-9.000	-999.	190.	49.1	0.56	0.86	1.00	1.80	306.	21.3	287.0	17.7	
10	01	01	1	23	-11.5	0.184	-9.000	-9.000	-999.	190.	49.0	0.56	0.86	1.00	1.80	45.	21.3	286.4	17.7	
10	01	01	1	24	-11.5	0.184	-9.000	-9.000	-999.	190.	49.0	0.56	0.86	1.00	1.80	67.	21.3	286.4	17.7	

First hour of profile data

YR	MO	DY	HR	HEIGHT	F	WDIR	WSPD	AMB_TMP	sigmaA	sigmaW	sigmaV
10	01	01	01	17.7	0	-999.	-99.00	284.9	99.0	-99.00	-99.00
10	01	01	01	21.3	1	38.	3.10	-999.0	99.0	-99.00	-99.00

F indicates top of profile (=1) or below (=0)

*** AERMOD - VERSION 16216r *** Path Villas Hollywood
*** AERMET - VERSION 16216 *** Total Organic Gases (Diesel) / Average Speed Scenario

*** 04/14/18
11:13:27
PAGE 4

*** MODELOPTS: RegDFAULT CONC ELEV FLGPOL NODRYDPLT NOWETDPLT URBAN ADJ_U*

*** THE SUMMARY OF HIGHEST 8-HR RESULTS ***

** CONC OF OTHER IN MICROGRAMS/M**3

**

GROUP ID	AVERAGE CONC	DATE (YYMMDDHH)	RECEPTOR (XR, YR, ZELEV, ZHILL, ZFLAG)	OF TYPE	NETWORK GRID-ID
ALL HIGH 1ST HIGH VALUE IS	0.06658m	ON 16081408: AT (	378993.00, 3773574.00, 106.70, 494.50, 0.00)	DC	

*** RECEPTOR TYPES: GC = GRIDCART
GP = GRIDPOLR
DC = DISCCART
DP = DISCPOLR

*** AERMOD - VERSION 16216r *** Path Villas Hollywood
*** AERMET - VERSION 16216 *** Total Organic Gases (Diesel) / Average Speed Scenario

*** 04/14/18
11:13:27
PAGE 5

*** MODELOPTS: RegDFAULT CONC ELEV FLGPOL NODRYDPLT NOWETDPLT URBAN ADJ_U*

*** Message Summary : AERMOD Model Execution ***

----- Summary of Total Messages -----

A Total of 0 Fatal Error Message(s)
A Total of 4 warning Message(s)
A Total of 808 Informational Message(s)
A Total of 43824 Hours were Processed
A Total of 4 Calm Hours Identified
A Total of 804 Missing Hours Identified (1.83 Percent)

***** FATAL ERROR MESSAGES *****
*** NONE ***

***** WARNING MESSAGES *****
ME W186 316 MEOPEN: THRESH_LMIN 1-min ASOS wind speed threshold used 0.50
ME W187 316 MEOPEN: ADJ_U* Option for Low winds used in AERMET
MX W450 17521 CHKDAT: Record Out of Sequence in Meteorological File at: 14010101
MX W450 17521 CHKDAT: Record Out of Sequence in Meteorological File at: 2 year gap

[illegible]

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
10	01	01	1	01	-33.0	0.331	-9.000	-9.000	-999.	456.	120.2	0.56	0.86	1.00	3.10	38.	21.3	284.9	17.7			
10	01	01	1	02	-26.9	0.285	-9.000	-9.000	-999.	367.	89.6	0.56	0.86	1.00	2.70	38.	21.3	284.2	17.7			
10	01	01	1	03	-38.6	0.387	-9.000	-9.000	-999.	577.	164.6	0.56	0.86	1.00	3.60	35.	21.3	284.2	17.7			
10	01	01	1	04	-33.0	0.331	-9.000	-9.000	-999.	458.	120.2	0.56	0.86	1.00	3.10	34.	21.3	283.8	17.7			
10	01	01	1	05	-33.1	0.331	-9.000	-9.000	-999.	456.	120.2	0.56	0.86	1.00	3.10	37.	21.3	283.1	17.7			
10	01	01	1	06	-38.7	0.387	-9.000	-9.000	-999.	577.	164.5	0.56	0.86	1.00	3.60	24.	21.3	283.1	17.7			
10	01	01	1	07	-38.6	0.387	-9.000	-9.000	-999.	577.	164.5	0.56	0.86	1.00	3.60	35.	21.3	283.8	17.7			
10	01	01	1	08	-29.6	0.435	-9.000	-9.000	-999.	688.	251.8	0.56	0.86	0.55	4.00	35.	21.3	283.8	17.7			
10	01	01	1	09	30.0	0.426	0.367	0.008	59.	666.	-232.0	0.56	0.86	0.32	3.60	38.	21.3	286.4	17.7			
10	01	01	1	10	72.3	0.359	0.629	0.008	124.	519.	-57.8	0.56	0.86	0.24	2.70	34.	21.3	290.4	17.7			
10	01	01	1	11	104.4	0.321	0.998	0.008	344.	437.	-28.6	0.56	0.86	0.21	2.20	43.	21.3	292.5	17.7			
10	01	01	1	12	115.1	0.283	1.156	0.008	484.	363.	-17.9	0.56	0.86	0.20	1.80	62.	21.3	295.9	17.7			
10	01	01	1	13	91.4	0.406	1.130	0.008	568.	622.	-66.2	0.56	0.86	0.20	3.10	263.	21.3	294.2	17.7			
10	01	01	1	14	89.3	0.316	1.168	0.008	642.	432.	-31.9	0.56	0.86	0.21	2.20	259.	21.3	294.9	17.7			
10	01	01	1	15	42.6	0.295	0.928	0.008	675.	384.	-54.0	0.56	0.86	0.25	2.20	267.	21.3	294.9	17.7			
10	01	01	1	16	12.0	0.359	0.609	0.008	680.	516.	-347.9	0.56	0.86	0.33	3.10	264.	21.3	292.5	17.7			
10	01	01	1	17	-15.7	0.231	-9.000	-9.000	-999.	276.	70.7	0.56	0.86	0.60	2.20	288.	21.3	290.9	17.7			
10	01	01	1	18	-6.1	0.135	-9.000	-9.000	-999.	124.	36.7	0.56	0.86	1.00	1.30	344.	21.3	289.2	17.7			
10	01	01	1	19	-11.4	0.184	-9.000	-9.000	-999.	190.	49.2	0.56	0.86	1.00	1.80	2.	21.3	288.8	17.7			
10	01	01	1	20	-17.4	0.229	-9.000	-9.000	-999.	263.	62.1	0.56	0.86	1.00	2.20	22.	21.3	288.1	17.7			
10	01	01	1	21	-17.4	0.229	-9.000	-9.000	-999.	263.	61.9	0.56	0.86	1.00	2.20	40.	21.3	287.0	17.7			
10	01	01	1	22	-11.5	0.184	-9.000	-9.000	-999.	190.	49.1	0.56	0.86	1.00	1.80	306.	21.3	287.0	17.7			
10	01	01	1	23	-11.5	0.184	-9.000	-9.000	-999.	190.	49.0	0.56	0.86	1.00	1.80	45.	21.3	286.4	17.7			
10	01	01	1	24	-11.5	0.184	-9.000	-9.000	-999.	190.	49.0	0.56	0.86	1.00	1.80	67.	21.3	286.4	17.7			

First hour of profile data

YR	MO	DY	HR	HEIGHT	F	WDIR	WSPD	AMB_TMP	sigmaA	sigmaW	sigmaV
10	01	01	01	17.7	0	-999.	-99.00	284.9	99.0	-99.00	-99.00
10	01	01	01	21.3	1	38.	3.10	-999.0	99.0	-99.00	-99.00

F indicates top of profile (=1) or below (=0)

*** AERMOD - VERSION 16216r *** Path Villas Hollywood
 *** AERMET - VERSION 16216 *** Total Organic Gases (Gasoline) / Average Speed Scenario
 *** MODELOPTS: RegDFAULT CONC ELEV FLGPOL NODRYDPLT NOWETDPLT URBAN ADJ_U*

*** 04/14/18
 *** 11:29:48
 *** PAGE 4

*** THE SUMMARY OF MAXIMUM ANNUAL RESULTS AVERAGED OVER 5 YEARS ***

** CONC OF OTHER IN MICROGRAMS/M**3 **

GROUP ID	AVERAGE CONC	RECEPTOR (XR, YR, ZELEV, ZHILL, ZFLAG)	OF TYPE	NETWORK GRID-ID
ALL	1ST HIGHEST VALUE IS	0.18512 AT (378993.00, 3773574.00, 106.70, 494.50, 0.00)	DC	
	2ND HIGHEST VALUE IS	0.18404 AT (378986.00, 3773581.00, 106.70, 494.50, 0.00)	DC	
	3RD HIGHEST VALUE IS	0.18392 AT (378958.00, 3773609.00, 106.70, 494.50, 0.00)	DC	
	4TH HIGHEST VALUE IS	0.18333 AT (378979.00, 3773588.00, 106.70, 494.50, 0.00)	DC	
	5TH HIGHEST VALUE IS	0.18324 AT (378965.00, 3773602.00, 106.70, 494.50, 0.00)	DC	
	6TH HIGHEST VALUE IS	0.18304 AT (378972.00, 3773595.00, 106.70, 494.50, 0.00)	DC	
	7TH HIGHEST VALUE IS	0.17231 AT (378993.00, 3773581.00, 106.70, 494.50, 0.00)	DC	
	8TH HIGHEST VALUE IS	0.17154 AT (378986.00, 3773588.00, 106.70, 494.50, 0.00)	DC	
	9TH HIGHEST VALUE IS	0.17149 AT (378965.00, 3773609.00, 106.70, 494.50, 0.00)	DC	
	10TH HIGHEST VALUE IS	0.17111 AT (378979.00, 3773595.00, 106.70, 494.50, 0.00)	DC	

*** RECEPTOR TYPES: GC = GRIDCART
 GP = GRIDPOLR
 DC = DISCCART
 DP = DISCPOLR

*** AERMOD - VERSION 16216r *** Path Villas Hollywood
 *** AERMET - VERSION 16216 *** Total Organic Gases (Gasoline) / Average Speed Scenario
 *** MODELOPTS: RegDFAULT CONC ELEV FLGPOL NODRYDPLT NOWETDPLT URBAN ADJ_U*

*** 04/14/18
 *** 11:29:48
 *** PAGE 5

*** Message Summary : AERMOD Model Execution ***

----- Summary of Total Messages -----

A Total of 0 Fatal Error Message(s)
 A Total of 4 warning Message(s)
 A Total of 808 Informational Message(s)
 A Total of 43824 Hours Were Processed
 A Total of 4 Calm Hours Identified
 A Total of 804 Missing Hours Identified (1.83 Percent)

***** FATAL ERROR MESSAGES *****
 *** NONE ***

***** WARNING MESSAGES *****
 ME W186 316 MEOPEN: THRESH_LMIN 1-min ASOS wind speed threshold used 0.50
 ME W187 316 MEOPEN: ADJ_U* Option for Low winds used in AERMET
 MX W450 17521 CHKDAT: Record Out of Sequence in Meteorological File at: 14010101
 MX W450 17521 CHKDAT: Record Out of Sequence in Meteorological File at: 2 year gap

First 24 hours of scalar data																					
YR	MO	DAY	JDY	HR	HO	U*	W*	DT/DZ	ZICNV	ZIMCH	M-O	LEN	ZO	BOWEN	ALBEDO	REF	WS	WD	HT	REF TA	HT
10	01	01	1	01	-33.0	0.331	-9.000	-9.000	-999.	456.	120.2	0.56	0.86	1.00	3.10	38.	21.3	284.9	17.7		
10	01	01	1	02	-26.9	0.285	-9.000	-9.000	-999.	367.	89.6	0.56	0.86	1.00	2.70	38.	21.3	284.2	17.7		
10	01	01	1	03	-38.6	0.387	-9.000	-9.000	-999.	577.	164.6	0.56	0.86	1.00	3.60	35.	21.3	284.2	17.7		
10	01	01	1	04	-33.0	0.331	-9.000	-9.000	-999.	458.	120.2	0.56	0.86	1.00	3.10	34.	21.3	283.8	17.7		
10	01	01	1	05	-33.1	0.331	-9.000	-9.000	-999.	456.	120.2	0.56	0.86	1.00	3.10	37.	21.3	283.1	17.7		
10	01	01	1	06	-38.7	0.387	-9.000	-9.000	-999.	577.	164.5	0.56	0.86	1.00	3.60	24.	21.3	283.1	17.7		
10	01	01	1	07	-38.6	0.387	-9.000	-9.000	-999.	577.	164.5	0.56	0.86	1.00	3.60	35.	21.3	283.8	17.7		
10	01	01	1	08	-29.6	0.435	-9.000	-9.000	-999.	688.	251.8	0.56	0.86	0.55	4.00	35.	21.3	283.8	17.7		
10	01	01	1	09	30.0	0.426	0.367	0.008	59.	666.	-232.0	0.56	0.86	0.32	3.60	38.	21.3	286.4	17.7		
10	01	01	1	10	72.3	0.359	0.629	0.008	124.	519.	-57.8	0.56	0.86	0.24	2.70	34.	21.3	290.4	17.7		
10	01	01	1	11	104.4	0.321	0.998	0.008	344.	437.	-28.6	0.56	0.86	0.21	2.20	43.	21.3	292.5	17.7		
10	01	01	1	12	115.1	0.283	1.156	0.008	484.	363.	-17.9	0.56	0.86	0.20	1.80	62.	21.3	295.9	17.7		
10	01	01	1	13	91.4	0.406	1.130	0.008	568.	622.	-66.2	0.56	0.86	0.20	3.10	263.	21.3	294.2	17.7		
10	01	01	1	14	89.3	0.316	1.168	0.008	642.	432.	-31.9	0.56	0.86	0.21	2.20	259.	21.3	294.9	17.7		
10	01	01	1	15	42.6	0.295	0.928	0.008	675.	384.	-54.0	0.56	0.86	0.25	2.20	267.	21.3	294.9	17.7		
10	01	01	1	16	12.0	0.359	0.609	0.008	680.	516.	-347.9	0.56	0.86	0.33	3.10	264.	21.3	292.5	17.7		
10	01	01	1	17	-15.7	0.231	-9.000	-9.000	-999.	276.	70.7	0.56	0.86	0.60	2.20	288.	21.3	290.9	17.7		
10	01	01	1	18	-6.1	0.135	-9.000	-9.000	-999.	124.	36.7	0.56	0.86	1.00	1.30	344.	21.3	289.2	17.7		
10	01	01	1	19	-11.4	0.184	-9.000	-9.000	-999.	190.	49.2	0.56	0.86	1.00	1.80	2.	21.3	288.8	17.7		
10	01	01	1	20	-17.4	0.229	-9.000	-9.000	-999.	263.	62.1	0.56	0.86	1.00	2.20	22.	21.3	288.1	17.7		
10	01	01	1	21	-17.4	0.229	-9.000	-9.000	-999.	263.	61.9	0.56	0.86	1.00	2.20	40.	21.3	287.0	17.7		
10	01	01	1	22	-11.5	0.184	-9.000	-9.000	-999.	190.	49.1	0.56	0.86	1.00	1.80	306.	21.3	287.0	17.7		
10	01	01	1	23	-11.5	0.184	-9.000	-9.000	-999.	190.	49.0	0.56	0.86	1.00	1.80	45.	21.3	286.4	17.7		
10	01	01	1	24	-11.5	0.184	-9.000	-9.000	-999.	190.	49.0	0.56	0.86	1.00	1.80	67.	21.3	286.4	17.7		

First hour of profile data

YR	MO	DAY	HR	HEIGHT	F	WDIR	WSPD	AMB_TMP	sigmaA	sigmaW	sigmaV
10	01	01	01	17.7	0	-999.	-99.00	284.9	99.0	-99.00	-99.00
10	01	01	01	21.3	1	38.	3.10	-999.0	99.0	-99.00	-99.00

F indicates top of profile (=1) or below (=0)

*** AERMOD - VERSION 16216r *** Path Villas Hollywood
 *** AERMET - VERSION 16216 *** Total Organic Gases (Gasoline) / Average Speed Scenario

*** 04/14/18
 *** 11:33:33
 *** PAGE 4

*** MODELOPTS: RegDFAULT CONC ELEV FLGPOL NODRYDPLT NOWETDPLT URBAN ADJ_U*

*** THE SUMMARY OF MAXIMUM ANNUAL RESULTS AVERAGED OVER 5 YEARS ***

** CONC OF OTHER IN MICROGRAMS/M**3

GROUP ID	AVERAGE CONC	RECEPTOR (XR, YR, ZELEV, ZHILL, ZFLAG)	OF TYPE	NETWORK GRID-ID
ALL	1ST HIGHEST VALUE IS 0.16417 AT (378958.00, 3773609.00, 106.70, 494.50, 4.00)	DC		
	2ND HIGHEST VALUE IS 0.16316 AT (378965.00, 3773602.00, 106.70, 494.50, 4.00)	DC		
	3RD HIGHEST VALUE IS 0.16281 AT (378993.00, 3773574.00, 106.70, 494.50, 4.00)	DC		
	4TH HIGHEST VALUE IS 0.16253 AT (378972.00, 3773595.00, 106.70, 494.50, 4.00)	DC		
	5TH HIGHEST VALUE IS 0.16242 AT (378986.00, 3773581.00, 106.70, 494.50, 4.00)	DC		
	6TH HIGHEST VALUE IS 0.16231 AT (378979.00, 3773588.00, 106.70, 494.50, 4.00)	DC		
	7TH HIGHEST VALUE IS 0.15461 AT (378965.00, 3773609.00, 106.70, 494.50, 4.00)	DC		
	8TH HIGHEST VALUE IS 0.15388 AT (378972.00, 3773602.00, 106.70, 494.50, 4.00)	DC		
	9TH HIGHEST VALUE IS 0.15368 AT (378993.00, 3773581.00, 106.70, 494.50, 4.00)	DC		
	10TH HIGHEST VALUE IS 0.15350 AT (378979.00, 3773595.00, 106.70, 494.50, 4.00)	DC		

*** RECEPTOR TYPES: GC = GRIDCART
 GP = GRIDPOLR
 DC = DISCCART
 DP = DISCPOLR

*** AERMOD - VERSION 16216r *** Path Villas Hollywood
 *** AERMET - VERSION 16216 *** Total Organic Gases (Gasoline) / Average Speed Scenario

*** 04/14/18
 *** 11:33:33
 *** PAGE 5

*** MODELOPTS: RegDFAULT CONC ELEV FLGPOL NODRYDPLT NOWETDPLT URBAN ADJ_U*

*** Message Summary : AERMOD Model Execution ***

----- Summary of Total Messages -----

A Total of 0 Fatal Error Message(s)
 A Total of 4 warning Message(s)
 A Total of 808 Informational Message(s)
 A Total of 43824 Hours Were Processed
 A Total of 4 Calm Hours Identified
 A Total of 804 Missing Hours Identified (1.83 Percent)

***** FATAL ERROR MESSAGES *****
 *** NONE ***

***** WARNING MESSAGES *****
 ME W186 316 MEOPEN: THRESH_LMIN 1-min ASOS wind speed threshold used 0.50
 ME W187 316 MEOPEN: ADJ_U* Option for Low winds used in AERMET
 MX W450 17521 CHKDAT: Record Out of Sequence in Meteorological File at: 14010101
 MX W450 17521 CHKDAT: Record Out of Sequence in Meteorological File at: 2 year gap

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Upper air station no.: 3190
Name: UNKNOWN
Year: 2010
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First 24 hours of scalar data																						
YR	MO	DY	JDY	HR	H0	U*	W*	DT/DZ	ZICNV	ZIMCH	M-O	LEN	ZO	BOWEN	ALBEDO	REF	WS	WD	HT	REF	TA	HT
10	01	01	1	01	-33.0	0.331	-9.000	-9.000	-999.	456.	120.2	0.56	0.86	1.00	3.10	38.	21.3	284.9	17.7			
10	01	01	1	02	-26.9	0.285	-9.000	-9.000	-999.	367.	89.6	0.56	0.86	1.00	2.70	38.	21.3	284.2	17.7			
10	01	01	1	03	-38.6	0.387	-9.000	-9.000	-999.	577.	164.6	0.56	0.86	1.00	3.60	35.	21.3	284.2	17.7			
10	01	01	1	04	-33.0	0.331	-9.000	-9.000	-999.	458.	120.2	0.56	0.86	1.00	3.10	34.	21.3	283.8	17.7			
10	01	01	1	05	-33.1	0.331	-9.000	-9.000	-999.	456.	120.2	0.56	0.86	1.00	3.10	37.	21.3	283.1	17.7			
10	01	01	1	06	-38.7	0.387	-9.000	-9.000	-999.	577.	164.5	0.56	0.86	1.00	3.60	24.	21.3	283.1	17.7			
10	01	01	1	07	-38.6	0.387	-9.000	-9.000	-999.	577.	164.5	0.56	0.86	1.00	3.60	35.	21.3	283.8	17.7			
10	01	01	1	08	-29.6	0.435	-9.000	-9.000	-999.	688.	251.8	0.56	0.86	0.55	4.00	35.	21.3	283.8	17.7			
10	01	01	1	09	30.0	0.426	0.367	0.008	59.	666.	-232.0	0.56	0.86	0.32	3.60	38.	21.3	286.4	17.7			
10	01	01	1	10	72.3	0.359	0.629	0.008	124.	519.	-57.8	0.56	0.86	0.24	2.70	34.	21.3	290.4	17.7			
10	01	01	1	11	104.4	0.321	0.998	0.008	344.	437.	-28.6	0.56	0.86	0.21	2.20	43.	21.3	292.5	17.7			
10	01	01	1	12	115.1	0.283	1.156	0.008	484.	363.	-17.9	0.56	0.86	0.20	1.80	62.	21.3	295.9	17.7			
10	01	01	1	13	91.4	0.406	1.130	0.008	568.	622.	-66.2	0.56	0.86	0.20	3.10	263.	21.3	294.2	17.7			
10	01	01	1	14	89.3	0.316	1.168	0.008	642.	432.	-31.9	0.56	0.86	0.21	2.20	259.	21.3	294.9	17.7			
10	01	01	1	15	42.6	0.295	0.928	0.008	675.	384.	-54.0	0.56	0.86	0.25	2.20	267.	21.3	294.9	17.7			
10	01	01	1	16	12.0	0.359	0.609	0.008	680.	516.	-347.9	0.56	0.86	0.33	3.10	264.	21.3	292.5	17.7			
10	01	01	1	17	-15.7	0.231	-9.000	-9.000	-999.	276.	70.7	0.56	0.86	0.60	2.20	288.	21.3	290.9	17.7			
10	01	01	1	18	-6.1	0.135	-9.000	-9.000	-999.	124.	36.7	0.56	0.86	1.00	1.30	344.	21.3	289.2	17.7			
10	01	01	1	19	-11.4	0.184	-9.000	-9.000	-999.	190.	49.2	0.56	0.86	1.00	1.80	2.	21.3	288.8	17.7			
10	01	01	1	20	-17.4	0.229	-9.000	-9.000	-999.	263.	62.1	0.56	0.86	1.00	2.20	22.	21.3	288.1	17.7			
10	01	01	1	21	-17.4	0.229	-9.000	-9.000	-999.	263.	61.9	0.56	0.86	1.00	2.20	40.	21.3	287.0	17.7			
10	01	01	1	22	-11.5	0.184	-9.000	-9.000	-999.	190.	49.1	0.56	0.86	1.00	1.80	306.	21.3	287.0	17.7			
10	01	01	1	23	-11.5	0.184	-9.000	-9.000	-999.	190.	49.0	0.56	0.86	1.00	1.80	45.	21.3	286.4	17.7			
10	01	01	1	24	-11.5	0.184	-9.000	-9.000	-999.	190.	49.0	0.56	0.86	1.00	1.80	67.	21.3	286.4	17.7			

First hour of profile data

YR	MO	DY	HR	HEIGHT	F	WDIR	WSPD	AMB_TMP	sigmaA	sigmaW	sigmaV
10	01	01	01	17.7	0	-999.	-99.00	284.9	99.0	-99.00	-99.00
10	01	01	01	21.3	1	38.	3.10	-999.0	99.0	-99.00	-99.00

F indicates top of profile (=1) or below (=0)

*** AERMOD - VERSION 16216r *** Path Villas Hollywood
 *** AERMET - VERSION 16216 *** Total Organic Gases (Gasoline) / Average Speed Scenario

*** 04/14/18
 11:42:36
 PAGE 4

*** MODELOPTS: RegDFAULT CONC ELEV FLGPOL NODRYDPLT NOWETDPLT URBAN ADJ_U*

*** THE SUMMARY OF MAXIMUM ANNUAL RESULTS AVERAGED OVER 5 YEARS ***

** CONC OF OTHER IN MICROGRAMS/M**3 **

GROUP ID	AVERAGE CONC	RECEPTOR (XR, YR, ZELEV, ZHILL, ZFLAG)	OF TYPE	NETWORK GRID-ID
ALL	1ST HIGHEST VALUE IS	0.13584 AT (378958.00, 3773609.00, 106.70, 494.50, 7.30)	DC	
	2ND HIGHEST VALUE IS	0.13479 AT (378965.00, 3773602.00, 106.70, 494.50, 7.30)	DC	
	3RD HIGHEST VALUE IS	0.13399 AT (378972.00, 3773595.00, 106.70, 494.50, 7.30)	DC	
	4TH HIGHEST VALUE IS	0.13344 AT (378979.00, 3773588.00, 106.70, 494.50, 7.30)	DC	
	5TH HIGHEST VALUE IS	0.13313 AT (378986.00, 3773581.00, 106.70, 494.50, 7.30)	DC	
	6TH HIGHEST VALUE IS	0.13302 AT (378993.00, 3773574.00, 106.70, 494.50, 7.30)	DC	
	7TH HIGHEST VALUE IS	0.12996 AT (378965.00, 3773609.00, 106.70, 494.50, 7.30)	DC	
	8TH HIGHEST VALUE IS	0.12911 AT (378972.00, 3773602.00, 106.70, 494.50, 7.30)	DC	
	9TH HIGHEST VALUE IS	0.12849 AT (378979.00, 3773595.00, 106.70, 494.50, 7.30)	DC	
	10TH HIGHEST VALUE IS	0.12810 AT (378986.00, 3773588.00, 106.70, 494.50, 7.30)	DC	

*** RECEPTOR TYPES: GC = GRIDCART
 GP = GRIDPOLR
 DC = DISCCART
 DP = DISCPOLR

*** AERMOD - VERSION 16216r *** Path Villas Hollywood
 *** AERMET - VERSION 16216 *** Total Organic Gases (Gasoline) / Average Speed Scenario

*** 04/14/18
 11:42:36
 PAGE 5

*** MODELOPTS: RegDFAULT CONC ELEV FLGPOL NODRYDPLT NOWETDPLT URBAN ADJ_U*

*** Message Summary : AERMOD Model Execution ***

----- Summary of Total Messages -----

A Total of 0 Fatal Error Message(s)
 A Total of 4 Warning Message(s)
 A Total of 808 Informational Message(s)
 A Total of 43824 Hours were Processed
 A Total of 4 Calm Hours Identified
 A Total of 804 Missing Hours Identified (1.83 Percent)

***** FATAL ERROR MESSAGES *****
 *** NONE ***

***** WARNING MESSAGES *****
 ME W186 316 MEOPEN: THRESH_LMIN 1-min ASOS wind speed threshold used 0.50
 ME W187 316 MEOPEN: ADJ_U* Option for Low winds used in AERMET
 MX W450 17521 CHKDAT: Record Out of Sequence in Meteorological File at: 14010101
 MX W450 17521 CHKDAT: Record Out of Sequence in Meteorological File at: 2 year gap

```
Upper air station no.: 3190
Name: UNKNOWN
Year: 2010
```

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
10	01	01	1	01	-33.0	0.331	-9.000	-9.000	-999.	456.	120.2	0.56	0.86	1.00	3.10	38.	21.3	284.9	17.7			
10	01	01	1	02	-26.9	0.285	-9.000	-9.000	-999.	367.	89.6	0.56	0.86	1.00	2.70	38.	21.3	284.2	17.7			
10	01	01	1	03	-38.6	0.387	-9.000	-9.000	-999.	577.	164.6	0.56	0.86	1.00	3.60	35.	21.3	284.2	17.7			
10	01	01	1	04	-33.0	0.331	-9.000	-9.000	-999.	458.	120.2	0.56	0.86	1.00	3.10	34.	21.3	283.8	17.7			
10	01	01	1	05	-33.1	0.331	-9.000	-9.000	-999.	456.	120.2	0.56	0.86	1.00	3.10	37.	21.3	283.1	17.7			
10	01	01	1	06	-38.7	0.387	-9.000	-9.000	-999.	577.	164.5	0.56	0.86	1.00	3.60	24.	21.3	283.1	17.7			
10	01	01	1	07	-38.6	0.387	-9.000	-9.000	-999.	577.	164.5	0.56	0.86	1.00	3.60	35.	21.3	283.8	17.7			
10	01	01	1	08	-29.6	0.435	-9.000	-9.000	-999.	688.	251.8	0.56	0.86	0.55	4.00	35.	21.3	283.8	17.7			
10	01	01	1	09	30.0	0.426	0.367	0.008	59.	666.	-232.0	0.56	0.86	0.32	3.60	38.	21.3	286.4	17.7			
10	01	01	1	10	72.3	0.359	0.629	0.008	124.	519.	-57.8	0.56	0.86	0.24	2.70	34.	21.3	290.4	17.7			
10	01	01	1	11	104.4	0.321	0.998	0.008	344.	437.	-28.6	0.56	0.86	0.21	2.20	43.	21.3	292.5	17.7			
10	01	01	1	12	115.1	0.283	1.156	0.008	484.	363.	-17.9	0.56	0.86	0.20	1.80	62.	21.3	295.9	17.7			
10	01	01	1	13	91.4	0.406	1.130	0.008	568.	622.	-66.2	0.56	0.86	0.20	3.10	263.	21.3	294.2	17.7			
10	01	01	1	14	89.3	0.316	1.168	0.008	642.	432.	-31.9	0.56	0.86	0.21	2.20	259.	21.3	294.9	17.7			
10	01	01	1	15	42.6	0.295	0.928	0.008	675.	384.	-54.0	0.56	0.86	0.25	2.20	267.	21.3	294.9	17.7			
10	01	01	1	16	12.0	0.359	0.609	0.008	680.	516.	-347.9	0.56	0.86	0.33	3.10	264.	21.3	292.5	17.7			
10	01	01	1	17	-15.7	0.231	-9.000	-9.000	-999.	276.	70.7	0.56	0.86	0.60	2.20	288.	21.3	290.9	17.7			
10	01	01	1	18	-6.1	0.135	-9.000	-9.000	-999.	124.	36.7	0.56	0.86	1.00	1.30	344.	21.3	289.2	17.7			
10	01	01	1	19	-11.4	0.184	-9.000	-9.000	-999.	190.	49.2	0.56	0.86	1.00	1.80	2.	21.3	288.8	17.7			
10	01	01	1	20	-17.4	0.229	-9.000	-9.000	-999.	263.	62.1	0.56	0.86	1.00	2.20	22.	21.3	288.1	17.7			
10	01	01	1	21	-17.4	0.229	-9.000	-9.000	-999.	263.	61.9	0.56	0.86	1.00	2.20	40.	21.3	287.0	17.7			
10	01	01	1	22	-11.5	0.184	-9.000	-9.000	-999.	190.	49.1	0.56	0.86	1.00	1.80	306.	21.3	287.0	17.7			
10	01	01	1	23	-11.5	0.184	-9.000	-9.000	-999.	190.	49.0	0.56	0.86	1.00	1.80	45.	21.3	286.4	17.7			
10	01	01	1	24	-11.5	0.184	-9.000	-9.000	-999.	190.	49.0	0.56	0.86	1.00	1.80	67.	21.3	286.4	17.7			

First hour of profile data
YR MO DY HR HEIGHT F WDIR WSPD AMB_TMP sigmaA sigmaW sigmaV
10 01 01 01 17.7 0 -999. -99.00 284.9 99.0 -99.00 -99.00
10 01 01 01 21.3 1 38. 3.10 -999.0 99.0 -99.00 -99.00

F indicates top of profile (=1) or below (=0)

*** AERMOD - VERSION 16216r *** Path Villas Hollywood
*** AERMET - VERSION 16216 *** Total Organic Gases (Gasoline) / Average Speed Scenario

*** 04/14/18
12:16:34
PAGE 4

*** MODELOPTS: RegDFault CONC ELEV FLGPOL NODRYDPLT NOWETDPLT URBAN ADJ_U*

*** THE SUMMARY OF MAXIMUM ANNUAL RESULTS AVERAGED OVER 5 YEARS ***

** CONC OF OTHER IN MICROGRAMS/M**3 **

GROUP ID	AVERAGE CONC	RECEPTOR (XR, YR, ZELEV, ZHILL, ZFLAG)	OF TYPE	NETWORK GRID-ID
ALL	1ST HIGHEST VALUE IS	0.10214 AT (378958.00, 3773609.00,	106.70, 494.50, 10.70)	DC
	2ND HIGHEST VALUE IS	0.10126 AT (378965.00, 3773602.00,	106.70, 494.50, 10.70)	DC
	3RD HIGHEST VALUE IS	0.10050 AT (378972.00, 3773595.00,	106.70, 494.50, 10.70)	DC
	4TH HIGHEST VALUE IS	0.09987 AT (378979.00, 3773588.00,	106.70, 494.50, 10.70)	DC
	5TH HIGHEST VALUE IS	0.09960 AT (378965.00, 3773609.00,	106.70, 494.50, 10.70)	DC
	6TH HIGHEST VALUE IS	0.09936 AT (378986.00, 3773581.00,	106.70, 494.50, 10.70)	DC
	7TH HIGHEST VALUE IS	0.09898 AT (378993.00, 3773574.00,	106.70, 494.50, 10.70)	DC
	8TH HIGHEST VALUE IS	0.09882 AT (378972.00, 3773602.00,	106.70, 494.50, 10.70)	DC
	9TH HIGHEST VALUE IS	0.09816 AT (378979.00, 3773595.00,	106.70, 494.50, 10.70)	DC
	10TH HIGHEST VALUE IS	0.09762 AT (378986.00, 3773588.00,	106.70, 494.50, 10.70)	DC

*** RECEPTOR TYPES: GC = GRIDCART
GP = GRIDPOLR
DC = DISCCART
DP = DISCPOLR

*** AERMOD - VERSION 16216r *** Path Villas Hollywood
*** AERMET - VERSION 16216 *** Total Organic Gases (Gasoline) / Average Speed Scenario

*** 04/14/18
12:16:34
PAGE 5

*** MODELOPTS: RegDFault CONC ELEV FLGPOL NODRYDPLT NOWETDPLT URBAN ADJ_U*

*** Message Summary: AERMOD Model Execution ***

----- Summary of Total Messages -----

A Total of 0 Fatal Error Message(s)
A Total of 4 Warning Message(s)
A Total of 808 Informational Message(s)
A Total of 43824 Hours were Processed
A Total of 4 Calm Hours Identified
A Total of 804 Missing Hours Identified (1.83 Percent)

***** FATAL ERROR MESSAGES *****
*** NONE ***

***** WARNING MESSAGES *****
ME W186 316 MEOPEN: THRESH_LMIN 1-min ASOS wind speed threshold used 0.50
ME W187 316 MEOPEN: ADJ_U* Option for Low winds used in AERMET
MX W450 17521 CHKDAT: Record Out of Sequence in Meteorological File at: 14010101
MX W450 17521 CHKDAT: Record Out of Sequence in Meteorological File at: 2 year gap

```
*** MODELOPTs:  ReqDFAULT  CONC  ELEV  FLGPOL  NODRYDPLT  NOWETDPLT  URBAN  ADJ_U*
```

```

***      MODEL SETUP OPTIONS SUMMARY      ***

```

**Model Is Setup For Calculation of Average CONCentration Values.

-- DEPOSITION LOGIC --

***NO GAS DEPOSITION Data Provided.

***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 131 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. Uses Regulatory Default Options.
2. Stack-tip Downwash.
3. 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* BETA option for SBL in AERMET

TEMP_Sub - Meteorological data includes TEMP substitutions

****Model Accepts FLAGPOLE Receptor Heights.**

**The User Specified a Pollutant Type of: OTHER

**Model Calculates ANNUAL Averages Only

****This Run Includes:** 131 Source(s); 1 Source Group(s); and 21 Receptor(s)

```

with:      0 POINT(s), including
           0 POINTCAP(s) and      0 POINTHOR(s)
and:      131 VOLUME source(s)
and:      0 AREA type source(s)
and:      0 LINE source(s)
and:      0 OPENPIT source(s)
and:      0 BUOYANT LINE source(s) with      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 ANNUAL Averages by Receptor

Model Outputs External File(s) of High Values for Plotting (PLOTFILE Keyword)

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) = 87.00 ; 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:

PVH GAS CHRONIC FIFTH.DTA

```
**Output Print File:
```

PVH_GAS_CHRONIC_FIFTH.LST

**File for Summary of Results: D:\WD Passport\path villas hollywood\model\PVH_GAS_CHRONIC_FIFTH.SUM

*** 04/14/18
*** 12:20:04
*** PAGE 2

*** MODELOPTs: RegDFAULT CONC ELEV FLGPOL NODRYDPLT NOWETDPLT URBAN ADJ_U*

*** METEOROLOGICAL DAYS SELECTED FOR PROCESSING ***
(1=YES: 0=NO)

[illegible]

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)

*** 04/14/18
*** 12:20:04
*** PAGE 3

*** MODELOPTs: ReqDEFAULT CONC ELEV FLGPOL NODRYDPLT NOWETDPLT URBAN ADJ_U*

*** UP TO THE FIRST 24 HOURS OF METEOROLOGICAL DATA ***

```
Surface file: CELA_v9.SFC
Profile file: CELA_v9.PFL
Surface format: FREE
Profile format: FREE
Surface station no.: 99999
Name: UNKNOWN
Year: 2010
```

Met Version: 16216

```
Upper air station no.: 3190
Name: UNKNOWN
Year: 2010
```

First 24 hours of scalar data																					
YR	MO	DAY	HR	H0	U*	W*	DT/DZ	ZICNV	ZIMCH	M-O	LEN	Z0	BOWEN	ALBEDO	REF	WS	WD	HT	REF	TA	HT
10	01	01	1	01	-33.0	0.331	-9.000	-9.000	-999.	456.	120.2	0.56	0.86	1.00	3.10	38.	21.3	284.9	17.7		
10	01	01	1	02	-26.9	0.285	-9.000	-9.000	-999.	367.	89.6	0.56	0.86	1.00	2.70	38.	21.3	284.2	17.7		
10	01	01	1	03	-38.6	0.387	-9.000	-9.000	-999.	577.	164.6	0.56	0.86	1.00	3.60	35.	21.3	284.2	17.7		
10	01	01	1	04	-33.0	0.331	-9.000	-9.000	-999.	458.	120.2	0.56	0.86	1.00	3.10	34.	21.3	283.8	17.7		
10	01	01	1	05	-33.1	0.331	-9.000	-9.000	-999.	456.	120.2	0.56	0.86	1.00	3.10	37.	21.3	283.1	17.7		
10	01	01	1	06	-38.7	0.387	-9.000	-9.000	-999.	577.	164.5	0.56	0.86	1.00	3.60	24.	21.3	283.1	17.7		
10	01	01	1	07	-38.6	0.387	-9.000	-9.000	-999.	577.	164.5	0.56	0.86	1.00	3.60	35.	21.3	283.8	17.7		
10	01	01	1	08	-29.6	0.435	-9.000	-9.000	-999.	688.	251.8	0.56	0.86	0.55	4.00	35.	21.3	283.8	17.7		
10	01	01	1	09	30.0	0.426	0.367	0.008	59.	666.	-232.0	0.56	0.86	0.32	3.60	38.	21.3	286.4	17.7		
10	01	01	1	10	72.3	0.359	0.629	0.008	124.	519.	-57.8	0.56	0.86	0.24	2.70	34.	21.3	290.4	17.7		
10	01	01	1	11	104.4	0.321	0.998	0.008	344.	437.	-28.6	0.56	0.86	0.21	2.20	43.	21.3	292.5	17.7		
10	01	01	1	12	115.1	0.283	1.156	0.008	484.	363.	-17.9	0.56	0.86	0.20	1.80	62.	21.3	295.9	17.7		
10	01	01	1	13	91.4	0.406	1.130	0.008	568.	622.	-66.2	0.56	0.86	0.20	3.10	263.	21.3	294.2	17.7		
10	01	01	1	14	89.3	0.316	1.168	0.008	642.	432.	-31.9	0.56	0.86	0.21	2.20	259.	21.3	294.9	17.7		
10	01	01	1	15	42.6	0.295	0.928	0.008	675.	384.	-54.0	0.56	0.86	0.25	2.20	267.	21.3	294.9	17.7		
10	01	01	1	16	12.0	0.359	0.609	0.008	680.	516.	-347.9	0.56	0.86	0.33	3.10	264.	21.3	292.5	17.7		
10	01	01	1	17	-15.7	0.231	-9.000	-9.000	-999.	276.	70.7	0.56	0.86	0.60	2.20	288.	21.3	290.9	17.7		
10	01	01	1	18	-6.1	0.135	-9.000	-9.000	-999.	124.	36.7	0.56	0.86	1.00	1.30	344.	21.3	289.2	17.7		
10	01	01	1	19	-11.4	0.184	-9.000	-9.000	-999.	190.	49.2	0.56	0.86	1.00	1.80	2.	21.3	288.8	17.7		
10	01	01	1	20	-17.4	0.229	-9.000	-9.000	-999.	263.	62.1	0.56	0.86	1.00	2.20	22.	21.3	288.1	17.7		
10	01	01	1	21	-17.4	0.229	-9.000	-9.000	-999.	263.	61.9	0.56	0.86	1.00	2.20	40.	21.3	287.0	17.7		
10	01	01	1	22	-11.5	0.184	-9.000	-9.000	-999.	190.	49.1	0.56	0.86	1.00	1.80	306.	21.3	287.0	17.7		
10	01	01	1	23	-11.5	0.184	-9.000	-9.000	-999.	190.	49.0	0.56	0.86	1.00	1.80	45.	21.3	286.4	17.7		
10	01	01	1	24	-11.5	0.184	-9.000	-9.000	-999.	190.	49.0	0.56	0.86	1.00	1.80	67.	21.3	286.4	17.7		

First hour of profile data

YR	MO	DAY	HR	HEIGHT	F	WDIR	WSPD	AMB_TMP	sigmaA	sigmaW	sigmaV
10	01	01	01	17.7	0	-999.	-99.00	284.9	99.0	-99.00	-99.00
10	01	01	01	21.3	1	38.	3.10	-999.0	99.0	-99.00	-99.00

F indicates top of profile (=1) or below (=0)

*** AERMOD - VERSION 16216r *** Path Villas Hollywood *** 04/14/18
 *** AERMET - VERSION 16216 *** Total Organic Gases (Gasoline) / Average Speed Scenario *** 12:20:04
 PAGE 4

*** MODELOPTS: RegDFAULT CONC ELEV FLGPOL NODRYDPLT NOWETDPLT URBAN ADJ_U*

*** THE SUMMARY OF MAXIMUM ANNUAL RESULTS AVERAGED OVER 5 YEARS ***

** CONC OF OTHER IN MICROGRAMS/M**3 **

GROUP	ID	AVERAGE CONC	RECEPTOR	(XR, YR, ZELEV, ZHILL, ZFLAG)	OF TYPE	NETWORK GRID-ID
ALL	1ST HIGHEST VALUE IS	0.07308 AT	(378958.00, 3773609.00,	106.70, 494.50, 14.00)	DC	
	2ND HIGHEST VALUE IS	0.07245 AT	(378965.00, 3773602.00,	106.70, 494.50, 14.00)	DC	
	3RD HIGHEST VALUE IS	0.07240 AT	(378965.00, 3773609.00,	106.70, 494.50, 14.00)	DC	
	4TH HIGHEST VALUE IS	0.07186 AT	(378972.00, 3773595.00,	106.70, 494.50, 14.00)	DC	
	5TH HIGHEST VALUE IS	0.07181 AT	(378972.00, 3773602.00,	106.70, 494.50, 14.00)	DC	
	6TH HIGHEST VALUE IS	0.07159 AT	(378972.00, 3773609.00,	106.70, 494.50, 14.00)	DC	
	7TH HIGHEST VALUE IS	0.07133 AT	(378979.00, 3773588.00,	106.70, 494.50, 14.00)	DC	
	8TH HIGHEST VALUE IS	0.07126 AT	(378979.00, 3773595.00,	106.70, 494.50, 14.00)	DC	
	9TH HIGHEST VALUE IS	0.07103 AT	(378979.00, 3773602.00,	106.70, 494.50, 14.00)	DC	
	10TH HIGHEST VALUE IS	0.07085 AT	(378986.00, 3773581.00,	106.70, 494.50, 14.00)	DC	

*** RECEPTOR TYPES: GC = GRIDCART
 GP = GRIDPOLR
 DC = DISCCART
 DP = DISCPOLR

*** AERMOD - VERSION 16216r *** Path Villas Hollywood *** 04/14/18
 *** AERMET - VERSION 16216 *** Total Organic Gases (Gasoline) / Average Speed Scenario *** 12:20:04
 PAGE 5

*** MODELOPTS: RegDFAULT CONC ELEV FLGPOL NODRYDPLT NOWETDPLT URBAN ADJ_U*

*** Message Summary : AERMOD Model Execution ***

----- Summary of Total Messages -----

A Total of 0 Fatal Error Message(s)
 A Total of 4 Warning Message(s)
 A Total of 808 Informational Message(s)

A Total of 43824 Hours were Processed

A Total of 4 Calm Hours Identified

A Total of 804 Missing Hours Identified (1.83 Percent)

***** FATAL ERROR MESSAGES *****
 *** NONE ***

***** WARNING MESSAGES *****

ME w186	316	MEOPEN: THRESH_1MIN 1-min ASOS wind speed threshold used	0.50
ME w187	316	MEOPEN: ADJ_U* Option for Low winds used in AERMET	
MX w450	17521	CHKDAT: Record Out of Sequence in Meteorological File at:	14010101
MX w450	17521	CHKDAT: Record Out of Sequence in Meteorological File at:	2 year gap

*** MODEL SETUP OPTIONS SUMMARY ***

*** 04/14/18
*** 12:24:03
PAGE 2

*** 04/14/18
*** 12:24:03
PAGE 3

Met Version: 16216

First 24 hours of scalar data																						
YR	MO	DY	JDY	HR	HO	U*	W*	DT/DZ	ZICNV	ZIMCH	M-O	LEN	Z0	BOWEN	ALBEDO	REF	WS	WD	HT	REF	TA	HT
10	01	01	1	01	-33.0	0.331	-9.000	-9.000	-999.	456.	120.2	0.56	0.86	1.00	3.10	38.	21.3	284.9	17.7			
10	01	01	1	02	-26.9	0.285	-9.000	-9.000	-999.	367.	89.6	0.56	0.86	1.00	2.70	38.	21.3	284.2	17.7			
10	01	01	1	03	-38.6	0.387	-9.000	-9.000	-999.	577.	164.6	0.56	0.86	1.00	3.60	35.	21.3	284.2	17.7			
10	01	01	1	04	-33.0	0.331	-9.000	-9.000	-999.	458.	120.2	0.56	0.86	1.00	3.10	34.	21.3	283.8	17.7			
10	01	01	1	05	-33.1	0.331	-9.000	-9.000	-999.	456.	120.2	0.56	0.86	1.00	3.10	37.	21.3	283.1	17.7			
10	01	01	1	06	-38.7	0.387	-9.000	-9.000	-999.	577.	164.5	0.56	0.86	1.00	3.60	24.	21.3	283.1	17.7			
10	01	01	1	07	-38.6	0.387	-9.000	-9.000	-999.	577.	164.5	0.56	0.86	1.00	3.60	35.	21.3	283.8	17.7			
10	01	01	1	08	-29.6	0.435	-9.000	-9.000	-999.	688.	251.8	0.56	0.86	0.55	4.00	35.	21.3	283.8	17.7			
10	01	01	1	09	30.0	0.426	0.367	0.008	59.	666.	-232.0	0.56	0.86	0.32	3.60	38.	21.3	286.4	17.7			
10	01	01	1	10	72.3	0.359	0.629	0.008	124.	519.	-57.8	0.56	0.86	0.24	2.70	34.	21.3	290.4	17.7			
10	01	01	1	11	104.4	0.321	0.998	0.008	344.	437.	-28.6	0.56	0.86	0.21	2.20	43.	21.3	292.5	17.7			
10	01	01	1	12	115.1	0.283	1.156	0.008	484.	363.	-17.9	0.56	0.86	0.20	1.80	62.	21.3	295.9	17.7			
10	01	01	1	13	91.4	0.406	1.130	0.008	568.	622.	-66.2	0.56	0.86	0.20	3.10	263.	21.3	294.2	17.7			
10	01	01	1	14	89.3	0.316	1.168	0.008	642.	432.	-31.9	0.56	0.86	0.21	2.20	259.	21.3	294.9	17.7			
10	01	01	1	15	42.6	0.295	0.928	0.008	675.	384.	-54.0	0.56	0.86	0.25	2.20	267.	21.3	294.9	17.7			
10	01	01	1	16	12.0	0.359	0.609	0.008	680.	516.	-347.9	0.56	0.86	0.33	3.10	264.	21.3	292.5	17.7			
10	01	01	1	17	-15.7	0.231	-9.000	-9.000	-999.	276.	70.7	0.56	0.86	0.60	2.20	288.	21.3	290.9	17.7			
10	01	01	1	18	-6.1	0.135	-9.000	-9.000	-999.	124.	36.7	0.56	0.86	1.00	1.30	344.	21.3	289.2	17.7			
10	01	01	1	19	-11.4	0.184	-9.000	-9.000	-999.	190.	49.2	0.56	0.86	1.00	1.80	2.	21.3	288.8	17.7			
10	01	01	1	20	-17.4	0.229	-9.000	-9.000	-999.	263.	62.1	0.56	0.86	1.00	2.20	22.	21.3	288.1	17.7			
10	01	01	1	21	-17.4	0.229	-9.000	-9.000	-999.	263.	61.9	0.56	0.86	1.00	2.20	40.	21.3	287.0	17.7			
10	01	01	1	22	-11.5	0.184	-9.000	-9.000	-999.	190.	49.1	0.56	0.86	1.00	1.80	306.	21.3	287.0	17.7			
10	01	01	1	23	-11.5	0.184	-9.000	-9.000	-999.	190.	49.0	0.56	0.86	1.00	1.80	45.	21.3	286.4	17.7			
10	01	01	1	24	-11.5	0.184	-9.000	-9.000	-999.	190.	49.0	0.56	0.86	1.00	1.80	67.	21.3	286.4	17.7			

First hour of profile data

YR	MO	DY	HR	HEIGHT	F	WDIR	WSPD	AMB_TMP	sigmaa	sigmaw	sigmaV
10	01	01	01	17.7	0	-999.	-99.00	284.9	99.0	-99.00	-99.00
10	01	01	01	21.3	1	38.	3.10	-999.0	99.0	-99.00	-99.00

F indicates top of profile (=1) or below (=0)

*** AERMOD - VERSION 16216r *** Path Villas Hollywood
 *** AERMET - VERSION 16216r *** Total Organic Gases (Gasoline) / Average Speed Scenario

*** 04/14/18
 12:24:03
 PAGE 4

*** MODELOPTS: RegDFault CONC ELEV FLGPOL NODRYDPLT NOWETDPLT URBAN ADJ_U*

*** THE SUMMARY OF MAXIMUM ANNUAL RESULTS AVERAGED OVER 5 YEARS ***

** CONC OF OTHER IN MICROGRAMS/M**3

GROUP ID	AVERAGE CONC	RECEPTOR (XR, YR, ZELEV, ZHILL, ZFLAG)	OF TYPE	NETWORK GRID-ID
ALL	1ST HIGHEST VALUE IS	0.05082 AT (378965.00, 3773609.00, 106.70, 494.50, 17.40)	DC	
	2ND HIGHEST VALUE IS	0.05078 AT (378972.00, 3773609.00, 106.70, 494.50, 17.40)	DC	
	3RD HIGHEST VALUE IS	0.05076 AT (378958.00, 3773609.00, 106.70, 494.50, 17.40)	DC	
	4TH HIGHEST VALUE IS	0.05064 AT (378979.00, 3773609.00, 106.70, 494.50, 17.40)	DC	
	5TH HIGHEST VALUE IS	0.05043 AT (378986.00, 3773609.00, 106.70, 494.50, 17.40)	DC	
	6TH HIGHEST VALUE IS	0.05042 AT (378972.00, 3773602.00, 106.70, 494.50, 17.40)	DC	
	7TH HIGHEST VALUE IS	0.05038 AT (378979.00, 3773602.00, 106.70, 494.50, 17.40)	DC	
	8TH HIGHEST VALUE IS	0.05036 AT (378965.00, 3773602.00, 106.70, 494.50, 17.40)	DC	
	9TH HIGHEST VALUE IS	0.05027 AT (378986.00, 3773602.00, 106.70, 494.50, 17.40)	DC	
	10TH HIGHEST VALUE IS	0.05015 AT (378993.00, 3773609.00, 106.70, 494.50, 17.40)	DC	

*** RECEPTOR TYPES: GC = GRIDCART
 GP = GRIDPOLR
 DC = DISCCART
 DP = DISCPOLR

*** AERMOD - VERSION 16216r *** Path Villas Hollywood
 *** AERMET - VERSION 16216r *** Total Organic Gases (Gasoline) / Average Speed Scenario

*** 04/14/18
 12:24:03
 PAGE 5

*** MODELOPTS: RegDFault CONC ELEV FLGPOL NODRYDPLT NOWETDPLT URBAN ADJ_U*

*** Message Summary : AERMOD Model Execution ***

----- Summary of Total Messages -----

A Total of 0 Fatal Error Message(s)
 A Total of 4 Warning Message(s)
 A Total of 808 Informational Message(s)
 A Total of 43824 Hours Were Processed
 A Total of 4 Calm Hours Identified
 A Total of 804 Missing Hours Identified (1.83 Percent)

***** FATAL ERROR MESSAGES *****
 *** NONE ***

***** WARNING MESSAGES *****
 ME W186 316 MEOPEN: THRESH_1MIN 1-min ASOS wind speed threshold used 0.50
 ME W187 316 MEOPEN: ADJ_U* Option for Low Winds used in AERMET
 MX W450 17521 CHKDAT: Record Out of Sequence in Meteorological File at: 14010101
 MX W450 17521 CHKDAT: Record Out of Sequence in Meteorological File at: 2 year gap

*** 04/14/18
*** 12:31:56
PAGE 1

**Model Is Setup For Calculation of Average CONcEntration Values.

```
**Model Uses NO WET DEPLETION.  WETDPLT = F
```

for Total of 1 Urban Area(s):
Urban Population = 9818605.0 ; Urban Roughness Length = 1.000 m

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.

TEMP_Sub - Meteorological data includes TEMP substitutions

**The User Specified a Pollutant Type of: OTHER

****This Run Includes:** 131 Source(s): 1 Source Group(s): and 21 Receptor(s)

```

with:      0 POINT(s), including
           0 POINTCAP(s) and      0 POINTHOR(s)
and:      131 VOLUME source(s)
and:      0 AREA type source(s)
and:      0 LINE source(s)
and:      0 OPENPIT source(s)
and:      0 BUOYANT LINE source(s) with      0 line(s)

```

**The AERMET Input Meteorological Data Version Date: 16216

Model Outputs Tables of ANNUAL 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) =      87.00 ; Decay Coef. =      0.000      ; Rot. Angle =      0.0
                  Emission Units = GRAMS/SEC                ; Emission Rate Unit Factor = 0.10000E+07
                  Output Units  = MICROGRAMS/M**3

```

```

**Input Runstream File:      PVH_DPM_CHRONIC_FIRST.DTA
**Output Print File:         PVH_DPM_CHRONIC_FIRST.LST

```

***	AERMOD - VERSION	16216r ***	***	Path Villas Hollywood	***	04/14/18
***	AERMET - VERSION	16216 ***	***	Particulates (Diesel) / Average Speed Scenario	***	12:31:56
						PAGE 2

*** METEOROLOGICAL DAYS SELECTED FOR PROCESSING ***
(1=YES; 0=NO)

[illegible]

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)

♀ *** AERMOD - VERSION 16216r ***	1.54, 3.09, 5.14, 8.23, 10.80,	*** Path Villas Hollywood ***	04/14/18
*** AERMET - VERSION 16216 ***	*** Particulates (Diesel) / Average Speed Scenario ***		12:31:56

*** UP TO THE FIRST 24 HOURS OF METEOROLOGICAL DATA ***

```
Upper air station no.: 3190
Name: UNKNOWN
Year: 2010
```

```

***** WARNING MESSAGES *****
ME W186 316 MEOPEN: THRESH_LMIN 1-min ASOS wind speed threshold used 0.50
ME W187 316 MEOPEN: ADJ_U* Option for Low winds used in AERMET
MX W450 17521 CHKDAT: Record Out of Sequence in Meteorological File at: 14010101
MX W450 17521 CHKDAT: Record Out of Sequence in Meteorological File at: 2 year gap

```


First 24 hours of scalar data																				
YR	MO	DY	JDY	HR	H0	U*	W*	DT/DZ	ZICNV	ZIMCH	M-O	LEN	ZO	BOWEN	ALBEDO	REF WS	WD	HT	REF TA	HT
10	01	01	1	01	-33.0	0.331	-9.000	-9.000	-999.	456.	120.2	0.56	0.86	1.00	3.10	38.	21.3	284.9	17.7	
10	01	01	1	02	-26.9	0.285	-9.000	-9.000	-999.	367.	89.6	0.56	0.86	1.00	2.70	38.	21.3	284.2	17.7	
10	01	01	1	03	-38.6	0.387	-9.000	-9.000	-999.	577.	164.6	0.56	0.86	1.00	3.60	35.	21.3	284.2	17.7	
10	01	01	1	04	-33.0	0.331	-9.000	-9.000	-999.	458.	120.2	0.56	0.86	1.00	3.10	34.	21.3	283.8	17.7	
10	01	01	1	05	-33.1	0.331	-9.000	-9.000	-999.	456.	120.2	0.56	0.86	1.00	3.10	37.	21.3	283.1	17.7	
10	01	01	1	06	-38.7	0.387	-9.000	-9.000	-999.	577.	164.5	0.56	0.86	1.00	3.60	24.	21.3	283.1	17.7	
10	01	01	1	07	-38.6	0.387	-9.000	-9.000	-999.	577.	164.5	0.56	0.86	1.00	3.60	35.	21.3	283.8	17.7	
10	01	01	1	08	-29.6	0.435	-9.000	-9.000	-999.	688.	251.8	0.56	0.86	0.55	4.00	35.	21.3	283.8	17.7	
10	01	01	1	09	30.0	0.426	0.367	0.008	59.	666.	-232.0	0.56	0.86	0.32	3.60	38.	21.3	286.4	17.7	
10	01	01	1	10	72.3	0.359	0.629	0.008	124.	519.	-57.8	0.56	0.86	0.24	2.70	34.	21.3	290.4	17.7	
10	01	01	1	11	104.4	0.321	0.998	0.008	344.	437.	-28.6	0.56	0.86	0.21	2.20	43.	21.3	292.5	17.7	
10	01	01	1	12	115.1	0.283	1.156	0.008	484.	363.	-17.9	0.56	0.86	0.20	1.80	62.	21.3	295.9	17.7	
10	01	01	1	13	91.4	0.406	1.130	0.008	568.	622.	-66.2	0.56	0.86	0.20	3.10	263.	21.3	294.2	17.7	
10	01	01	1	14	89.3	0.316	1.168	0.008	642.	432.	-31.9	0.56	0.86	0.21	2.20	259.	21.3	294.9	17.7	
10	01	01	1	15	42.6	0.295	0.928	0.008	675.	384.	-54.0	0.56	0.86	0.25	2.20	267.	21.3	294.9	17.7	
10	01	01	1	16	12.0	0.359	0.609	0.008	680.	516.	-347.9	0.56	0.86	0.33	3.10	264.	21.3	292.5	17.7	
10	01	01	1	17	-15.7	0.231	-9.000	-9.000	-999.	276.	70.7	0.56	0.86	0.60	2.20	288.	21.3	290.9	17.7	
10	01	01	1	18	-6.1	0.135	-9.000	-9.000	-999.	124.	36.7	0.56	0.86	1.00	1.30	344.	21.3	289.2	17.7	
10	01	01	1	19	-11.4	0.184	-9.000	-9.000	-999.	190.	49.2	0.56	0.86	1.00	1.80	2.	21.3	288.8	17.7	
10	01	01	1	20	-17.4	0.229	-9.000	-9.000	-999.	263.	62.1	0.56	0.86	1.00	2.20	22.	21.3	288.1	17.7	
10	01	01	1	21	-17.4	0.229	-9.000	-9.000	-999.	263.	61.9	0.56	0.86	1.00	2.20	40.	21.3	287.0	17.7	
10	01	01	1	22	-11.5	0.184	-9.000	-9.000	-999.	190.	49.1	0.56	0.86	1.00	1.80	306.	21.3	287.0	17.7	
10	01	01	1	23	-11.5	0.184	-9.000	-9.000	-999.	190.	49.0	0.56	0.86	1.00	1.80	45.	21.3	286.4	17.7	
10	01	01	1	24	-11.5	0.184	-9.000	-9.000	-999.	190.	49.0	0.56	0.86	1.00	1.80	67.	21.3	286.4	17.7	

First hour of profile data

YR	MO	DY	HR	HEIGHT	F	WDIR	WSPD	AMB_TMP	sigmaA	sigmaW	sigmaV
10	01	01	01	17.7	0	-999.	-99.00	284.9	99.0	-99.00	-99.00
10	01	01	01	21.3	1	38.	3.10	-999.0	99.0	-99.00	-99.00

F indicates top of profile (=1) or below (=0)

*** AERMOD - VERSION 16216r *** Path Villas Hollywood
*** AERMET - VERSION 16216 *** Particulates (Diesel) / Average Speed Scenario

*** 04/14/18
12:38:43
PAGE 4

*** MODELOPTS: RegDFAULT CONC ELEV FLGPOL NODRYDPLT NOWETDPLT URBAN ADJ_U*

*** THE SUMMARY OF MAXIMUM ANNUAL RESULTS AVERAGED OVER 5 YEARS ***

** CONC OF OTHER IN MICROGRAMS/M**3

GROUP ID	AVERAGE CONC	RECEPTOR (XR, YR, ZELEV, ZHILL, ZFLAG)	OF TYPE	NETWORK GRID-ID
ALL	1ST HIGHEST VALUE IS	0.07712 AT (378958.00, 3773609.00, 106.70, 494.50, 4.00)	DC	
	2ND HIGHEST VALUE IS	0.07671 AT (378965.00, 3773602.00, 106.70, 494.50, 4.00)	DC	
	3RD HIGHEST VALUE IS	0.07664 AT (378993.00, 3773574.00, 106.70, 494.50, 4.00)	DC	
	4TH HIGHEST VALUE IS	0.07647 AT (378972.00, 3773595.00, 106.70, 494.50, 4.00)	DC	
	5TH HIGHEST VALUE IS	0.07646 AT (378986.00, 3773581.00, 106.70, 494.50, 4.00)	DC	
	6TH HIGHEST VALUE IS	0.07639 AT (378979.00, 3773588.00, 106.70, 494.50, 4.00)	DC	
	7TH HIGHEST VALUE IS	0.07242 AT (378965.00, 3773609.00, 106.70, 494.50, 4.00)	DC	
	8TH HIGHEST VALUE IS	0.07214 AT (378972.00, 3773602.00, 106.70, 494.50, 4.00)	DC	
	9TH HIGHEST VALUE IS	0.07211 AT (378993.00, 3773581.00, 106.70, 494.50, 4.00)	DC	
	10TH HIGHEST VALUE IS	0.07200 AT (378979.00, 3773595.00, 106.70, 494.50, 4.00)	DC	

*** RECEPTOR TYPES: GC = GRIDCART
GP = GRIDPOLR
DC = DISCCART
DP = DISCPOLR

*** AERMOD - VERSION 16216r *** Path Villas Hollywood
*** AERMET - VERSION 16216 *** Particulates (Diesel) / Average Speed Scenario

*** 04/14/18
12:38:43
PAGE 5

*** MODELOPTS: RegDFAULT CONC ELEV FLGPOL NODRYDPLT NOWETDPLT URBAN ADJ_U*

*** Message Summary : AERMOD Model Execution ***

----- Summary of Total Messages -----

A Total of 0 Fatal Error Message(s)
A Total of 4 Warning Message(s)
A Total of 808 Informational Message(s)
A Total of 43824 Hours Were Processed
A Total of 4 Calm Hours Identified
A Total of 804 Missing Hours Identified (1.83 Percent)

***** FATAL ERROR MESSAGES *****
*** NONE ***

***** WARNING MESSAGES *****
ME w186 316 MEOPEN: THRESH_IMIN 1-min ASOS wind speed threshold used 0.50
ME w187 316 MEOPEN: ADJ_U* Option for Low winds used in AERMET
MX w450 17521 CHKDAT: Record Out of Sequence in Meteorological File at: 14010101
MX w450 17521 CHKDAT: Record Out of Sequence in Meteorological File at: 2 year gap

Met Version: 16216

First 24 hours of scalar data																						
YR	MO	DY	JDY	HR	H0	U*	W*	DT/DZ	ZICNV	ZIMCH	M-O	LEN	ZO	BOWEN	ALBEDO	REF	WS	WD	HT	REF	TA	HT
10	01	01	1	01	-33.0	0.331	-9.000	-9.000	-999.	456.	120.2	0.56	0.86	1.00	3.10	38.	21.3	284.9	17.7			
10	01	01	1	02	-26.9	0.285	-9.000	-9.000	-999.	367.	89.6	0.56	0.86	1.00	2.70	38.	21.3	284.2	17.7			
10	01	01	1	03	-38.6	0.387	-9.000	-9.000	-999.	577.	164.6	0.56	0.86	1.00	3.60	35.	21.3	284.2	17.7			
10	01	01	1	04	-33.0	0.331	-9.000	-9.000	-999.	458.	120.2	0.56	0.86	1.00	3.10	34.	21.3	283.8	17.7			
10	01	01	1	05	-33.1	0.331	-9.000	-9.000	-999.	456.	120.2	0.56	0.86	1.00	3.10	37.	21.3	283.1	17.7			
10	01	01	1	06	-38.7	0.387	-9.000	-9.000	-999.	577.	164.5	0.56	0.86	1.00	3.60	24.	21.3	283.1	17.7			
10	01	01	1	07	-38.6	0.387	-9.000	-9.000	-999.	577.	164.5	0.56	0.86	1.00	3.60	35.	21.3	283.8	17.7			
10	01	01	1	08	-29.6	0.435	-9.000	-9.000	-999.	688.	251.8	0.56	0.86	0.55	4.00	35.	21.3	283.8	17.7			
10	01	01	1	09	30.0	0.426	0.367	0.008	59.	666.	-232.0	0.56	0.86	0.32	3.60	38.	21.3	286.4	17.7			
10	01	01	1	10	72.3	0.359	0.629	0.008	124.	519.	-57.8	0.56	0.86	0.24	2.70	34.	21.3	290.4	17.7			
10	01	01	1	11	104.4	0.321	0.998	0.008	344.	437.	-28.6	0.56	0.86	0.21	2.20	43.	21.3	292.5	17.7			
10	01	01	1	12	115.1	0.283	1.156	0.008	484.	363.	-17.9	0.56	0.86	0.20	1.80	62.	21.3	295.9	17.7			
10	01	01	1	13	91.4	0.406	1.130	0.008	568.	622.	-66.2	0.56	0.86	0.20	3.10	263.	21.3	294.2	17.7			
10	01	01	1	14	89.3	0.316	1.168	0.008	642.	432.	-31.9	0.56	0.86	0.21	2.20	259.	21.3	294.9	17.7			
10	01	01	1	15	42.6	0.295	0.928	0.008	675.	584.	-54.0	0.56	0.86	0.25	2.20	267.	21.3	294.9	17.7			
10	01	01	1	16	12.0	0.359	0.609	0.008	680.	516.	-347.9	0.56	0.86	0.33	3.10	264.	21.3	292.5	17.7			
10	01	01	1	17	-15.7	0.231	-9.000	-9.000	-999.	276.	70.7	0.56	0.86	0.60	2.20	288.	21.3	290.9	17.7			
10	01	01	1	18	-6.1	0.135	-9.000	-9.000	-999.	124.	36.7	0.56	0.86	1.00	1.30	344.	21.3	289.2	17.7			
10	01	01	1	19	-11.4	0.184	-9.000	-9.000	-999.	190.	49.2	0.56	0.86	1.00	1.80	2.	21.3	288.8	17.7			
10	01	01	1	20	-17.4	0.229	-9.000	-9.000	-999.	263.	62.1	0.56	0.86	1.00	2.20	22.	21.3	288.1	17.7			
10	01	01	1	21	-17.4	0.229	-9.000	-9.000	-999.	263.	61.9	0.56	0.86	1.00	2.20	40.	21.3	287.0	17.7			
10	01	01	1	22	-11.5	0.184	-9.000	-9.000	-999.	190.	49.1	0.56	0.86	1.00	1.80	306.	21.3	287.0	17.7			
10	01	01	1	23	-11.5	0.184	-9.000	-9.000	-999.	190.	49.0	0.56	0.86	1.00	1.80	45.	21.3	286.4	17.7			
10	01	01	1	24	-11.5	0.184	-9.000	-9.000	-999.	190.	49.0	0.56	0.86	1.00	1.80	67.	21.3	286.4	17.7			

First hour of profile data
YR MO DY HR HEIGHT F WDIR WSPD AMB_TMP sigmaA sigmaW sigmaV
10 01 01 01 17.7 0 -999. -99.00 284.9 99.0 -99.00 -99.00
10 01 01 01 21.3 1 38. 3.10 -999.0 99.0 -99.00 -99.00

F indicates top of profile (=1) or below (=0)
♀ *** AERMOD - VERSION 16216r *** *** Path Villas Hollywood *** 04/14/18
*** AERMET - VERSION 16216 *** *** Particulates (Diesel) / Average Speed Scenario *** 12:43:56
*** MODELOPTS: RegDFault CONC ELEV FLGPOL NODRYDPLT NOWETDPLT URBAN ADJ_U* PAGE 4

*** THE SUMMARY OF MAXIMUM ANNUAL RESULTS AVERAGED OVER 5 YEARS ***

** CONC OF OTHER IN MICROGRAMS/M**3 **

GROUP ID	AVERAGE CONC	RECEPTOR (XR, YR, ZELEV, ZHILL, ZFLAG)	OF TYPE	NETWORK GRID-ID
ALL	1ST HIGHEST VALUE IS	0.06321 AT (378958.00, 3773609.00, 106.70, 494.50, 7.30)	DC	
	2ND HIGHEST VALUE IS	0.06278 AT (378965.00, 3773602.00, 106.70, 494.50, 7.30)	DC	
	3RD HIGHEST VALUE IS	0.06245 AT (378972.00, 3773595.00, 106.70, 494.50, 7.30)	DC	
	4TH HIGHEST VALUE IS	0.06222 AT (378979.00, 3773588.00, 106.70, 494.50, 7.30)	DC	
	5TH HIGHEST VALUE IS	0.06209 AT (378986.00, 3773581.00, 106.70, 494.50, 7.30)	DC	
	6TH HIGHEST VALUE IS	0.06203 AT (378993.00, 3773574.00, 106.70, 494.50, 7.30)	DC	
	7TH HIGHEST VALUE IS	0.06034 AT (378965.00, 3773609.00, 106.70, 494.50, 7.30)	DC	
	8TH HIGHEST VALUE IS	0.05999 AT (378972.00, 3773602.00, 106.70, 494.50, 7.30)	DC	
	9TH HIGHEST VALUE IS	0.05974 AT (378979.00, 3773595.00, 106.70, 494.50, 7.30)	DC	
	10TH HIGHEST VALUE IS	0.05958 AT (378986.00, 3773588.00, 106.70, 494.50, 7.30)	DC	

*** RECEPTOR TYPES: GC = GRIDCART
GP = GRIDPOLR
DC = DISCCART
DP = DISCPOLR

♀ *** AERMOD - VERSION 16216r *** *** Path Villas Hollywood *** 04/14/18
*** AERMET - VERSION 16216 *** *** Particulates (Diesel) / Average Speed Scenario *** 12:43:56
*** MODELOPTS: RegDFault CONC ELEV FLGPOL NODRYDPLT NOWETDPLT URBAN ADJ_U* PAGE 5

*** Message Summary : AERMOD Model Execution ***

----- Summary of Total Messages -----

A Total of 0 Fatal Error Message(s)
A Total of 4 Warning Message(s)
A Total of 808 Informational Message(s)

A Total of 43824 Hours were Processed

A Total of 4 Calm Hours Identified

A Total of 804 Missing Hours Identified (1.83 Percent)

***** FATAL ERROR MESSAGES *****
*** NONE ***

***** WARNING MESSAGES *****
ME W186 316 MEOPEN: THRESH_IMIN 1-min ASOS wind speed threshold used 0.50
ME W187 316 MEOPEN: ADJ_U* Option for Low Winds used in AERMET
MX W450 17521 CHKDAT: Record Out of Sequence in Meteorological File at: 14010101
MX W450 17521 CHKDAT: Record Out of Sequence in Meteorological File at: 2 year gap

```
Upper air station no.: 3190
Name: UNKNOWN
Year: 2010
```

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
10	01	01	1	01	-33.0	0.331	-9.000	-9.000	-999.	456.	120.2	0.56	0.86	1.00	3.10	38.	21.3	284.9	17.7	
10	01	01	1	02	-26.9	0.285	-9.000	-9.000	-999.	367.	89.6	0.56	0.86	1.00	2.70	38.	21.3	284.2	17.7	
10	01	01	1	03	-38.6	0.387	-9.000	-9.000	-999.	577.	164.6	0.56	0.86	1.00	3.60	35.	21.3	284.2	17.7	
10	01	01	1	04	-33.0	0.331	-9.000	-9.000	-999.	458.	120.2	0.56	0.86	1.00	3.10	34.	21.3	283.8	17.7	
10	01	01	1	05	-33.1	0.331	-9.000	-9.000	-999.	456.	120.2	0.56	0.86	1.00	3.10	37.	21.3	283.1	17.7	
10	01	01	1	06	-38.7	0.387	-9.000	-9.000	-999.	577.	164.5	0.56	0.86	1.00	3.60	24.	21.3	283.1	17.7	
10	01	01	1	07	-38.6	0.387	-9.000	-9.000	-999.	577.	164.5	0.56	0.86	1.00	3.60	35.	21.3	283.8	17.7	
10	01	01	1	08	-29.6	0.435	-9.000	-9.000	-999.	688.	251.8	0.56	0.86	0.55	4.00	35.	21.3	283.8	17.7	
10	01	01	1	09	30.0	0.426	0.367	0.008	59.	666.	-232.0	0.56	0.86	0.32	3.60	38.	21.3	286.4	17.7	
10	01	01	1	10	72.3	0.359	0.629	0.008	124.	519.	-57.8	0.56	0.86	0.24	2.70	34.	21.3	290.4	17.7	
10	01	01	1	11	104.4	0.321	0.998	0.008	344.	437.	-28.6	0.56	0.86	0.21	2.20	43.	21.3	292.5	17.7	
10	01	01	1	12	115.1	0.283	1.156	0.008	484.	363.	-17.9	0.56	0.86	0.20	1.80	62.	21.3	295.9	17.7	
10	01	01	1	13	91.4	0.406	1.130	0.008	568.	622.	-66.2	0.56	0.86	0.20	3.10	263.	21.3	294.2	17.7	
10	01	01	1	14	89.3	0.316	1.168	0.008	642.	432.	-31.9	0.56	0.86	0.21	2.20	259.	21.3	294.9	17.7	
10	01	01	1	15	42.6	0.295	0.928	0.008	675.	384.	-54.0	0.56	0.86	0.25	2.20	267.	21.3	294.9	17.7	
10	01	01	1	16	12.0	0.359	0.609	0.008	680.	516.	-347.9	0.56	0.86	0.33	3.10	264.	21.3	292.5	17.7	
10	01	01	1	17	-15.7	0.231	-9.000	-9.000	-999.	276.	70.7	0.56	0.86	0.60	2.20	288.	21.3	290.9	17.7	
10	01	01	1	18	-6.1	0.135	-9.000	-9.000	-999.	124.	36.7	0.56	0.86	1.00	1.30	344.	21.3	289.2	17.7	
10	01	01	1	19	-11.4	0.184	-9.000	-9.000	-999.	190.	49.2	0.56	0.86	1.00	1.80	2.	21.3	288.8	17.7	
10	01	01	1	20	-17.4	0.229	-9.000	-9.000	-999.	263.	62.1	0.56	0.86	1.00	2.20	22.	21.3	288.1	17.7	
10	01	01	1	21	-17.4	0.229	-9.000	-9.000	-999.	263.	61.9	0.56	0.86	1.00	2.20	40.	21.3	287.0	17.7	
10	01	01	1	22	-11.5	0.184	-9.000	-9.000	-999.	190.	49.1	0.56	0.86	1.00	1.80	306.	21.3	287.0	17.7	
10	01	01	1	23	-11.5	0.184	-9.000	-9.000	-999.	190.	49.0	0.56	0.86	1.00	1.80	45.	21.3	286.4	17.7	
10	01	01	1	24	-11.5	0.184	-9.000	-9.000	-999.	190.	49.0	0.56	0.86	1.00	1.80	67.	21.3	286.4	17.7	

First hour of profile data
YR MO DY HR HEIGHT F WDIR WSPD AMB_TMP sigmaA sigmaW sigmaV
10 01 01 01 17.7 0 -999. -99.00 284.9 99.0 -99.00 -99.00
10 01 01 01 21.3 1 38. 3.10 -999.0 99.0 -99.00 -99.00

F indicates top of profile (=1) or below (=0)

*** AERMOD - VERSION 16216r *** Path Villas Hollywood
*** AERMET - VERSION 16216 *** Particulates (Diesel) / Average Speed Scenario

*** 04/14/18
12:47:24
PAGE 4

*** MODELOPTS: RegDFAULT CONC ELEV FLGPOL NODRYDPLT NOWETDPLT URBAN ADJ_U*

*** THE SUMMARY OF MAXIMUM ANNUAL RESULTS AVERAGED OVER 5 YEARS ***

** CONC OF OTHER IN MICROGRAMS/M**3

**

GROUP ID	AVERAGE CONC	RECEPTOR (XR, YR, ZELEV, ZHILL, ZFLAG)	OF TYPE	NETWORK GRID-ID
ALL	1ST HIGHEST VALUE IS	0.04677 AT (378958.00, 3773609.00, 106.70, 494.50, 10.70)	DC	
	2ND HIGHEST VALUE IS	0.04642 AT (378965.00, 3773602.00, 106.70, 494.50, 10.70)	DC	
	3RD HIGHEST VALUE IS	0.04611 AT (378972.00, 3773595.00, 106.70, 494.50, 10.70)	DC	
	4TH HIGHEST VALUE IS	0.04584 AT (378979.00, 3773588.00, 106.70, 494.50, 10.70)	DC	
	5TH HIGHEST VALUE IS	0.04562 AT (378986.00, 3773581.00, 106.70, 494.50, 10.70)	DC	
	6TH HIGHEST VALUE IS	0.04555 AT (378965.00, 3773609.00, 106.70, 494.50, 10.70)	DC	
	7TH HIGHEST VALUE IS	0.04545 AT (378993.00, 3773574.00, 106.70, 494.50, 10.70)	DC	
	8TH HIGHEST VALUE IS	0.04524 AT (378972.00, 3773602.00, 106.70, 494.50, 10.70)	DC	
	9TH HIGHEST VALUE IS	0.04497 AT (378979.00, 3773595.00, 106.70, 494.50, 10.70)	DC	
	10TH HIGHEST VALUE IS	0.04475 AT (378986.00, 3773588.00, 106.70, 494.50, 10.70)	DC	

*** RECEPTOR TYPES: GC = GRIDCART
GP = GRIDPOLR
DC = DISCCART
DP = DISCPOLR

*** AERMOD - VERSION 16216r *** Path Villas Hollywood
*** AERMET - VERSION 16216 *** Particulates (Diesel) / Average Speed Scenario

*** 04/14/18
12:47:24
PAGE 5

*** MODELOPTS: RegDFAULT CONC ELEV FLGPOL NODRYDPLT NOWETDPLT URBAN ADJ_U*

*** Message Summary : AERMOD Model Execution ***

----- Summary of Total Messages -----

A Total of 0 Fatal Error Message(s)
A Total of 4 Warning Message(s)
A Total of 808 Informational Message(s)
A Total of 43824 Hours Were Processed
A Total of 4 Calm Hours Identified
A Total of 804 Missing Hours Identified (1.83 Percent)

***** FATAL ERROR MESSAGES *****
*** NONE ***

***** WARNING MESSAGES *****
ME W186 316 MEOPEN: THRESH_LMIN 1-min ASOS wind speed threshold used 0.50
ME W187 316 MEOPEN: ADJ_U* Option for Low Winds used in AERMET
MX W450 17521 CHKDAT: Record out of Sequence in Meteorological File at: 14010101
MX W450 17521 CHKDAT: Record out of Sequence in Meteorological File at: 2 year gap

```

***
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.

```

**Mode1 Uses NO DRY DEPLETION.  DRYDPLT = F

```

```
**Model Uses NO WET DEPLETION. WETDPLT = F
```

```
**Model Uses URBAN Dispersion Algorithm for the SBL for 131 Source(s),
for Total of 1 Urban Area(s):
```

****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* BETA option for SBL in AERMET
TEMP_Sub - Meteorological data includes TEMP substitutions

****Model Accepts FLAGPOLE Receptor Heights.**

**The User Specified a Pollutant Type of: OTHER

**Model Calculates ANNUAL Averages Only

****This Run Includes:** 131 Source(s): 1 Source Group(s): and 21 Receptor(s)

```

with:      0 POINT(s), including
:          0 POINTCAP(s) and      0 POINTHOR(s)
and:      131 VOLUME source(s)
and:      0 AREA type source(s)
and:      0 LINE source(s)
and:      0 OPENPIT source(s)
and:      0 BUOYANT LINE source(s) with      0 line(s)

```

```
**Model Set To Continue RUNing After the Setup Testing.
```

**The AERMET Input Meteorological Data Version Date: 16216

```

**Output Options Selected:

```

Model Outputs Tables of ANNUAL 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) = 87.00 ; 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:      PVH_DPM_CHRONIC_FIFTH.DTA
**Output Print File:        PVH_DPM_CHRONIC_FIFTH.LST
```

**File for Summary of Results: D:\WD Passport\path villas hollywood\model\PVH_DPM_CHRONIC_FIFTH.SUM

*** METEOROLOGICAL DAYS SELECTED FOR PROCESSING ***
(1=YES; 0=NO)

[illegible]

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)

```
*** MODELOPTS:  RegDFAULT CONC ELEV FLGPOL NODRYDPLT NOWETDPLT URBAN ADJ_U*
```

*** UP TO THE FIRST 24 HOURS OF METEOROLOGICAL DATA ***

```
Surface file: CELA_v9.SFC
Profile file: CELA_v9.PFL
Surface format: FREE
Profile format: FREE
Surface station no.: 99999
Name: UNKNOWN
Year: 2010
```

Met Version: 16216

```
Upper air station no.: 3190
Name: UNKNOWN
Year: 2010
```

First 24 hours of scalar data																						
YR	MO	DY	JDY	HR	HO	U*	W*	DT/DZ	ZICNV	ZIMCH	M-O	LEN	ZO	BOWEN	ALBEDO	REF	WS	WD	HT	REF	TA	HT
10	01	01	1	01	-33.0	0.331	-9.000	-9.000	-999.	456.	120.2	0.56	0.86	1.00	3.10	38.	21.3	284.9	17.7			
10	01	01	1	02	-26.9	0.285	-9.000	-9.000	-999.	367.	89.6	0.56	0.86	1.00	2.70	38.	21.3	284.2	17.7			
10	01	01	1	03	-38.6	0.387	-9.000	-9.000	-999.	577.	164.6	0.56	0.86	1.00	3.60	35.	21.3	284.2	17.7			
10	01	01	1	04	-33.0	0.331	-9.000	-9.000	-999.	458.	120.2	0.56	0.86	1.00	3.10	34.	21.3	283.8	17.7			
10	01	01	1	05	-33.1	0.331	-9.000	-9.000	-999.	456.	120.2	0.56	0.86	1.00	3.10	37.	21.3	283.1	17.7			
10	01	01	1	06	-38.7	0.387	-9.000	-9.000	-999.	577.	164.5	0.56	0.86	1.00	3.60	24.	21.3	283.1	17.7			
10	01	01	1	07	-38.6	0.387	-9.000	-9.000	-999.	577.	164.5	0.56	0.86	1.00	3.60	35.	21.3	283.8	17.7			
10	01	01	1	08	-29.6	0.435	-9.000	-9.000	-999.	688.	251.8	0.56	0.86	0.55	4.00	35.	21.3	283.8	17.7			
10	01	01	1	09	30.0	0.426	0.367	0.008	59.	666.	-232.0	0.56	0.86	0.32	3.60	38.	21.3	286.4	17.7			
10	01	01	1	10	72.3	0.359	0.629	0.008	124.	519.	-57.8	0.56	0.86	0.24	2.70	34.	21.3	290.4	17.7			
10	01	01	1	11	104.4	0.321	0.998	0.008	344.	437.	-28.6	0.56	0.86	0.21	2.20	43.	21.3	292.5	17.7			
10	01	01	1	12	115.1	0.283	1.156	0.008	484.	363.	-17.9	0.56	0.86	0.20	1.80	62.	21.3	295.9	17.7			
10	01	01	1	13	91.4	0.406	1.130	0.008	568.	622.	-66.2	0.56	0.86	0.20	3.10	263.	21.3	294.2	17.7			
10	01	01	1	14	89.3	0.316	1.168	0.008	642.	432.	-31.9	0.56	0.86	0.21	2.20	259.	21.3	294.9	17.7			
10	01	01	1	15	42.6	0.295	0.928	0.008	675.	384.	-54.0	0.56	0.86	0.25	2.20	267.	21.3	294.9	17.7			
10	01	01	1	16	12.0	0.359	0.609	0.008	680.	516.	-347.9	0.56	0.86	0.33	3.10	264.	21.3	292.5	17.7			
10	01	01	1	17	-15.7	0.231	-9.000	-9.000	-999.	276.	70.7	0.56	0.86	0.60	2.20	288.	21.3	290.9	17.7			
10	01	01	1	18	-6.1	0.135	-9.000	-9.000	-999.	124.	36.7	0.56	0.86	1.00	1.30	344.	21.3	289.2	17.7			
10	01	01	1	19	-11.4	0.184	-9.000	-9.000	-999.	190.	49.2	0.56	0.86	1.00	1.80	2.	21.3	288.8	17.7			
10	01	01	1	20	-17.4	0.229	-9.000	-9.000	-999.	263.	62.1	0.56	0.86	1.00	2.20	22.	21.3	288.1	17.7			
10	01	01	1	21	-17.4	0.229	-9.000	-9.000	-999.	263.	61.9	0.56	0.86	1.00	2.20	40.	21.3	287.0	17.7			
10	01	01	1	22	-11.5	0.184	-9.000	-9.000	-999.	190.	49.1	0.56	0.86	1.00	1.80	306.	21.3	287.0	17.7			
10	01	01	1	23	-11.5	0.184	-9.000	-9.000	-999.	190.	49.0	0.56	0.86	1.00	1.80	45.	21.3	286.4	17.7			
10	01	01	1	24	-11.5	0.184	-9.000	-9.000	-999.	190.	49.0	0.56	0.86	1.00	1.80	67.	21.3	286.4	17.7			

First hour of profile data
YR MO DY HR HEIGHT F WDIR WSPD AMB_TMP sigmaA sigmaW sigmaV
10 01 01 01 17.7 0 -999. -99.00 284.9 99.0 -99.00 -99.00
10 01 01 01 21.3 1 38. 3.10 -999.0 99.0 -99.00 -99.00

F indicates top of profile (=1) or below (=0)
*** AERMOD - VERSION 16216r *** Path Villas Hollywood

*** AERMET - VERSION 16216 *** Particulates (Diesel) / Average Speed Scenario

*** MODELOPTS: RegDFAULT CONC ELEV FLGPOL NODRYDPLT NOWETDPLT URBAN ADJ_U*

*** THE SUMMARY OF MAXIMUM ANNUAL RESULTS AVERAGED OVER 5 YEARS ***

** CONC OF OTHER IN MICROGRAMS/M**3

GROUP ID	AVERAGE CONC	RECEPTOR (XR, YR, ZELEV, ZHILL, ZFLAG)	OF TYPE	NETWORK GRID-ID
ALL	1ST HIGHEST VALUE IS	0.03277 AT (378958.00, 3773609.00, 106.70, 494.50, 14.00)	DC	
	2ND HIGHEST VALUE IS	0.03253 AT (378965.00, 3773602.00, 106.70, 494.50, 14.00)	DC	
	3RD HIGHEST VALUE IS	0.03247 AT (378965.00, 3773609.00, 106.70, 494.50, 14.00)	DC	
	4TH HIGHEST VALUE IS	0.03230 AT (378972.00, 3773595.00, 106.70, 494.50, 14.00)	DC	
	5TH HIGHEST VALUE IS	0.03224 AT (378972.00, 3773602.00, 106.70, 494.50, 14.00)	DC	
	6TH HIGHEST VALUE IS	0.03210 AT (378972.00, 3773609.00, 106.70, 494.50, 14.00)	DC	
	7TH HIGHEST VALUE IS	0.03209 AT (378979.00, 3773588.00, 106.70, 494.50, 14.00)	DC	
	8TH HIGHEST VALUE IS	0.03203 AT (378979.00, 3773595.00, 106.70, 494.50, 14.00)	DC	
	9TH HIGHEST VALUE IS	0.03189 AT (378986.00, 3773581.00, 106.70, 494.50, 14.00)	DC	
	10TH HIGHEST VALUE IS	0.03189 AT (378979.00, 3773602.00, 106.70, 494.50, 14.00)	DC	

*** RECEPTOR TYPES: GC = GRIDCART
GP = GRIDPOLR
DC = DISCCART
DP = DISCPOLR

*** AERMOD - VERSION 16216r *** Path Villas Hollywood

*** AERMET - VERSION 16216 *** Particulates (Diesel) / Average Speed Scenario

*** MODELOPTS: RegDFAULT CONC ELEV FLGPOL NODRYDPLT NOWETDPLT URBAN ADJ_U*

*** Message Summary : AERMOD Model Execution ***

----- Summary of Total Messages -----

A Total of 0 Fatal Error Message(s)
A Total of 4 Warning Message(s)
A Total of 808 Informational Message(s)
A Total of 43824 Hours Were Processed
A Total of 4 Calm Hours Identified
A Total of 804 Missing Hours Identified (1.83 Percent)

***** FATAL ERROR MESSAGES *****
*** NONE ***

***** WARNING MESSAGES *****
ME W186 316 MEOPEN: THRESH_LMIN 1-min ASOS wind speed threshold used 0.50
ME W187 316 MEOPEN: ADJ_U* Option for Low winds used in AERMET
MX W450 17521 CHKDAT: Record Out of Sequence in Meteorological File at: 14010101
MX W450 17521 CHKDAT: Record Out of Sequence in Meteorological File at: 2 year gap

*** 04/14/18
12:51:02
PAGE 4

*** 04/14/18
12:51:02
PAGE 5

[illegible]

First 24 hours of scalar data																						
YR	MO	DY	JDY	HR	HO	U*	W*	DT/DZ	ZICNV	ZIMCH	M-O	LEN	ZO	BOWEN	ALBEDO	REF	WS	WD	HT	REF	TA	HT
10	01	01	1	01	-33.0	0.331	-9.000	-9.000	-999.	456.	120.2	0.56	0.86	1.00	3.10	38.	21.3	284.9	17.7			
10	01	01	1	02	-26.9	0.285	-9.000	-9.000	-999.	367.	89.6	0.56	0.86	1.00	2.70	38.	21.3	284.2	17.7			
10	01	01	1	03	-38.6	0.387	-9.000	-9.000	-999.	577.	164.6	0.56	0.86	1.00	3.60	35.	21.3	284.2	17.7			
10	01	01	1	04	-33.0	0.331	-9.000	-9.000	-999.	458.	120.2	0.56	0.86	1.00	3.10	34.	21.3	283.8	17.7			
10	01	01	1	05	-33.1	0.331	-9.000	-9.000	-999.	456.	120.2	0.56	0.86	1.00	3.10	37.	21.3	283.1	17.7			
10	01	01	1	06	-38.7	0.387	-9.000	-9.000	-999.	577.	164.5	0.56	0.86	1.00	3.60	24.	21.3	283.1	17.7			
10	01	01	1	07	-38.6	0.387	-9.000	-9.000	-999.	577.	164.5	0.56	0.86	1.00	3.60	35.	21.3	283.8	17.7			
10	01	01	1	08	-29.6	0.435	-9.000	-9.000	-999.	688.	251.8	0.56	0.86	0.55	4.00	35.	21.3	283.8	17.7			
10	01	01	1	09	30.0	0.426	0.367	0.008	59.	666.	-232.0	0.56	0.86	0.32	3.60	38.	21.3	286.4	17.7			
10	01	01	1	10	72.3	0.359	0.629	0.008	124.	519.	-57.8	0.56	0.86	0.24	2.70	34.	21.3	290.4	17.7			
10	01	01	1	11	104.4	0.321	0.998	0.008	344.	437.	-28.6	0.56	0.86	0.21	2.20	43.	21.3	292.5	17.7			
10	01	01	1	12	115.1	0.283	1.156	0.008	484.	363.	-17.9	0.56	0.86	0.20	1.80	62.	21.3	295.9	17.7			
10	01	01	1	13	91.4	0.406	1.130	0.008	568.	622.	-66.2	0.56	0.86	0.20	3.10	263.	21.3	294.2	17.7			
10	01	01	1	14	89.3	0.316	1.168	0.008	642.	432.	-31.9	0.56	0.86	0.21	2.20	259.	21.3	294.9	17.7			
10	01	01	1	15	42.6	0.295	0.928	0.008	675.	384.	-54.0	0.56	0.86	0.25	2.20	267.	21.3	294.9	17.7			
10	01	01	1	16	12.0	0.359	0.609	0.008	680.	516.	-347.9	0.56	0.86	0.33	3.10	264.	21.3	292.5	17.7			
10	01	01	1	17	-15.7	0.231	-9.000	-9.000	-999.	276.	70.7	0.56	0.86	0.60	2.20	288.	21.3	290.9	17.7			
10	01	01	1	18	-6.1	0.135	-9.000	-9.000	-999.	124.	36.7	0.56	0.86	1.00	1.30	344.	21.3	289.2	17.7			
10	01	01	1	19	-11.4	0.184	-9.000	-9.000	-999.	190.	49.2	0.56	0.86	1.00	1.80	2.	21.3	288.8	17.7			
10	01	01	1	20	-17.4	0.229	-9.000	-9.000	-999.	263.	62.1	0.56	0.86	1.00	2.20	22.	21.3	288.1	17.7			
10	01	01	1	21	-17.4	0.229	-9.000	-9.000	-999.	263.	61.9	0.56	0.86	1.00	2.20	40.	21.3	287.0	17.7			
10	01	01	1	22	-11.5	0.184	-9.000	-9.000	-999.	190.	49.1	0.56	0.86	1.00	1.80	306.	21.3	287.0	17.7			
10	01	01	1	23	-11.5	0.184	-9.000	-9.000	-999.	190.	49.0	0.56	0.86	1.00	1.80	45.	21.3	286.4	17.7			
10	01	01	1	24	-11.5	0.184	-9.000	-9.000	-999.	190.	49.0	0.56	0.86	1.00	1.80	67.	21.3	286.4	17.7			

First hour of profile data

YR	MO	DY	HR	HEIGHT	F	WDIR	WSPD	AMB_TMP	sigma	sigmaA	sigmaW	sigmaV
10	01	01	01	17.7	0	-999.	-99.00	284.9	99.0	-99.00	-99.00	-99.00
10	01	01	01	21.3	1	38.	3.10	-999.0	99.0	-99.00	-99.00	-99.00

F indicates top of profile (=1) or below (=0)

*** AERMOD - VERSION 16216r *** Path Villas Hollywood ***
*** AERMET - VERSION 16216 *** Particulates (Diesel) / Average Speed Scenario ***
*** MODELOPTS: RegDFault CONC ELEV FLGPOL NODRYDPLT NOWETDPLT URBAN ADJ_U* ***

*** THE SUMMARY OF MAXIMUM ANNUAL RESULTS AVERAGED OVER 5 YEARS ***

** CONC OF OTHER IN MICROGRAMS/M**3 **

GROUP ID	AVERAGE CONC	RECEPTOR (XR, YR, ZELEV, ZHILL, ZFLAG)	OF TYPE	NETWORK GRID-ID
ALL	1ST HIGHEST VALUE IS	0.02227 AT (378972.00, 3773609.00, 106.70, 494.50, 17.40)	DC	
	2ND HIGHEST VALUE IS	0.02227 AT (378965.00, 3773609.00, 106.70, 494.50, 17.40)	DC	
	3RD HIGHEST VALUE IS	0.02223 AT (378979.00, 3773609.00, 106.70, 494.50, 17.40)	DC	
	4TH HIGHEST VALUE IS	0.02221 AT (378958.00, 3773609.00, 106.70, 494.50, 17.40)	DC	
	5TH HIGHEST VALUE IS	0.02215 AT (378986.00, 3773609.00, 106.70, 494.50, 17.40)	DC	
	6TH HIGHEST VALUE IS	0.02213 AT (378979.00, 3773602.00, 106.70, 494.50, 17.40)	DC	
	7TH HIGHEST VALUE IS	0.02213 AT (378972.00, 3773602.00, 106.70, 494.50, 17.40)	DC	
	8TH HIGHEST VALUE IS	0.02210 AT (378986.00, 3773602.00, 106.70, 494.50, 17.40)	DC	
	9TH HIGHEST VALUE IS	0.02207 AT (378965.00, 3773602.00, 106.70, 494.50, 17.40)	DC	
	10TH HIGHEST VALUE IS	0.02204 AT (378993.00, 3773609.00, 106.70, 494.50, 17.40)	DC	

*** RECEPTOR TYPES: GC = GRIDCART
GP = GRIDPOLR
DC = DISCCART
DP = DISCPOLR

*** AERMOD - VERSION 16216r *** Path Villas Hollywood ***
*** AERMET - VERSION 16216 *** Particulates (Diesel) / Average Speed Scenario ***
*** MODELOPTS: RegDFault CONC ELEV FLGPOL NODRYDPLT NOWETDPLT URBAN ADJ_U* ***

*** Message Summary : AERMOD Model Execution ***

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A Total of 0 Fatal Error Message(s)
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A Total of 808 Informational Message(s)
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A Total of 4 Calm Hours Identified
A Total of 804 Missing Hours Identified (1.83 Percent)

***** FATAL ERROR MESSAGES *****
*** NONE ***

***** WARNING MESSAGES *****
ME W186 316 MEOPEN: THRESH_LMIN 1-min ASOS wind speed threshold used 0.50
ME W187 316 MEOPEN: ADJ_U* Option for Low winds used in AERMET
MX W450 17521 CHKDAT: Record Out of Sequence in Meteorological File at: 14010101
MX W450 17521 CHKDAT: Record Out of Sequence in Meteorological File at: 2 year gap

SECONDARY SUBMISSIONS

[Item 6 DIR-2017-4872-TOC-1A](#)

[Item 8 DIR-2016-4510-DB-SPR-WDI-1A](#)

[Item 10 CPC-2017-2406-DB](#)

May 5, 2018

City Planning Commission
City of Los Angeles
200 N Spring St, Room 532
Los Angeles, CA 90012

City Planning Commissioners,

We are writing to you to in support of several projects on this week's Regular Meeting Agenda.

- Item 6, cases DIR-2017-4872-TOC-1A & ENV-2017-4873-CE: we urge you to reject the appeal of the Planning Director's approval of the Transit Oriented Communities (TOC) Affordable Housing Incentive Program request, allowing a 65% increase in density. This project will create 59 permanent supportive housing units and is one of the things the TOC program was designed to do. Voters in the City of LA have shown strong support for providing permanent supportive housing to help the homeless. We urge you to follow staff recommendations and reject the appeals of this project.
- Item 7, cases DIR-2017-4451-TOC-1A & ENV-2017-4452-CE: we urge you to reject the appeal of the Planning Director's approval of the TOC Affordable Housing Incentive Program request, allowing an 8% increase in density. This project will create 3 extremely low income housing units and is another example of the TOC program working as intended. Voters overwhelmingly approved the ballot initiative that created the TOC program and we urge you to support the TOC program accordingly.
- Item 8, cases DIR-2016-4510-DB-SPR-WDI-1A & ENV-2016-4511-MND: we have sent separate correspondence in support of this 203-unit project, including 17 Very Low Income units, and urge you to reject the appeals.
- Item 9, cases CPC-2016-2683-GPA-VZC-HD-CU-CUB-DB-SPR & ENV-2016-2684-MND: we urge you to grant the General Plan Amendment from Heavy Manufacturing to Regional Commercial; grant the Vesting Zone Change & Height District Change from M3-1-RIO to C2-2D-RIO; grant the Density Bonus On-Menu Incentive for a 20% reduction in open space; grant the Density Bonus Off-Menu Incentives for 5' side yard in lieu of 10' and 10' rear yard in lieu of 19', and for long-term bike parking to be in the garage in lieu of on the first level; approve the Site Plan Review; and adopt the Mitigated Negative Declaration (MND) for the project. This 122-unit mixed-use live-work project is in a great location for housing and will include 14 dedicated Very Low Income units.
- Item 10, cases CPC-2017-2406-DB & ENV-2017-2407-CE: we urge you to grant the Density Bonus On-Menu Incentives for Parking Option 1; grant the Density Bonus Off-Menu Incentive for 41' height in lieu of 30'; and adopt the MND for the project. This project will create 52 units of housing in a walkable mixed-use neighborhood, including 5 dedicated Very Low Income units.

Combined, these projects will create over 460 units of housing, including 98 dedicated affordable units, helping meet the region's housing needs. We urge you to approve these projects.

Best Regards,

The Abundant Housing LA Steering Committee:



Matt Dixon
620 W Wilson Ave, Unit H
Glendale 91203



Mark Vallianatos
3591 Canada St
Los Angeles 90065



Brent Gaisford
3236 Hutchison Ave
Los Angeles 90034



Leonora Yetter
1013 16th St, Unit 102
Santa Monica 90403



Mark Edwards
1174 N Curson Ave, #8
West Hollywood 90046



Gabe Rose



Chelsea Byers

May 5, 2018

Jason Hernández, Planning Assistant
Department of City Planning
City of Los Angeles
200 N Spring St, Room 621
Los Angeles, CA 90012

To whom it may concern,

We are writing to you to in support for the proposed 203-unit mixed-used development, including 17 dedicated very low income units, at 1350-1360 N Western Ave, 5433-5499 W Fernwood Ave, and 1377 N Serrano Ave, cases DIR-2016-4510-DB-SPR-WDI-1A & ENV-2016-4511-MND. We urge the City Planning Commission to reject the appeals of the Conditional Approval of the Density Bonus Compliance Review, Site Plan Review, and Waiver of Dedication and Improvements; and uphold the adoption the Mitigated Negative Declaration (MND) and Mitigation Monitoring Program (MMP) for this project.

The greater Los Angeles region is facing a severe housing shortage. This project will provide much needed housing. By creating new housing in a desirable neighborhood, it will help to reduce issues of gentrification and displacement in other parts of the region. Abundant Housing LA believes that these housing challenges can only be addressed if everyone in the region does their part.

This project is in a great location for housing. It is less than half a mile from the Metro Red Line stop at Hollywood/Western, and directly served by Metro bus on Western Ave (Routes 175 and 207) with additional Metro bus service less than half a mile away at both Hollywood/Western (Routes 180/181, 780, & 757), Sunset (Routes 2, 302, & 757), and Santa Monica (Routes 4, 704, & 757). It provides good transit access to employment centers in Hollywood, Koreatown, and downtown LA. In addition, many desirable neighborhood amenities like retail and restaurants are in easy walking and cycling distance.

The opponents of this project have a long record of opposing nearly every new development in Hollywood. Their tired dedication to an auto-oriented past is holding Los Angeles back, causing rents to rise, and worsening the housing crisis and displacement. Their complaints about this project are contradictory, arguing that the project does not have enough parking but will also have too large an impact on traffic. Furthermore, their appeals are frequently on spurious grounds, and are a waste of city staff's time and the City Planning Commission's time.

This project is a good project for Los Angeles and for the region. Again, we urge the City Planning Commission to dismiss the appeals, and uphold the MND & MMP for this project.

Best Regards,

The Abundant Housing LA Steering Committee:



Matt Dixon
620 W Wilson Ave, Unit H
Glendale 91203



Mark Vallianatos
3591 Canada St
Los Angeles 90065



Brent Gaisford
3236 Hutchison Ave
Los Angeles 90034



Leonora Yetter
1013 16th St, Unit 102
Santa Monica 90403



Mark Edwards
1174 N Curson Ave, #8
West Hollywood 90046

Gabe Rose



Chelsea Byers



Opening Doors for Homeless Youth

BOARD OF DIRECTORS

Paul Hanneman (Chair)

Omid Yazdi (Vice-Chair)

Hon. William Brodhead

Melissa Abbott

Gus Anagnos

Fred Ali

K. Kristine Dunn

Kelly Gordon

Ilene Harker

Ricardo Hartigan

Dennis Jilot

Michael Kibler

Daryl Kueter

John Mavredakis

Diane Scott

Liza Pano

James "Jim" Rossiter

Dick Schulze

Anthony Solis

Steven Wilcox

Chief Executive Officer

Bill Bedrossian

Los Angeles

1325 N. Western Ave.
Hollywood, CA 90027
Telephone: (323) 461-3131

Oakland

200 Harrison St.
Oakland, CA 94607
Telephone: (510) 379-1010

YEAHI Youth Services

1744 University Ave.
Berkeley, CA 94703
Telephone: (510) 704-9867

DreamCatcher Youth Services

422 Jefferson St.
Oakland, CA 94607
Telephone: (800) 379-1114

covenanthousecalifornia.org

Los Angeles Planning Commission
c/o James K Williams, Executive Assistant II
200 North Spring Street
Room 532
Los Angeles, CA 90012

Re: 1350 Western Blvd Case # DIR-2016-4510-DB-SPR-WDI

Dear President Ambroz, Vice President Dake Wilson, and Members of the City Planning Commission:

This letter is to convey our strong support for this important project near our Covenant House Site.

As you know, our mission has been to dedicate our facility and programs to assist in helping the plight of our Homeless Youth. Millions of kids suffer on the streets every day. For over 40 years, Covenant House has sheltered and cared for these young people – now standing as a powerful human rights movement for homeless and trafficked youth in 31 cities across 6 countries. This is a significant mission and one which requires public and private partnerships.

La Terra is a stellar example of this type of private entity and developer and they understand the importance of partnerships with organizations like our to not only bring housing, affordable housing, but also to work on a collaborative program with us to enhance artistic endeavors of our homeless youth. Specifically with our program, they have proposed an outdoor art gallery which will be integrated into their architectural design to provide an opportunity for our youth to showcase their works of art. This outdoor exhibit will allow our kids to continue to build on strengthening self-identity and La Terra and I will be working on a program to allow for the sales of these pieces with proceeds going directly to help enhance the lives of these homeless youth.

We are very excited to see this project move forward to bring much needed housing, enhanced landscaping, revitalization and reactivation of this stretch of Western, and creating an innovative art element, which will embrace our homeless youth to have an opportunity to show examples of their artistic endeavors and therefore, we convey our strong support for this project to move forward.

Best,

Bill Bedrossian
Covenant House



April 27, 2018

City of Los Angeles Planning Commission

200 N. Spring Street, Room 532

Los Angeles, California 90012-4801

**Re: CEQA Responses to Appeal Regarding the Deluxe Hollywood Project – ENV-2016-4511-MND
- Case No. DIR-2016-4510-DB-SPR-WDI**

Dear Commissioners:

Parker Environmental Consultants is the environmental consultant for the Deluxe Hollywood Project and assisted the City Planning Department with the preparation of the expanded Initial Study/Mitigated Negative Declaration (IS/MND) for the Proposed Project [ENV-2016-4511-MND)/DIR-2016-4510-DB-SPR-WDI]. On behalf of the Applicant, 1350 Deluxe Hollywood, LLC, the following provides detailed responses to address the comments contained in the joint appeal that was filed on March 8, 2018 by Doug Haines, Leo Valenzuela, George Abrams, and Edward Hunt (“Appeal”). After reviewing the Appeal and supporting exhibits we have found that no new information has been presented that would warrant any changes to the environmental analysis contained in the MND.

Should you have any questions regarding any of the responses or issues addressed above, please contact me at (661) 257-2282 or via email at shane@parkerenvironmental.com.

A handwritten signature in black ink, appearing to read "Shane E. Parker", written in a cursive style.

Shane E. Parker, President

RESPONSE TO COMMENT 1: Scope of Environmental Analysis

The Appeal claims that the MND fails to identify the office building and parking structure as part of the Proposed Project is incorrect. The approximately 75,593 square foot office building (i.e., former photochemical automated film processing facility) is located on the Project Site and was accurately identified as an existing building and use within the IS/MND. The Environmental Setting section of the CEQA MND Checklist (at Initial Study Checklist page 2 of 21) clearly states that “[t]he northern portion of the Project Site is currently developed with an office building.” Page II-1 of the Project Description also identifies the office building as an on-site improvement and is properly identified in Table II-1, Summary of the Project Site Area. The adjacent parking structure, however, is not located on site and is not a part of the Proposed Project. As discussed under the description of surrounding land uses on page II-

8 of the IS/MND, the 6-level parking structure is located on an adjacent lot and is not located within the Project Site boundaries. See also Figure II-3, Aerial View of the Project Site, which clearly identifies and delineates the Project Site boundaries in relation to the existing buildings and environmental conditions.

RESPONSE TO COMMENT 2: Level of CEQA Review

The Appeal incorrectly asserts that the IS/MND improperly piecemeals a larger project. An existing 75,593 square foot office building is located on the Project Site and was accurately identified as an existing building and use and analyzed as part of the existing baseline conditions within the IS/MND. As an existing permitted use, no further discretionary actions are being sought for the use or operation of the existing office building. Because the office building is located on-site, the total buildable floor area was properly calculated to account for this existing development. The parking structure located immediately to the north of the Project Site was approved as a separate action and completed in 2017 and is not a part of the Proposed Project. The parking structure serves the parking demands for the existing office building and its construction does not commit the City or the Applicant to approve or develop the Proposed Project. In the event the Proposed Project does not proceed, the parking structure and the office building are existing uses that operate independently from what is being proposed.

RESPONSE TO COMMENT 3: Scope of Traffic Analysis

The Appellant incorrectly asserts that the Project Traffic Study ignores the 75,593 square feet of office use. The office use, and the resulting traffic generated by the office, was accounted for in the baseline conditions. CEQA requires that a project's environmental analysis must delineate environmental conditions prevailing absent the project, defining a "baseline" against which predicted effects can be described and quantified. The appellant also incorrectly states the majority of the traffic counts were collected in 2015, when the majority of the data was collected in 2017. For the existing baseline, all data collected prior to 2017 was factored up to 2017 by adding an ambient growth rate, as required by LADOT as stated on page III-116 of the MND. As noted in the January 11, 2018 response provided by Overland Traffic Consultants, Inc., the 2017 baseline conditions accounts for the existing office, as the office was issued a temporary certificate of occupancy on January 3, 2017 and operational on January 31, 2017 when the majority of the traffic counts were collected. A 1% annual growth factor applied to the data conservatively accounts for the office use prior to 2017.

Notwithstanding that the 75,593 square foot office was accounted for in the baseline traffic counts as an existing use, a calculation of the prior use traffic credits for the 84,011 square foot film lab and 69,175 square foot office previously removed from the site exceed the traffic generated by the current 75,593 square foot office. Therefore, even if the existing office use was considered part of the Project, the application of the prior use traffic credit would further reduce the traffic generated by the Project as analyzed in the MND.

RESPONSE TO COMMENT 4: Neighborhood Traffic Analysis

The Appellant is arguing that the Traffic Impact Study should have addressed neighborhood intrusion impacts. However, by definition the Proposed Project is a residential project and thus would not generate commercial traffic through a residential area. The purpose of a neighborhood intrusion analysis is to assess a project's non-residential cut through traffic on residential streets. Pursuant to the City of Los Angeles Department of Transportation (DOT), City of Los Angeles Transportation Impact Study Guidelines (2016), when selecting residential street segments for analysis during the traffic study scoping process, all of the following conditions must be present: (a) the proposed project is a non-residential development and not a school, (b) the arterial is sufficiently congested, such that motorists traveling on the arterial may opt to divert to a parallel route through a residential street; the congestion level of the arterial can be determined based on the estimated LOS under project conditions of the study intersection(s); LOS E and F are considered to represent congested conditions, (c) the Project is projected to add a significant amount of traffic to the congested arterial that can potentially shift to an alternative route; Project traffic would need to exceed the daily minimum significance thresholds listed below under "Project-Related Increase in ADT," and (d) the local residential street(s) provides motorists with a viable alternative route. The Proposed Project does not satisfy these criteria, thus a residential street impact analysis is not warranted or required.

The Appellant's comparison to the SunWest Project is not relevant as the SunWest Project includes a substantial amount of commercial development including up to 33,980 square feet of general commercial land uses (including 32,990 square feet of ground-floor retail and a 990-square-foot leasing office). The Proposed Project by comparison, only includes 14,231 square feet of neighborhood serving commercial space.

RESPONSE TO COMMENT 5: Scope of Traffic Counts

The traffic impacts associated with the existing office building were appropriately addressed in the Traffic Impact Study though the collection of existing traffic counts taken when the office was in operation. For intersections where data was collected prior to the operation of the office building, the traffic impact study assessed a growth factor to the baseline counts to account for any deviations. See also Response to Comment 2, above.

RESPONSE TO COMMENT 6: Traffic Demand Management Mitigation Measures

As stated previously in the record in a traffic response letter provided by Overland Consultants, Inc., dated January 8, 2018, the project's TDM program has a quantified goal of reducing vehicle trips by 10 percent to facilitate the use of alternative transportation modes to decrease automotive vehicle trips and focus on person trips made by other modes of travel such as walking, biking and transit, which this project is uniquely situated to accomplish given the project location. Chapter 6, Mitigation Measures of the traffic study contains an overview of the proposed TDM program (pages 52-54), MND page III -130,

with Table III-34 showing the effectiveness of the Project Traffic Mitigation program. The Traffic Impact Study was reviewed and approved by DOT staff (See staff correspondence dated July 11, 2017 in Appendix H of the IS/MND) and stated that the TDM Program is consistent with City policies on sustainability and smart growth and with DOT's trip reduction and multi-modal transportation goals to reduce the project's overall trip generation by discouraging single occupancy vehicle use and by promoting the use of alternative travel modes. Through strategic building design and orientation, this mixed - use project can facilitate access to existing and future transit services, provide a pedestrian - friendly environment, promote non - automobile travel and support the goals of an aggressive trip - reduction program. The TDM Program requires the applicant to take specific actions to reduce traffic impacts, including, but not limited to the following:

- An on-site Transportation Management Office (TMO) to assist residents and employees in finding alternate travel modes and strategies;
- A visible on-site kiosk with options for ridesharing, bus routes, bike routes in a prominent area(s) in view for residents, employees and patrons of the commercial components;
- Implementation of flexible/alternative work schedules and telecommuting programs;
- Public transit stop enhancements including weather/sun protection, lighting, benches and trash receptacles at the existing stops which service the DASH Hollywood line on the east and west sides of Western Avenue north of Fernwood Avenue;
- Carpool and vanpool matching and preferential parking for carpools/vanpools that register with the TMO;
- Secure bicycle facilities and bicycle sharing service for use by residents and/or commercial employees;
- Transit and ridesharing incentives such as points, discounts or coupons for merchandise or transit passes;
- Guaranteed rides home for employees that use alternative modes of transportation or rideshare in the event of an emergency;
- Contribute a one - time fixed fee contribution of \$50,000 to be deposited into the City's Bicycle Plan Trust Fund to implement bicycle improvements in the vicinity of the project;
- Record a Covenant and Agreement to ensure that the TDM program will be maintained.

As such, DOT concurs that the Project's Traffic Impacts would be less than significant after mitigation. Because the TDM Program includes specific measures that are consistent with City policies and have been effective in reducing traffic impacts, and provides a mechanism to ensure it is effectively implemented (i.e., through a recorded Covenant and Agreement), the requirement for a TDM Program does not constitute deferral of mitigation.

RESPONSE TO COMMENT 7: Noise Analysis

As noted in the IS/MND (See Section XII. Noise) Mitigation Measures N-1 through N-4, noise control efforts to limit the construction activities to permissible hours of construction, incorporate noise shielding devices and sound mufflers, and operate machinery in a manner that reduces noise levels (i.e., not operating several pieces of equipment simultaneously if possible) would be effective in reducing noise impacts. The Proposed Project's construction noise levels would occur on a temporary and intermittent basis during the construction period of the Proposed Project. Pursuant to LAMC Section 41.40, exterior demolition and construction activities that generate noise are prohibited between the hours of 9:00 P.M. and 7:00 A.M. Monday through Friday, and between 6:00 P.M. and 8:00 A.M. on Saturday and federal holidays. Demolition and construction are prohibited on Sundays. The construction activities associated with the Proposed Project would comply with these LAMC requirements. Mitigation Measure N-1 would further restrict the permissible hours of construction to the hours of 7:00 A.M. to 6:00 P.M. Monday through Friday, and 8:00 A.M. to 6:00 P.M. on Saturday.

In accordance with LAMC Section 112.05, construction noise levels are exempt from the 75-dBA noise threshold if all technically feasible noise attenuation measures are implemented. Mitigation Measures N-1 through N-4 would effectively reduce noise levels to below the 75-dBA noise threshold for 7 of the 8 sensitive receptors. Implementation of Mitigation Measures N-1 through N-4 would reduce the noise levels associated with construction of the Proposed Project to nearby multi- and single-family residential residents, church, convalescent hospital, and homeless youth shelter, to the maximum extent that is technically feasible. Thus, based on the provisions set forth in LAMC 112.05, implementation of Mitigation Measures N-1 through N-6 would additionally ensure impacts associated with construction related noise levels are mitigated to the maximum extent feasible, and temporary construction-related noise impacts would be considered less-than-significant in accordance with City requirements and standards.

RESPONSE TO COMMENT 8: Historic Resource Analysis

The IS/MND correctly identifies that there are no historic resources located on the Project Site and there are no recorded historic resources within a ½ mile radius of the Project Site. A historic resources records search was performed for the Project Site on January 1, 2017. As noted in the South Central Coastal Information Center's response letter (See Appendix C to the IS/MND), the search includes a review of all recorded archaeological and built-environment resources as well as a review of cultural resource reports on file. This records search included records maintained by the California Points of Historical Interest (SPHI), the California Historical Landmarks (SHL), the California Register of Historical Resources (CAL REG), the National Register of Historic Places (NRHP), the California State Historic Properties Directory (HPD), and the City of Los Angeles Historic-Cultural Monuments (LAHCM), and incorporated a survey area of ½ mile around the referenced Project Site.

The CRA/LA Historic Resources Survey referenced by the Appellant identifies nearby properties that have been identified in the CRA/LA's Historic Resources Survey. The properties have not been designated as historic resources, and there is no evidence they are eligible for listing in the California Register. Notwithstanding their designation status, the properties identified in this comment would not be directly or indirectly impacted by the Proposed Project. The threshold for determining significant impacts on historical resources in the State CEQA Guidelines is whether the Proposed Project would cause a substantial adverse change, which is defined as demolition, destruction, relocation, or alteration of the resource or its immediate vicinity such that the historical resource is materially impaired. There would be no direct impact on the identified historical resources because they would not be demolished, destroyed, relocated, or altered as a result of the Proposed Project.

Additionally, the Proposed Project would have no indirect impact on any historical resources, assuming any are present in proximity to the Project. In determining indirect impacts of adjacent new construction on historical resources in the vicinity, the central question is whether the new building would affect the physical integrity of the historical resources to the degree they would no longer be eligible for listing in the California Register for the reasons found in the CRA/LA Historic Resources Survey. Such an effect would only occur if the historical resource no longer retained sufficient integrity to convey its significance as a result of the Project.

According to National Register Bulletin #15, there are seven aspects of integrity: feeling, association, workmanship, location, design, setting, and materials. Once again, as the identified potential (but not substantiated or designated) historical resources are not part of the Proposed Project, the only relevant aspect is setting. Setting refers to the character of the place in which the property played its historical role. Due to the physical and visual separation between the identified potential historical resources and the new building, the setting of the historical resources would not be affected by the Project. The new building would introduce a new visual element to the immediate surroundings; however, the Project would not result in a substantial adverse change to the integrity of the potential historical resources to the degree they would no longer be eligible for listing in the California Register. The Proposed Project, albeit larger in scale, is merely replacing buildings on the Project Site that postdated the construction of the identified historical resources.

5438 Fernwood Avenue is located across the street from the Proposed Project Site and is located on the south side of the block. Thus, existing views from the street looking south at this property would not be impacted by the Proposed Project as the viewer would have their back to the Proposed Project Site.

With respect to 5405-5419 Fernwood Avenue, this property is located adjacent to the Project Site and the impacts of the Proposed Project were properly evaluated with respect to views, land use compatibility, and vibration (during construction). With respect to vibration impacts, this building is located approximately 50 feet from the edge of the Proposed Project's building footprint and active construction site. As shown in Table III-16 of the MND the highest estimated vibration level at 50 feet from construction equipment is estimated to be 0.031 in/sec, which is well below the vibration-induced damage

threshold of 0.3 in/sec, as applicable to older residential buildings. The vibration-induced damage threshold for historic properties is 0.25 in/sec., which the Project's construction activities would not exceed. Thus, the Proposed Project would not have the potential to exceed the PPV groundborne vibration thresholds, and the construction vibration impacts would be less-than-significant.

With respect to the potential eligibility of the Serrano Historic District, the Proposed Project would not have any impacts upon the District's future designation in the California Register. If it were to be evaluated or nominated as a historic district, it would retain sufficient integrity to convey its significance.

RESPONSE TO COMMENT 9: Basis for MND

This comment provides references and citation to CEQA regarding the fair argument standard of review without any direct references or examples as to how it relates to the Proposed Project. As such, no further response is warranted. Nevertheless, it should be noted that the comments raised in the Appeal do not present a fair argument that the Project would result in a significant environmental impact.

RESPONSE TO COMMENT 10: Application of AB 744 (Parking)

The Appeal grossly misinterprets the provisions of AB 744. Neither the City nor the Applicant are required to provide evidence that the Project conforms to AB744, other than ensuring that the Project provides the affordable housing units that are being performed. To the contrary, AB 744 prohibits the City from imposing a vehicular parking ratio in excess of 0.5 spaces per bedroom on a development that includes the maximum percentage of low- or very low income units, as specified, and is located within ½ mile of a major transit stop. Pursuant to the provisions of AB 744, the imposition of a higher parking ratio would need to be substantiated by a parking survey supporting the need for a higher parking ratio.

Furthermore, pursuant to CEQA parking impacts shall not be considered significant impacts on the environment. Senate Bill 743 (SB 743),¹ provides that "aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment." Accordingly, the Proposed Project's parking impacts shall not be considered significant impacts on the environment pursuant to Public Resources Code Section 21099. (See IS/MND at page III-54)

RESPONSE TO COMMENT 11: Waiver of Street Dedication

The findings of justification to waive the improvement requirements to move the existing curb in order to maintain a 30-foot half roadway, in lieu of a widened 37-foot half roadway are provided in the City's Decision Letter, dated February 21, 2018 (See Decision Letter at page 22). The authority of the City to approve the waiver request is provided in LAMC Section 12.37 I.2. As concluded in the City's findings, the waiver is justified because Western Avenue currently observes variable widths, which preclude the

¹ SB 743 is codified as Public Resources Code Section 21099.

development of the roadway to meet the Mobility Plan 2035 roadway standards for a 37-foot half roadway with a 15 foot sidewalk (for a total half ROW of 52 feet). The Applicant is, however, dedicating land resulting in the full half ROW width to the City, so if a future need exists to widen the roadway, the City will have the land to make the improvements.

RESPONSE TO COMMENT 12: Approval of Density Bonus

The Appellant's assertion that the Proposed Project would result in a specific adverse impact upon public health and safety or the physical environment is (1) unsubstantiated and (2) not a CEQA issue. The issue of future residents exposure to freeway emissions is an impact of the environment on the Project and not an impact created by the Project on the environment. Several recent CEQA court rulings make it clear that CEQA does not require an EIR to address the potential impacts of the environment on a project. *See, e.g., California Building Industry Ass'n v. Bay Area Air Quality Management Dist.* (2015) 62 Cal.4th 369; *Ballona Wetlands Land Trust v. City of Los Angeles* (2011) 201 Cal.App.4th 455; *South Orange County Wastewater Authority v. City of Dana Point* (2011) 196 Cal.App.4th 1604. Notwithstanding the prevailing case law, this issue was addressed in the MND by disclosing the fact that the City Planning Commission has published a Freeway Advisory Notice notifying applicants of the Commission's interest and careful consideration of public health implications in their review of freeway adjacent projects. The fact that future occupants of the Proposed Project may be exposed to poor air quality emissions from vehicles traveling on this freeway was disclosed in the IS/MND. Moreover, as stated on page III-69 of the IS/MND, such hazards have been addressed through the Proposed Project's compliance with City of Los Angeles Ordinance No. 188,245, which requires the installation of air filters that provide a Minimum Efficiency Reporting Value (MERV) of 13 for all mechanically ventilated buildings within 1,000 feet of a freeway. As such, any impacts would be reduced to less-than-significant with implementation of MERV 13 filters and adherence to Ordinance No. 188,245.

RESPONSE TO COMMENT 13: Financial Data for Density Bonus

The City's approval of the Proposed Project was based on the policies and procedures of the LAMC, including, specifically, Sections 12.22A.25, Section 12.37.I.2 and Section 16.05. Pursuant to the Affordable Housing Incentive Density Bonus provisions of the LAMC (Section 12.22 A.25), proposed Projects that involve on-menu incentives are required to complete the Department's Master Land Use Permit Application form, and no supplemental financial data is required.

RESPONSE TO COMMENT 14: Site Plan Review Findings and Compatibility

The Appeal claims that the Proposed Project is not compatible with the existing and future development on neighboring properties is not substantiated. Contrary to this assertion, as stated in the City's findings the Project is compatible with and will support the surrounding commercial uses. The Project Site is located in close proximity to the Hollywood/Western Red Line Metro Station and Metro bus lines located on Western Avenue and other nearby streets. The Proposed Project is also compatible with adjacent and

neighboring properties. The height and density are appropriate for the surrounding area and are compatible with the other uses in the area. The adjacent properties have heights that range from one to four stories. The existing office space north of the subject site is approximately 60 feet in height and the Russian Orthodox Church south of the site is approximately 100 feet in height. The proposed Project is approximately 85 feet from grade to the top of the roof, with six residential stories, one level of subterranean parking, and one level of ground floor parking.

The Project will have adequate parking to serve its uses. Although the Project requests adjustments to obtain additional density, the requested density is lower than the maximum permitted FAR pursuant to Los Angeles Municipal Code section 12.22.A.25.

Furthermore, the Project will not encroach on adjacent or neighboring properties. As stated above, the Project is adjacent to commercial uses and other multi-family residential uses. It will have no impacts on the surrounding uses. Vehicular and pedestrian access to the Site is from Western Avenue and Fernwood Avenue, and as a result, no conflict with the operations of the adjacent sites will result from the Project.

With respect to the Appellant's claim that the Proposed Project is not consistent with the Hollywood Community Plan, both the MND and the City's letter of determination provide extensive analysis of consistency.

RESPONSE TO COMMENT 15: Support for MND Conclusions

The Appeal's claim that the IS/MND is unsupported by facts is not substantiated. Based on the responses to comments provided above, the IS/MND was prepared in accordance with CEQA and provides full disclosure of the Proposed Project's impacts. As determined in the City's findings, the mitigation measures required by the MND effectively reduce the project's impacts upon the environment to less than significant levels. Moreover, the Appellant provides no substantial evidence, nor even a fair argument, that the Project would result in any significant unavoidable environmental impacts.



James Williams <james.k.williams@lacity.org>

Case No.: CPC-2017-2406-DB, 1901 Blake Avenue

1 message

Alexander Plair <alexander.d.plair@gmail.com>

Thu, May 3, 2018 at 4:59 PM

To: jordann.turner@lacity.org, cpc@lacity.org

To the LA Planning Commission,

My name is Alex Plair and I am a 5+ resident of Los Angeles. While I live in the Los Feliz/East Hollywood area, I am very much in favor of the live/work project for Elysian Valley at 1901 Blake Avenue. I frequent that neighborhood and love what has been going on there with improvements along the river. I would like to see those improvements continue, and this residential building with green space that replaces a parking lot is an improvement. The building has a lot of bike stalls as well as a bike repair shop with free air and water which helps bikers who use the river path and encourages residents to use bikes for transportation. Hopefully, the new residents will take advantage of this, which cuts down on traffic and especially pollution. I also know that the building will have solar which is also great for the environment. On the bike path you can get to downtown pretty quickly. That makes it a great place to live if you work downtown or go there for meetings or other things. Also, because it is live-work people who are working from home can take a break and go for a walk or bikeride along the river which is awesome. The other thing is that the project has affordable units that are live-work, and there are not many of those in LA. We need more live-work units that regular people can afford. Anyone who gets to live in those units will be very happy to have them. I know I would be. So please approve the building for 1901 Blake as soon as possible so they can build it and people will have homes that they need.

Thanking you,

Alex Plair
[1545 N Bronson Ave #105](#)
LA CA 90028

May 1, 2018
CPC 2017-2406 and ENV-2017-2407 EAF
1901 Blake, LA 90031

RECEIVED
CITY OF LOS ANGELES

APR 30 2018

**CITY PLANNING DEPT.
ZONING ADMINISTRATION**

Los Angeles City Planning Commission
Attention: Jordann Turner, Room 763
Expedited Plans and the Zoning Administrator
200 N. Spring Street
Los Angeles, CA 90012

Dear City Planning Commissioners:

The California State Density Bonus Program (section 65915-65918 of California State Code), the basis for the City's density bonus program, clearly offers a 30% alternative if the developer and city are contemplating more than two concessions or incentives be approved.

The applicant shall agree to, and the city, county, or city and county shall ensure, continued affordability of all lower income density bonus units for 30 years or a longer period of time if required by the construction or mortgage financing assistance program, mortgage insurance program, or rental subsidy program.

Those units targeted for lower income households, as defined in Section 50079.5 of the Health and Safety Code, shall be affordable at a rent that does not exceed 30 percent of 60 percent of area median income. Those units targeted for very low-income households, as defined in Section 50105 of the Health and Safety Code, shall be affordable at a rent that does not exceed 35 percent of area median income...

2) The applicant shall receive the following number of incentives or concessions:

(B) Two incentives or concessions for projects that include at least 20 percent of the total units for lower income households, at least 10 percent for very low-income households, or at least 20%.

(C) Three incentives or concessions for projects that include at least 30% of the total units for lower income households, at least 15 percent for very low income households, or at least 30 percent for persons and families of moderate income in a condominium or planned development.

The developer of the proposed 53 Live Work units and 5,000 of commercial space at 1901 Blake Avenue, LA 90031 is seeking a 35% density bonus and willing to provide only 11% very low income housing in exchange for 15 concessions and incentives "off menu" and a waiver of CEQA for Categorical Exemption and expedited processing.

C. Sutkin, 2438 Gatewood St.

May 1, 2018
CPC 2017-2406 and ENV-2017-2407 EAF
1901 Blake, LA 90031

If all of the concession and incentives requested by the Developer are approved by the City Planning Commission, **State law requires that the percentage of affordable housing units be increased to 30%**. The City housing department and the Community Planners should review the project, and the density bonus application to determine the best fit for the neighborhood. The public hearing should be held in the community and the planner assigned to this case, should visit the site, and review the case file.

Because 60% of Elysian Valley are renters, it needs a maximum number of units, not just five, even if they are very low income. The different between very low income (is that no more than 35% of their income should be spent on rent) whereas, for low income, is no more than 30%. **WE NEED MORE HOUSING, NOT LESS.**

We need the Planning commission or some policy body to intervene; we need better housing policy, meaning more affordable units, in market and luxury rate housing, since that appears to be the only housing production going on at this time. We have not seen any affordable housing on the west side of the river, or in Atwater, initiated by the City, yet the LA River zone is rapidly gentrifying, which increases prices and reduces the supply of affordable rental housing. Local government needs to pay closer attention to these projects, and when possible increase the number of units that are affordable. 5 units here and 5 units there are not addressing the problem. 16 units of affordable rental housing in each project starts to create a community.

Consider the following evidence, the **waivers, concessions and incentives, that are being requested and recommended in the case of 1901 Blake:**

- 1) A waiver of CEQA per urban infill guidelines, however this is not a normal urban infill site, but one that is 1.5 km from the Elysian Park fault, is in the flood zone with a LACFCD easement on back of property, liquefaction soil conditions, and is and has been since at least 1986, a industrial manufacturing site, housing auto and bus repair operations.

See photos of current site. Today, there are school buses and luxury shuttles parked on the site. NOTE: The site is mistakenly coded as commercial in the ZIMAS records. The developer lied in the EAF and planning and permitting staff did not conduct a site visit.

- 2) Why was the application not referred to the jurisdictions involved in Flood Management, Watershed Management, the LA Riverworks,, Community Plan unit, or the Department of Public Works Building and safety for code compliance with the multiple City ordinances, that should be in effect.

- 3) A waiver of traffic assessment is being requested for 53 units, yet the threshold is a study should be done for projects over 48 units.
- 4) Cultural assessment of the 1946 building requires copies of the original building permits with plan sketches be submitted. There is nothing in the case file that shows this was done.

NOTE: According to the historic permits, (see attachment 2) a 1946 permit for an "office" was issued, for a use in the manufacturing zone. In 1957 a storage shed was permitted, in addition to the 2 offices and existing storage in the M-2 zone. Inspector notes project required grading on soil in Flood zone. In 1984 a foundation pad for "Vertcal (sic) 1150 LPG tank" and a mechanical permit for an elevator-pressure vessel was permitted to Pacific Bus using the M2-1 site. In 1994, a permit was issued to change the present use of "13/22 office/storage" to "22/13/08 Repair Garage/Same". Zone: M2-IVL. " 1995 a certificate of occupancy (permit No. 95H037553) approved "Change use of land "to store and repair bus fleet." In 1998, the Golden State Bus Project" was approved for a grading and parking and the removal of underground gas tanks,

- 5) There is no Haul Route permit in the file, yet the project will require the export of 11,000 cubic yards of dirt required to excavate the subterranean parking lot, which is 11 times over the CEQA threshold of 1,000 cubic yards.
- 6) A height increase of 10 feet, modifies the development standards adopted 3 years ago, in 2014. New residential development, per our new {Q} condition ordinance, may only be up to only 30 feet
- 7) 20 feet is the height maximum, from the back of the property for projects that front (or back) onto the LA River. This project is a large box, 41 feet around.
- 8) The open space standard requires 5,500 square feet. However, the developer is requesting that 1,700 square feet of the requirement be allowed as private space (patios).
- 9) Another waiver is for the 1200 feet requested for roof top use for tenants is another waiver of the open space requirement. This reduction of required common open space---from 5,500 to 2650 for the courtyard, a 50% reduction, exceeds the 20% reduction allowed in Section 12.04 of the LAMC and should be considered another concession.
- 10) Furthermore, the RIO Overlay zone, requires, that " lots fronting the Los Angeles River and developed with residential uses, shall orient the new open space to the river, pursuant to LAMC 12.21 G2. None of the open space is

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oriented to the River: neither the internal courtyard , or the roof top gardens. Native habitat and river orientation both required, are also being waived.

- 11) Furthermore, there are single-family houses across within 250 feet of the proposed project. Those residents will lose their privacy with roof-top space for tenant parties, 40 feet above street level.
- 12) The lot coverage including the building and the structures (underground parking lot) exceeds the 60% limit in Section 12.04 of the Los Angeles Municipal Code, which sets forth the zones and height districts and lot coverage in Elysian Valley. "Section g: Lot coverage. Buildings and structures shall cover no more than 60% of the area of a lot. (See p.8)" According to the Environmental Assessment Form Application, on page 5, the Lot Coverage is: 59.9% for the building footprint and 32.5 % for paving and hardscape. At least 32,000 feet of paving is attributed to the parking structure, which should be considered in the calculation of lot area coverage.
- 13) An implicit waiver of the Protected tree ordinance (LAMC 177404) is also being sought, because there is no prior approval of the Board of Public works, for the removal from the site of 14 Sycamores, and Black Walnut trees all of which are greater than 4 inches in diameter and 4 feet high. These trees are in the public right of way (LA River) which carries additional restrictions that are being waived.
- 14) There are RIO Overlay zone requirements guiding the fencing along the river; LA County Master Plan guidelines: low impact development (LID) to reduce storm water runoff, use native plants and protect habitat.

14 waivers and incentives are too many for one project. But if the city and state require this, Elysian Valley should at least gain 30% affordable housing (16 units) for low- income individuals and their families.

Sincerely,


Carrie Sutkin, DPPD
2438 Gatewood Street
Los Angeles, CA 90031

Attachments:

- 1) Photos of existing site (taken 4/29/2018)
- 2) LADBS Building Permits from 1956-1998

C. Sutkin
2438 Gatewood

Photographs of 1901 Blake (4/29/2018)



Photographs of 1901 Blake (4/29/2018)



INSTRUCTIONS: 1. Applicant to Complete Numbered Items Only. 2. Plot Plan Required on Back of Original.

1. LEGAL DESCR.	LOT	BLOCK	TRACT	COUNCIL DISTRICT NO.	DIST. MAP
	12		3416	13	147-213
2. PURPOSE OF BUILDING					CENSUS TRACT
Foundation Pad for Vertical 1150 LPG Tank					1872
3. JOB ADDRESS					ZONE
1901 Blake St.					M2-1
4. BETWEEN CROSS STREETS AND					FIRE DIST.
Newell Pirtle St					two
5. OWNER'S NAME					LOT TYPE
Pacific Bus					int
6. OWNER'S ADDRESS					LOT SIZE
1901 Blake St. LA					Ireg.
7. ENGINEER					ALLEY
Petrolane BUS. LIC. NO. 235070 ACTIVE STATE LIC. NO. PHONE					20' side
8. ARCHITECT OR DESIGNER					BLDG. LINE
same BUS. LIC. NO. ACTIVE STATE LIC. NO. PHONE					
9. ARCHITECT OR ENGINEER'S ADDRESS					AFFIDAVITS
Petrolane Inc. 5919 Sepulveda Blvd CITY ZIP					crit soil
10. CONTRACTOR					
Petrolane BUS. LIC. NO. 235070 ACTIVE STATE LIC. NO. 785-5683 PHONE					
11. SIZE OF NEW BLDG.					
WIDTH		LENGTH	STORIES	HEIGHT	NO. OF EXISTING BUILDINGS ON LOT AND USE
12. MATERIAL OF CONSTRUCTION					
EXT. WALLS		ROOF		FLOOR	
13. JOB ADDRESS					STREET GUIDE
1901 Blake St.					DISTRICT OFFICE
14. VALUATION TO INCLUDE ALL FIXED EQUIPMENT REQUIRED TO OPERATE AND USE PROPOSED BUILDING					SEISMIC STUDY ZONE
\$ 2000					

PURPOSE OF BUILDING		LPG Tank		STORIES	HEIGHT
Foundation Pad for Vertical 1150				1	18'
TYPE	GROUP OCC.	BLDG. AREA	PLANS CHECKED	ZONED BY	
DWELL UNITS	MAN. OCC.	TOTAL	APPROVED	Aquino	
GUEST ROOMS	PARKING REQ'D.	PARKING PROVIDED	INSPECTION ACTIVITY	FILE WITH	
		STD. COMP.	GEN. MAJ. S. I. CONS.	SC	
SPRINKLERS REQ'D. SPECIFIED		CONT. INSP.	INSPECTOR		
P.C.	P.M.				
S.P.C.	#050				
B.P.	19.00	0.5			
G.P.I.	C/O	1.00			
DIST. OFFICE	ENERGY				
P.C. NO.					
V6381					

PLAN CHECK EXPIRES ONE YEAR AFTER FEE IS PAID. PERMIT EXPIRES TWO YEARS AFTER FEE IS PAID OR 180 DAYS AFTER FEE IS PAID IF CONSTRUCTION IS NOT COMMENCED.

DECLARATIONS AND CERTIFICATIONS

LICENSED CONTRACTORS DECLARATION

15. I hereby affirm that I am licensed under the provisions of Chapter 9 (commencing with Section 7000) of Division 3 of the Business and Professions Code, and my license is in full force and effect.

Date 3/20/84 Lic. Class 420 Lic. No. 235070 Contractor's Signature [Signature]

Contractor's Mailing Address _____

OWNER-BUILDER DECLARATION

16. I hereby affirm that I am exempt from the Contractor's License Law for the following reason (Sec. 7031.5, Business and Professions Code): Any city or county which requires a permit to construct, alter, improve, demolish, or repair any structure, prior to its issuance, also requires the applicant for such permit to file a signed statement that he is licensed pursuant to the provisions of the Contractor's License Law (Chapter 9 (commencing with Section 7000) of Division 3 of the Business and Professions Code) or that he is exempt therefrom and the basis for the alleged exemption. Any violation of Section 7031.5 by any applicant for a permit subjects the applicant to a civil penalty of not more than five hundred dollars (\$500).:

☐ I, as owner of the property, or my employees with wages as their sole compensation, will do the work, and the structure is not intended or offered for sale (Sec. 7044, Business and Professions Code): The Contractor's License Law does not apply to an owner of property who builds or improves thereon, and who does such work himself or through his own employees, provided that such improvements are not intended or offered for sale. If, however, the building or improvement is sold within one year of completion, the owner-builder will have the burden of proving that he did not build or improve for the purpose of sale.

☐ I, as owner of the property, am exclusively contracting with licensed contractors to construct the project (Sec. 7044, Business and Professions Code): The Contractor's License Law does not apply to an owner of property who builds or improves thereon, and who contracts for such projects with a contractor(s) licensed pursuant to the Contractor's License Law.

☐ I am exempt under Sec. _____, B. & P. C. for this reason _____

Date _____ Owner's Signature _____

WORKERS' COMPENSATION DECLARATION

17. I hereby affirm that I have a certificate of consent to self-insure, or a certificate of Worker's Compensation Insurance, or a certified copy thereof (Sec. 3800, Lab. C.).

Policy No. PEI 6286 Company TNA

☐ Certified copy is hereby furnished.

☐ Certified copy is filed with the Los Angeles City Dept. of Bldg. & Safety.

Date 3/20/84 Applicant [Signature]

Applicant's Mailing Address _____

CERTIFICATE OF EXEMPTION FROM WORKERS' COMPENSATION INSURANCE

18. I certify that in the performance of the work for which this permit is issued, I shall not employ any person in any manner so as to become subject to the Workers' Compensation Laws of California.

Date _____ Applicant _____

NOTICE TO APPLICANT: If, after making this Certificate of Exemption, you should become subject to the Workers' Compensation provisions of the Labor Code, you must forthwith comply with such provisions or this permit shall be deemed revoked.

CONSTRUCTION LENDING AGENCY

19. I hereby affirm that there is a construction lending agency for the performance of the work for which this permit is issued (Sec. 3097, Civ. C.).

Lender's Name _____

Lender's Address _____

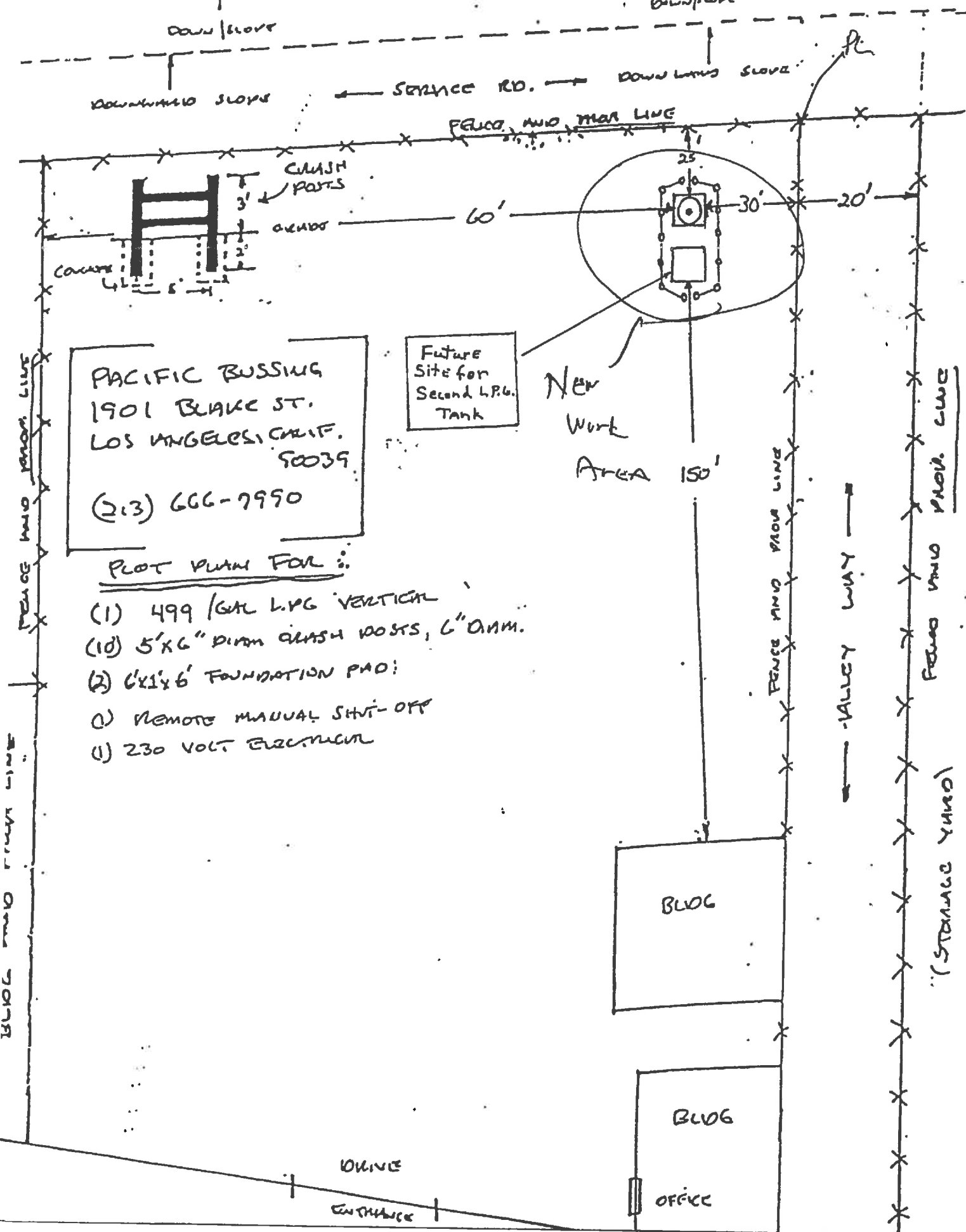
20. I certify that I have read this application and state that the above information is correct. I agree to comply with all city and county ordinances and state laws relating to building construction, and hereby authorize representatives of this city to enter upon the above-mentioned property for inspection purposes.

I realize that this permit is an application for inspection, that it does not approve or authorize the work specified herein, that it does not authorize or permit any violation or failure to comply with any applicable law, that neither the city of Los Angeles nor any board, department, officer or employee thereof make any warranty or shall be responsible for the performance or results of any work described herein or the condition of the property or soil upon which such work is performed, (See Sec. 81.0202 LAMC).

Signed [Signature] Position Agent Date 3/20/84

(Owner or agent having property owner's consent)

L.A. 0151000078



PACIFIC BUSSING
1901 BLAKE ST.
LOS ANGELES, CALIF.
90039
(213) 666-7990

PLOT PLAN FOR :

- (1) 499 GAL L.P.G. VERTICAL
- (10) 5'x6" DIAM CRASH POSTS, 6" DIAM.
- (2) 6'x1'x6' FOUNDATION PAD:
- (1) REMOTE MANUAL SHUT-OFF
- (1) 230 VOLT ELECTRICAL

BLOG

BLOG
OFFICE

DRIVE
ENTRANCE

VALLEY WAY

FENCE AND MAIL LINE
(STORAGE YARD)

1984 b

[Print](#)

April 27, 2018

Document ReportDocumentsDocument Number(s)

1184J5728

Record Description

Record ID: 938980
Doc Type: MECHANICAL PERMIT
Sub Type: ELEVATOR/PRESSURE VESSEL
Doc Date: 01/15/1985
Status: COMPLETED
Doc Version: None
AKA Address: None
Project Name: None
Disaster ID: None
Subject: None
Product Name: None
Manufacturer's Name: None
Expired Date: None
Receipt Number: None
Case Number: None
Scan Number: None
Dwelling Units: None

Property Address(es)

1901 W BLAKE AVE

Legal Description(s)

Tract:

Block: Lot: Arb:

Modifier: Map Reference:

PIN(s)

147A213 23

Assessor Number(s)

5442-010-001

Film RBF

Type: HIST 00000; 000; 0000

Cross References(s)

Doc Type: 80C Doc Date: 11/19/1984

3

APPLICATION
FOR
INSPECTION

CITY OF LOS ANGELES DEPT. OF BUILDING AND SAFETY

Earthquake Safety Division

TO ADD-ALTER-
REPAIR-DEMOLISH
AND FOR CERTIFICATE
OF OCCUPANCY

1994

INSTRUCTIONS: 1. Applicant to Complete Numbered Items Only.

1. LEGAL DESCR.	LOT 12	BLOCK	TRACT 3416	CITY CLERK REF. NO.	DIST. MAP 147A213 CENSUS TRACT 1872
2. PRESENT USE OF BUILDING	13/22 Office/Storage		NEW USE OF BUILDING	22/13/08 Repair Garage/Same M2-1VL	
3. JOB ADDRESS	1901 BLAKE AVE.		SUITE/UNIT NO.	FIRE DIST. 11 COUN. DIST. 1	
4. BETWEEN CROSS STREETS	PURTLE ST. AND QUEEN ST.		LOT TYPE	INT	
5. OWNER'S NAME	FRANCISCO & ANTONIO GONZALEZ		PHONE	(213)627-2939	
6. OWNER'S ADDRESS	1901 BLAKE AVE. L.A. CA 90039		LOT SIZE	IRREG	
7. ENGINEER	MYNOR ANIBAL ZELADA		BUS. LIC. NO.	ACTIVE STATE LIC. NO.	PHONE C48666 (213)589-0836
8. ARCHITECT OR DESIGNER	ALARCON & ASSOC.		BUS. LIC. NO.	ACTIVE STATE LIC. NO.	PHONE (213)569-8948
9. ARCHITECT OR ENGINEER'S ADDRESS	6829 BTA AVE. SUITE 202 HUNTINGTON PARK CA 90255		CITY	ZIP	90255
10. CONTRACTOR	N/S		BUS. LIC. NO.	ACTIVE STATE LIC. NO.	PHONE
11. SIZE OF EXISTING BLDG.	WIDTH 36' LENGTH 80'	STORIES 1	HEIGHT 15'	NO. OF EXISTING BUILDINGS ON LOT AND USE 2-COMM	
12. FRAMING MATERIAL OF EXISTING BLDG.	EXT. WALLS stucco	ROOF comp	FLOOR conc		
13. JOB ADDRESS	1901 Blake Avenue		SUITE/UNIT NO.		
14. VALUATION TO INCLUDE ALL FIXED EQUIPMENT REQUIRED TO OPERATE AND USE PROPOSED BUILDING	\$20,000		DIST. OFF. LA		P.C. REQ'D
15. NEW WORK (Describe)	Repair garage add. between office and storage bldg.		GRADING		SEISMIC
NEW USE OF BUILDING		SIZE OF ADDITION	STORIES	HEIGHT	FILE WITH
off/auto repair/stor. 24.6x33		1	14		
TYPE	GROUP	MAX. OCC.	BUILDING PLANS CHECKED	ZONING	
DNWELL UNITS	B2/H4	8	APPROVED	ZONED	
GUEST ROOMS	PARKING REQ'D	PARKING PROVIDED	INSPECTION ACTIVITY	INSPECTOR	
RC. 177.86	G.P.L. + NP	CONT. INSR.	CS	GEN.	MAJ.S. (EQ.)
S.R.C. PM	EL. 4.20	CLAIMS FOR REFUND OF FEE PAID ON PERMITS MUST BE MADE: 1. Within one year from date of payment of fee, or 2. Within one year from date of expiration of extension for building or grading permits granted by the Dept. of B. & S. SECTIONS 22.12 & 22.13 LA MC	B & S 06-B-3 (R.7/90)		
I.F. F.H.	O.S.S. Yes	SPRINKLERS REQ'D SPEC.	T-0393 C 26		
S.D. Yes	O.S.S. Yes	ENERGY	177.86		
ISS. OFF. HO	O.S.S. Yes	DAS	10.67		
R.C. NO. F6457	C/O		3.56		
UNLESS A SHORTER PERIOD OF TIME HAS BEEN ESTABLISHED BY AN OFFICIAL ACTION, PLAN CHECK APPROVAL EXPIRES ONE YEAR AFTER THE FEE IS PAID AND THIS PERMIT EXPIRES TWO YEARS AFTER THE FEE IS PAID OR 180 DAYS AFTER THE FEE IS PAID IF CONSTRUCTION IS NOT COMMENCED.			TOTAL 192.09		
NEW AFFIDAVITS			CASH 200.00		
PLAN CHECK EXTENDED TO PER			CHANGE 7.91		
ADMINISTRATIVE APPROVAL DATED			BLAKE AV		
D.A.D. PLANS CHECKED			08/19/94 02:59:50PM H001 T-1440 C 25		
HOUSING MITIGATION FEE ORDINANCE			EQ PERMIT 209.25		
ASBESTOS NOTIFICATION			INVOICE # 0023157 88		
Check Box: ☐ Notification letter sent to OMD or EPA			EI COMMERCIAL 4.20		
☐ Declaration of notification of asbestos removal is not applicable to addressed project			ONE STOP 4.27		
Signature: [Signature] Date: 8/19/94			SYS DEV 12.81		
			MISCELLANEOUS 5.00		
			CITY PLAN SURC 6.27		
			TOTAL 241.80		
			CASH 251.80		
			CHANGE 10.00		

94HO 31124

DECLARATIONS AND CERTIFICATIONS

LICENSED CONTRACTORS DECLARATION

16. I hereby affirm that I am licensed under the provisions of Chapter 9 (commencing with Section 7000) of Division 3 of the Business and Professions Code, and my license is in full force and effect.

Date _____ Lic. Class _____ Lic. Number _____ Contractor _____ (Signature)

OWNER-BUILDER DECLARATION

17. I hereby affirm that I am exempt from the Contractor's License Law for the following reason (Sec. 7031.5, Business and Professions Code: Any city or county which requires a permit to construct, alter, improve, demolish, or repair any structure, prior to its issuance, also requires the applicant for such permit to file a signed statement that he is licensed pursuant to the provisions of the Contractor's License Law (Chapter 9 (commencing with Section 7000) of Division 3 of the Business and Professions Code) or that he is exempt therefrom and the basis for the alleged exemption. Any violation of Section 7031.5 by any applicant for a permit subjects the applicant to a civil penalty of not more than five hundred dollars (\$500).):

I, as owner of the property, or my employee with wages as their sole compensation, will do the work, and the structure is not intended or altered for sale (Sec. 7044, Business and Professions Code: The Contractor's License Law does not apply to an owner of property who builds or improves thereon, and who does such work himself or through his own employees, provided that such improvements are not intended or altered for sale. If, however, the building or improvement is sold within one year of completion, the owner-builder will have the burden of proving that he did not build or improve for the purpose of sale).

☐ I, as owner of the property, am exclusively contracting with licensed contractors to construct the project (Sec. 7044, Business and Professions Code: The Contractor's License Law does not apply to an owner of property who builds or improves thereon, and who contracts for such projects with a contractor(s) licensed pursuant to the Contractor's License Law).☐ I am exempt under Sec. _____ B. & P. C. for this reason: _____

Date: 8/19/94 Owner's Signature: [Signature]

WORKERS' COMPENSATION DECLARATION

18. I hereby affirm that I have a certificate of consent to self-insure, or a certificate of Worker's Compensation insurance, or a certified copy thereof (Sec. 3800, Lab. C.).

Policy No. _____ Insurance Company _____

☐ Certified copy is hereby furnished.☐ Certified copy is filed with the Los Angeles City Dept. of Bldg. & Safety.

Date: _____ Applicant's Signature: [Signature]

Applicant's Mailing Address: _____

CERTIFICATE OF EXEMPTION FROM WORKERS' COMPENSATION INSURANCE

19. I certify that in the performance of the work for which this permit is issued, I shall not employ any person in any manner so as to become subject to the Workers' Compensation Laws of the State of California.

Date: 8/19/94 Applicant's Signature: [Signature]

NOTICE TO APPLICANT: If, after making this Certificate of Exemption, you should become subject to the Workers' Compensation provisions of the Labor Code, you must forthwith comply with such provisions or this permit shall be deemed revoked.

CONSTRUCTION LENDING AGENCY

20. I hereby affirm that there is a construction lending agency for the performance of the work for which this permit is issued (Sec. 3097, Civ. C.).

Lender's Name _____ Lender's Address _____

21. I certify that I have read this application and state that the above information is correct. I agree to comply with all city and county ordinances and state laws relating to building construction, and hereby authorize representatives of this city to enter upon the above-mentioned property for inspection purposes.

I realize that this permit is an application for inspection, and I do not approve or authorize the work specified hereon, that it does not authorize or permit any violation or failure to comply with any applicable law, that neither the city of Los Angeles nor any local, department, official or employee thereof make any warranty or shall be responsible for the performance or results of any work described herein or the condition of the property or soil upon which such work is performed. (Sec. 91.022, AMT)

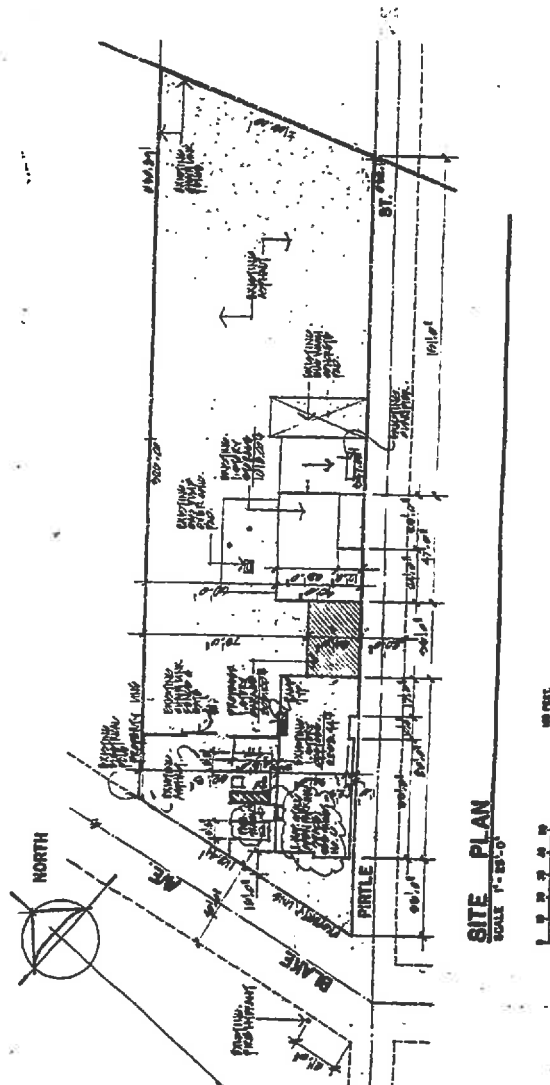
Signed: [Signature] (Owner or agent having property owner's consent) Position: [Signature] Date: 8-19-94

17307570468

Bureau of Engineering		ADDRESS APPROVED	
		DRIVEWAY <i>EX 1ST. APPROVED 7/8/94 6/02/94</i>	
		HIGHWAY	REQUIRED
		DEDICATION	COMPLETED
		FLOOD CLEARANCE	
Public Works Improvement	Required YES ☐ NO ☐ PERMIT		
SEWERS	RES. NO. <i>4-4904-2</i>	SEWERS AVAILABLE <i>7/8/94 6/02/94</i>	
	CERT. NO. <i>INP 4487642</i>	NOT AVAILABLE	
	<i>2/1/94 - 6/02/94</i>	SFC PAID	
		SFC DUE	
Grading	PRIVATE SEWAGE SYSTEM APPROVED		
Comm. Safety	APPROVED FOR ISSUE ☐ NO FILE ☐ FILE CLOSED ☐		
CEQA			
Fire	APPROVED (TITLE 19) (LA M.C. 5700)		
	APPROVED - HYDRANT UNIT, ROOM 920 CHE		
CRA	APPROVED PER REDEV. PROJECT		
Transportation	APPROVED FOR DRIVEWAY LOCATION		
	APPROVED FOR ORD. #		
Planning	WORK SHEET # <i>94-1138</i>		
	APPROVED UNDER CASE # <i>211851 - N/A</i>		
	LANDSCAPE / XERISCAPE		
	SIGHT PLAN REVIEW		
Housing	HOUSING AUTHORITY AFFIDAVIT NO.		
Construction Tax	RECEIPT NO. DWELLING UNITS		
Cultural Affairs			
Rent Stabilization Division			
LEGAL DESCRIPTION			

ON PLOT PLAN SHOW BUILDINGS ON LOT AND USE OF EACH

← ATTACHED PLOT PLANS SHALL NOT EXTEND ABOVE THIS LINE



1995

Address of Building 1901 Blake Avenue



CITY OF LOS ANGELES CERTIFICATE OF OCCUPANCY

Note: Any change of use of occupancy must be approved by the Department of Building and Safety.

- ☒ This certifies that, so far as ascertained or made known to the undersigned, the vacant land, building or portion of building described below and located at the address complies with the applicable construction requirements (Chapter 9) and/or the applicable zoning requirements (Chapter 1) of the Los Angeles Municipal Code for the use, or occupancy group in which it is classified.* (Non-Residential Uses)
- ☐ This certifies that, so far as ascertained by or made known to the undersigned, the building or portion of building described below and located at the above address complies with the applicable requirements of the Municipal Code, as follows: Ch. 1, as to permitted uses, Ch. 9, Arts. 1, 3, 4, and 5; and with applicable requirements of State Housing Law for following occupancies** (Residential Uses)

Permit No. and Year 95HO37553

Change use of land to store and repair bus fleet. (NO PUBLIC WORK CONDUCTED).

5288487288688861486

Total Parking Required ☒ No Change in Parking requirement.

Total Parking Provided _____ = Standard _____ + Compact _____ + Disabled _____

* ALSO SUBJECT TO ANY AFFIDAVITS OR BUILDING AND ZONING CODE MODIFICATIONS WHETHER LISTED ABOVE OR NOT

Issued By / Office: LA-VN-WLA-SP-C.D. # 13

Bureau: BLDG - BCS

Division: GI-MS-MSS-EQ-BMI-COMM

Owner Antonio Gonzalez
Owner's Address 1901 Blake Avenue
Los Angeles, CA 90039

Issued: 9/6/95 By: D. HUBKA/bn

1998

1901-W Blake Ave



Permit #: 98030 - 10000 - 00679
Plan Check #:
Event Code:
Reference #:

Grading	City of Los Angeles - Department of Building and Safety	Status: Ready to Issue
Over the Counter Permit	APPLICATION FOR GRADING PERMIT AND GRADING CERTIFICATE	Status Date: 04/28/98
		Printed on: 04/28/98 11:06:14

1. TRACT	BLOCK	LOT(s)	ARB	MAP REF#	PARCEL ID # (PIN)	2. BOOK/PAGE/PARCEL
TR 3416		12		M B 37-65 (SHT 1)	147A213 23	5442 - 010 - 001

3. PARCEL INFORMATION
 No-Zone Permit - Energy Zone - 9
 BAS Branch Office - LA Thomas Brothers Map Grid - 594
 Council District - 13
 Census Tract - 1872.000

ZONE(S):

4. DOCUMENTS

5. CHECKLIST ITEMS

6. PROPERTY OWNER, TENANT, APPLICANT INFORMATION
 Owner(s): Gonzalez, Francisco Co Tr Gonzalez Tr 3501 Santo Thomas Cir CORONA CA 91720
 Tenant:
 Applicant (Relationship Contractor): - E.A.R. Management Inc 2175 Sampson Ave #118 CORONA, CA 91719 (909) 735-5575

7. EXISTING USE	PROPOSED USE	8. DESCRIPTION OF WORK
	60 Grading - Non-Hillside	backfill of 2 {10,000 & 7,500 gal} underground-storage-tank removal 80 cu yds

9. # Bldgs on Site & Use: PARKING LOT

10. APPLICATION PROCESSING INFORMATION
 BLDG. PC By: DAS PC By:
 OK for Cashier: Armando Flores Coord. OK:
 Signature: *Armando Flores* 4.28.98

For information and/or inspection requests originating within LA County, call toll-free (888)-LA4BUILD; outside LA County, call (213)-977-6941.
 For Cashier's Use Only W/O #: 83000679

11. PROJECT VALUATION & FEE INFORMATION Final Fee Period

Permit Valuation: 80 cu yd	PC Valuation: 51 cu yd
FINAL TOTAL Grading	342.44
Permit Fee Subtotal Grading	160.00
Plan Check Subtotal Grading	144.00
O.S. Surcharge	6.08
Sys. Surcharge	18.24
Planning Surcharge	9.12
Planning Surcharge Misc Fee	5.00
Permit Issuing Fee	0.00

04/28/98 11:16:40AM LA06 T-8567 C 29
 GRADING PLAN C 144.00
 INVOICE # 0000000 PP
 GRADING PERMIT 160.00
 SYS DEV 18.24
 ONE STOP 6.08
 MISCELLANEOUS 5.00
 CITY PLAN SURC 9.12
 TOTAL 342.44
 CHECK 342.44

98LA 74308

Sewer Cap ID: Total Bond(s) Due:

12. ATTACHMENTS
 Plot Plan *[Signature]*

13. STRUCTURE INVENTORY

(P) Fill 80 cu yd
(P) Retaining Wall Not Required
(P) Max Slope for Fill 2 Horiz 1 Vert

14. APPLICATION COMMENTS

In the event that any box (i.e. 1-16) is filled to capacity, it is possible that additional information that has been captured electronically is not printed. Nevertheless, the information printed herein exceeds that required by Section 19825 of the Health and Safety Code of the State of California.

15. Building Relocated From:**16. CONTRACTOR, ARCHITECT, & ENGINEER NAME ADDRESS**

(C) Environmental Assessment And Re 2175 Sampson Avenue Ste #11 Corona, CA 91719

CLASS LICENSE#
HAZ 708748

PHONE#
(909)735-5575

Unless a shorter period of time has been established by an official action, plan check approval expires one and a half years after the plan check fee has been paid. This permit expires two years after the building permit fee has been paid or 180 days after the fee has been paid and construction has not commenced or if work is suspended, discontinued or abandoned for a continuous period of 180 days (Sec. 98.0602 LAMC). Claims for refund of fees paid must be filed within one year from the date of expiration for permits granted by the Dept. of Building & Safety (Sec. 22.12 & 22.13 LAMC).

17. LICENSED CONTRACTOR'S DECLARATION

I hereby affirm under penalty of perjury that I am licensed under the provisions of Chapter 9 (commencing with Section 7000) of Division 3 of the Business and Professions Code, and my license is in full force and effect. (For 1 or 2 family dwellings, use the declaration attachment if separate general, electrical, plumbing, and/or HVAC contractor's & workers' comp. declarations are desired.)

License Class: A HAZ Lic. No.: 708748 Print: VENKAT REDDY Sign: [Signature]

18. WORKERS' COMPENSATION DECLARATION

I hereby affirm, under penalty of perjury, one of the following declarations:

☐ I have and will maintain a certificate of consent to self insure for workers' compensation, as provided for by Section 3700 of the Labor Code, for the performance of the work for which this permit is issued.

☐ I have and will maintain workers' compensation insurance, as required by Section 3700 of the Labor Code, for the performance of the work for which this permit is issued. My workers' compensation insurance carrier and policy number are:

Carrier: FARMER INSURANCE Policy Number: A0922-534100

☒ I certify that in the performance of the work for which this permit is issued, I shall not employ any person in any manner so as to become subject to the workers' compensation laws of California, and agree that if I should become subject to the workers' compensation provisions of Section 3700 of the Labor Code, I shall forthwith comply with those provisions.

Sign: [Signature] Date: 04.28.98 Contractor ☐ Authorized Agent ☐ Owner

WARNING FAILURE TO SECURE WORKERS' COMPENSATION COVERAGE IS UNLAWFUL, AND SHALL SUBJECT AN EMPLOYER TO CRIMINAL PENALTIES AND CIVIL FINES UP TO ONE HUNDRED THOUSAND DOLLARS (\$100,000), IN ADDITION TO THE COST OF COMPENSATION, DAMAGES AS PROVIDED FOR IN SECTION 3706 OF THE LABOR CODE, INTEREST, AND ATTORNEY'S FEES

19. CONSTRUCTION LENDING AGENCY

I hereby affirm under penalty of perjury that there is a construction lending agency for the performance of the work for which this permit is issued (Sec. 3097, Civil Code).

Lender's name: _____ Lender's address: _____

20. ASBESTOS REMOVAL

Notification of asbestos removal ☒ Is not applicable ☐ Letter was sent to the AQMD or EPA Sign: [Signature] Date: 4.28.98

21. OWNER-BUILDER DECLARATION

I hereby affirm under penalty of perjury that I am exempt from the Contractors License Law for the following reason (Section 7031.5, Business and Professions Code: Any city or county which requires a permit to construct, alter, improve, demolish, or repair any structure, prior to its issuance, also requires the applicant for such permit to file a signed statement that he or she is licensed pursuant to the provisions of the Contractors License Law (Chapter 9 commencing with Sec. 7000 of Division 3 of the Business and Professions Code) or that he or she is exempt therefrom and the basis for the alleged exemption. Any violation of Section 7031.5 by any applicant for a permit subjects the applicant to a civil penalty of not more than five hundred dollars (\$500).):

☐ I, as the owner of the property, or my employees with wages as their sole compensation, will do the work, and the structure is not intended or offered for sale (Sec. 7044, Business & Professions Code. The Contractors License Law does not apply to an owner of property who builds or improves thereon, and who does such work himself or herself or through his or her own employees, provided that such improvements are not intended or offered for sale. If, however, the building or improvement is sold within one year from completion, the owner-builder will have the burden of proving that he or she did not build or improve for the purpose of sale)

☐ I, as the owner of the property, am exclusively contracting with licensed contractors to construct the project (Sec. 7044, Business & Professions Code: The Contractors License Law does not apply to an owner of property who builds or improves thereon, and who contracts for such projects with a contractor(s) licensed pursuant to the Contractors License Law.)

☐ I am exempt under Sec. _____ Bus. & Prof. Code for the following reason: _____

Print: _____ Sign: _____ Date: _____ ☐ Owner ☐ Authorized Agent

22. FINAL DECLARATION

I certify that I have read this application and state that the above information is correct. I agree to comply with all city and county ordinances and state laws relating to building construction, and hereby authorize representatives of this city to enter upon the above-mentioned property for inspection purposes. I realize that this permit is an application for inspection and that it does not approve or authorize the work specified herein. Also that it does not authorize or permit any violation or failure to comply with any applicable law. Furthermore, that neither the City of Los Angeles nor any board, department officer, or employee thereof, make any warranty, nor shall be responsible for the performance or results of any work described herein, nor the condition of the property nor the soil upon which such work is performed. I further affirm under penalty of perjury, that the proposed work will not destroy or unreasonably interfere with any access or utility easement belonging to others and located on my property, but in the event such work does destroy or unreasonably interfere with such easement, a substitute easement(s) satisfactory to the holder(s) of the easement will be provided (Sec. 91.0106.4.3.4 LAMC).

Print: VENKAT REDDY Sign: [Signature] Date: 04.28.98 ☐ Owner ☒ Contractor ☐ Author. Agent

Grading

City of Los Angeles - Department of Building and Safety

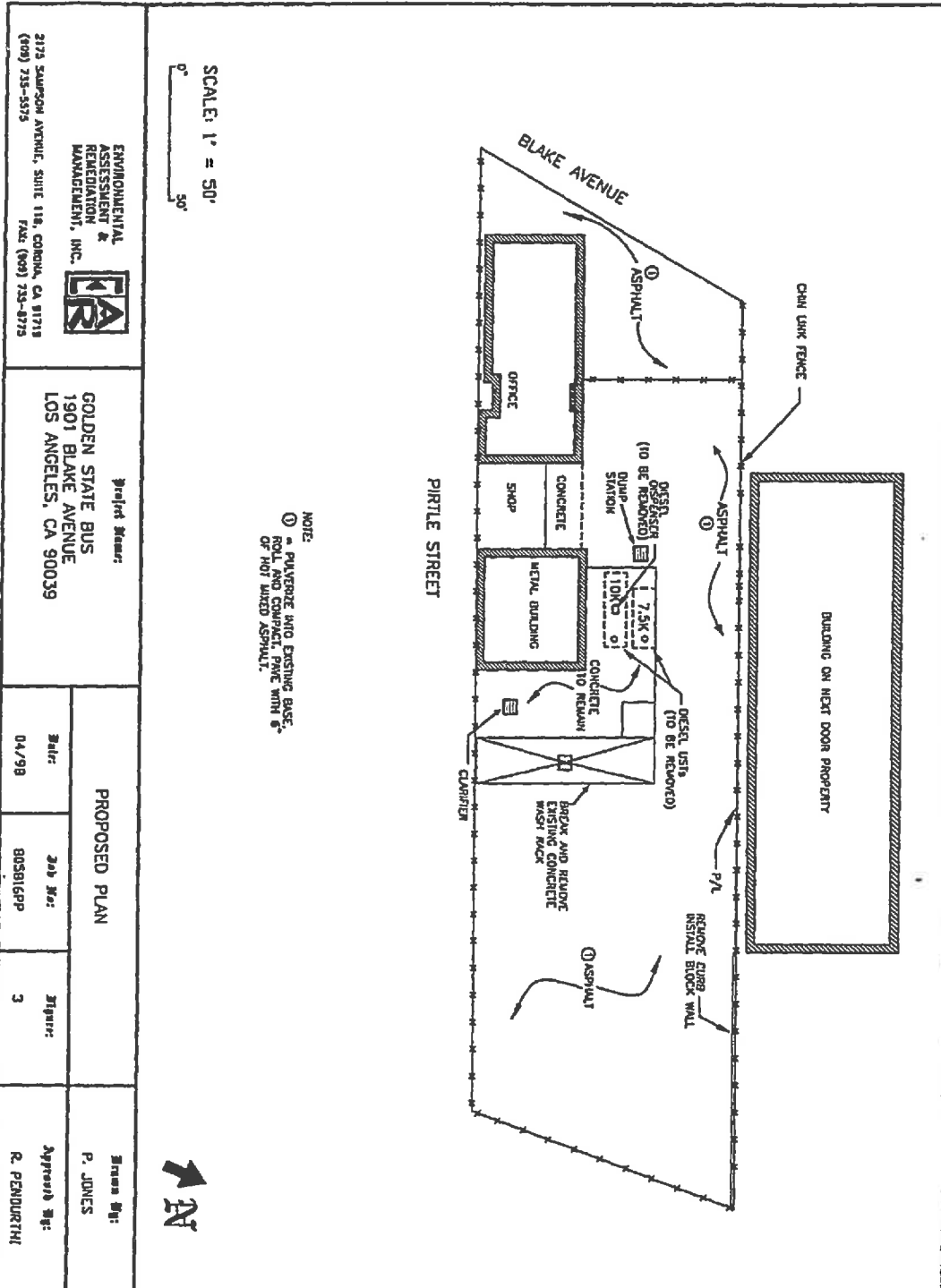
Plan Check #:

Over the Counter Permit

PLOT PLAN ATTACHMENT

Initiating Office: METRO

Printed on: 04/24/98 09:52:37



(DO NOT DRAW, WRITE, OR PASTE ATTACHMENTS OUTSIDE BORDER)

1 2 3 4 5 6 7 8 9 10 11 12

3

APPLICATION TO ALTER - REPAIR - DEMOLISH
AND FOR CERTIFICATE OF OCCUPANCY

CITY OF LOS ANGELES

DEPT. OF BUILDING AND SAFETY

1. LEGAL LOT	12	BLK.	TRACT	3416	DIST. MAP	147-243
2. BUILDING ADDRESS	1901 Blake Ave				APPROVED	IB
3. BETWEEN CROSS STREETS	Newell St. AND Forney St.				ZONE	M-2
4. PRESENT USE OF BUILDING	Storage Shed				NEW USE OF BUILDING	Same
5. OWNER	Donald F Shaw				PHONE	NO 12161
6. OWNER'S ADDRESS	Same				P.O.	ZONE
7. CERT. ARCH.					STATE LICENSE	PHONE
8. LIC. ENGR.					STATE LICENSE	PHONE
9. CONTRACTOR	Owner				STATE LICENSE	PHONE
10. CONTRACTOR'S ADDRESS					P.O.	ZONE
11. SIZE OF EXISTING BLDG.	STORIES	HEIGHT	NO. OF EXISTING BUILDINGS ON LOT AND USE			BLDG. AREA
28 x 59	1	13'	2 office & storage			
12. MATERIAL	☒ WOOD	☒ METAL	☐ CONC. BLOCK	ROOF	☐ WOOD	☐ STEEL
EXT. WALLS:	☐ STUCCO	☐ BRICK	☐ CONCRETE	CONST.	☐ CONC.	☐ OTHER
13. VALUATION: TO INCLUDE ALL FIXED EQUIPMENT REQUIRED TO OPERATE AND USE PROPOSED BUILDING.	\$ 4,000				DISTRICT OFFICE	
14. SIZE OF ADDITION	STORIES	HEIGHT	VALUATION APPROVED			DWELL. UNITS
25' x 50'	1	13'	English			PARKING SPACES
15. NEW WORK: EXT. WALLS	ROOFING				PLANS CHECKED	GUEST ROOMS
C. OF O. ISSUED					PLANS APPROVED	FILE WITH
I certify that in doing the work authorized hereby I will not employ any person in violation of the Labor Code of the State of California relating to workmen's compensation insurance.				CORRECTIONS VERIFIED		CONT. INSP.
This Form When Properly Validated is a Permit to Do the Work Described.				APPLICATION APPROVED		Grading Crit soil Flood con
TYPE	GROUP	MAX. OCC.	P.C.	S.P.C.	S.P.	C/O
V	G-1		\$7.50		1.5	
VALIDATION			CASHIER'S USE ONLY			

LA83560 Jul--8-57

39038

B - 2 CK 7.50

SEP-30-57 56192

B - 1 CK 15.00

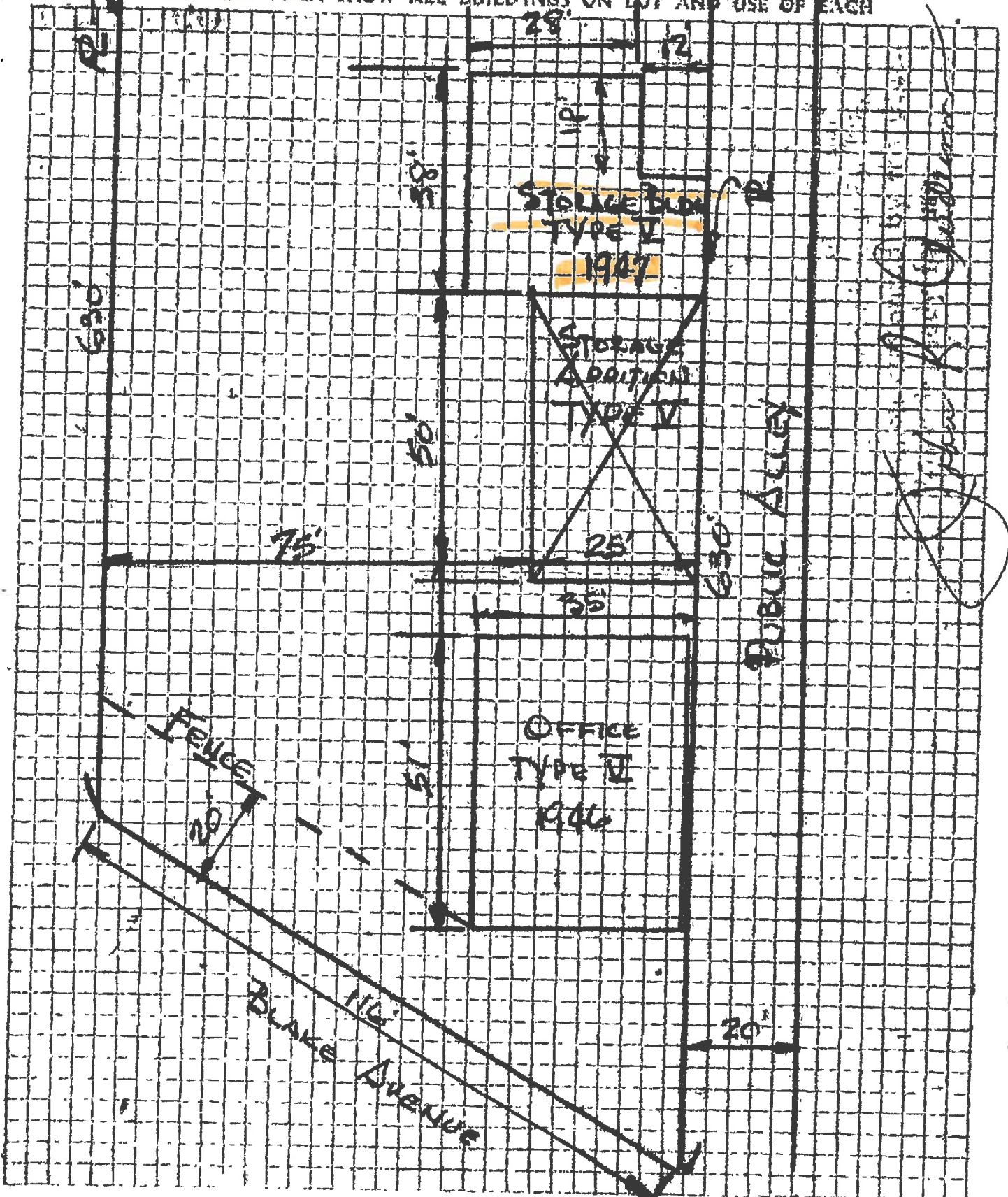
LEGAL DESCRIPTION

LOT 12 TRACT 3416

1957

LOADING ZONE

ON PLOT PLAN SHOW ALL BUILDINGS ON LOT AND USE OF EACH





James Williams <james.k.williams@lacity.org>

Case No.: CPC-2017-2406-DB, 1901 Blake Avenue

1 message

Duane Stanford <duanestanford@outlook.com>

Sat, May 5, 2018 at 3:02 PM

To: "jordann.turner@lacity.org" <jordann.turner@lacity.org>, "cpc@lacity.org" <cpc@lacity.org>

Dear Jordann Turner and fellow Commissioners,

I am reaching out to share my support of the proposed project at [1910 Blake Avenue](#) in hopes of it gaining approval. Los Angeles is the city where many people come to follow their dreams

and build a life - unfortunately, the reality of what is actually here in this great city is dire and worsening. There is a large demand for housing that is not being met, which is driving up the rents to ridiculous and unaffordable levels. We need more housing, both in Elysian Valley as well as greater LA, to create more competition and to drive rents down.

All Best,

Duane
Stanford

1011
Waterloo Street

Los
Angeles Ca 90026

Sent from [Outlook](#)

To our Planning Commission and Staff:

Thank you for the opportunity to share my support on the 1901 Blake Ave. Project. The current site offers nothing to the community and the enhanced river access is a wonderful inclusion. I hope that more access will be granted moving forward.

I have heard the complaints brought about by a small faction of my community and I could not disagree more. The current site addresses concerns about traffic in a meaningful way and objectively improves the area. I am looking forward to its completion and having the ability to welcome new neighbors into our wonderful community.

Thank you for your time and consideration.

Sincerely,

Hermingilda O. Hahganga
1920 Ripple St.
L.A. CA 90039



James Williams <james.k.williams@lacity.org>

James K. Williams, Case No.: CPC-2017-2406-DB

1 message

Josh Brekhus <joshbrekhus@gmail.com>

Wed, May 2, 2018 at 7:57 PM

To: cpc@lacity.org

Dear James Williams and Planning Commission,

I am a resident of Elysian Valley who lives directly across the street from the proposed new building at 1901 Blake and I am writing to support it. Right now what is there is a parking lot with a few tour busses sitting on it. It doesn't look nice, and doesn't take advantage of the space, and the path to the LA River is blocked off- so I have to walk several blocks to get to the river instead of being right there immediately. I am very happy that part of the plan is to open this up and make it nice. It will make it much easier for me and my neighbors to get to the bike path and walk or bike along the river. Also, it's a much better place for apartments than a parking lot. This part of the river is really nice and people should be able to enjoy it. Plus, we need more housing so this is a great place to put it. I think you should vote yes for this project.

Respectfully,
Josh Brekhus



James Williams <james.k.williams@lacity.org>

Case No.: CPC-2017-2406-DB, 1901 Blake Avenue1 message

Jeremy Foreman <jeremy@doinggoodbusiness.org>

Fri, May 4, 2018 at 12:32 PM

To: jordann.turner@lacity.org

Cc: cpc@lacity.org

May 4, 2018

Dear Planning Commission and Staff,

I am writing in support of the proposed 52 unit live-work building at 1901 Blake Avenue that includes 5 very-low income units. I am a four year resident of Los Angeles who frequently visits who appreciates the qualities of Elysian Valley. I think it's a beautiful neighborhood to urban hike, and the river is a gem. As a former homeless services employee, environmental advocate, and often precariously housed resident, this affordable housing project is of great personal interest and importance to me. I can say with some confidence that the improvements this project creates will certainly be beneficial to both the neighborhood and the city.

Our city desperately needs housing, and an underutilized parking lot on the LA River is the perfect place to put some. The future residents will be delighted to have easy access to and will surely use the bike and hiking path which I find charming.

Please approve this project! It will make the neighborhood more liveable, the river a more beautiful place, and provide an excellent environment for people to live and work. Thanks in advance for your consideration.

Yours in service and peace,

- Jeremy

Jeremy Foreman
3001 N. Coolidge Ave
Los Angeles, CA 90039



James Williams <james.k.williams@lacity.org>

Case No.: CP-2017-2406-DB, 1901 Blake Avenue1 message

Katherine Benko <kbenko2001@yahoo.com>

Mon, May 7, 2018 at 9:12 AM

To: jordann.turner@lacity.org, "cpc@lacity.org" <cpc@lacity.org>

Dear Jordann Turner and fellow Commissioners,

I am reaching out to share my support of the proposed project at [1910 Blake Avenue](#) in hopes of it gaining approval. Los Angeles is the city where many people come to follow their dreams and build a life - unfortunately the reality of what is actually here in this great city is dire and worsening. There is a large demand for housing that is not being met, which is driving up the rents to ridiculous and unaffordable levels. We need more housing, both in Elysian Valley as well as greater LA, to create more competition and to drive rents down.

I have heard the objection to this project and realize they are the minority and do not represent myself, my neighbors, nor my community. Please help us improve this neighborhood by making it more affordable, safer, and cleaner.

All Best,
Katherine Mason
310-435-9566



James Williams <james.k.williams@lacity.org>

Dear Planning Commission ,

1 message

M Nelson <mtnelson7@yahoo.com>

Sun, May 6, 2018 at 4:49 PM

To: cpc@lacity.org

Dear Planning Commission ,

I am writing today in support for the proposed project at 1901 Blake Ave. I live some what adjacent to the location and I have friends that live near it with there families.

The live and work nature of this building will add housing and form jobs. This community is need of supportive change, along with giving those in desperate needs for affordable housing and easy access to commutes to work and school. The current site is addressing the concerns about traffic in thoughtful way . The design is nice and would beautify the location. I hope that you will give this project an approval.

Thank you for your time and consideration.

Sincerely,

Michael Nelson
1011 Waterloo St. # 7
Los Angeles, Ca 90026
323-377-4723



James Williams <james.k.williams@lacity.org>

Case No.: CPC-2017-2406-DB, 1901 Blake Avenue

1 message

M Nelson <mtnelson7@yahoo.com>

Sun, May 6, 2018 at 4:52 PM

To: cpc@lacity.org

Dear Planning Commission ,

I am writing today in support for the proposed project at 1901 Blake Ave. I live some what adjacent to the location and I have friends that live near it with there families.

The live and work nature of this building will add housing and form jobs. This community is need of supportive change, along with giving those in desperate needs for affordable housing and easy access to commutes to work and school.

The current site is addressing the concerns about traffic in thoughtful way .

The design is nice and would beautify the location. I hope that you will give this project an approval.

Thank you for your time and consideration.

Sincerely,

Michael Nelson
1011 Waterloo St. # 7
Los Angeles, Ca 90026
323-377-4723



James Williams <james.k.williams@lacity.org>

Case No.: CPC-2017-2406-DB

1 message

Maria Stella <floresmscorazon@gmail.com>

Sat, May 5, 2018 at 1:13 PM

To: cpc@lacity.org, jordann.turner@lacity.org

Estimada Comisión de Planificación,

Me gustaría mucho que aprueben el nuevo edificio de trabajo / en vivo para mi vecindario en 1901 Blake Avenue. Vivir / trabajar es muy importante. Necesitamos espacios para las personas que trabajan desde casa y son profesionales. Este edificio tiene 52 unidades, y cinco de ellas son de muy bajo ingreso. No todos pueden permitirse una oficina que necesita el espacio para su negocio o espacio de trabajo si usted es un artista o alguien que necesita espacio para ganar dinero. Además, muchas personas necesitan poder trabajar a cualquier hora del día o de la noche. ¡Lo bueno de vivir / trabajar es que las personas no conducen hacia el tráfico sin trabajo! Además, pasan más tiempo en su vecindario, por lo que gastan menos dinero en combustible y van a restaurantes locales y hablan con más personas que son vecinas y saben lo que está sucediendo. Eso es bueno para todos. Mas amistoso. Además, nadie quiere el crimen. Las personas que trabajan y viven en el vecindario serán más amigables y agradables con sus vecinos. No quieren ser malos con las personas que verán todos los días, todo el tiempo. Creo que querrían ser amistosos y llegar a conocerlos. Es por eso que creo que vivir / trabajar es bueno. Menos tráfico y más personas para conocer a sus vecinos es bueno. La gente aquí se conoce. Vivir / trabajar es mejor que un edificio de apartamentos para este vecindario, así que lo apoyo.

Sé que hay unidades asequibles en este edificio y conozco a muchas personas que realmente lo necesitan, especialmente a las personas que también necesitan ese espacio de trabajo. Demasiadas personas tienen que luchar para que las cosas funcionen y es mucho estrés. Eso enoja a la gente. Si pueden trabajar duro y aún sienten que pueden pagar el alquiler, entonces pueden ser felices y amistosos y tener tiempo para ser amables con sus vecinos y llegar a conocerlos.

Por favor, aprueba el nuevo edificio. Creo que será bueno para mi vecindario y para mí.

Gracias,

Maria Stella

2944 Gleneden St

Los Angeles CA 90039



James Williams <james.k.williams@lacity.org>

Case No.: CPC-2017-2406-DB, 1901 Blake Avenue

1 message

Roger Addams <rogeraddams1@gmail.com>

Fri, May 4, 2018 at 8:31 PM

To: jordann.turner@lacity.org, cpc@lacity.org

Roger Addams

[934 N. Ardmore #6](#)[Los Angeles 90029](#)

Dear Jordann Turner, James Williams, City Staff and Planning Commissioners,

I am a long-time resident of Los Angeles and the surrounding area and want to give my support for the 52 unit live/work building at 1901 Blake Avenue in Elysian Valley. I am a strong supporter of building multi-family developments with affordable housing in spaces that don't displace residents. The 1901 Blake project is precisely that. I believe all neighborhoods need more projects like this one to alleviate the burden of a lack of housing that has resulted in unaffordable rents. We currently don't have enough attainable housing, which is causing people who grew up in Los Angeles to leave- not because they want to, but because they can't afford to stay. Families become broken up, and ageing family members are left in a lurch with no one to care for them, living alone with no family members around to help them out. It is a bad situation for families, communities, and the city. We need to increase our housing stock and housing options so people who want to stay are able to do so, without having to live on the street or in a garage or in other unsafe conditions.

Elysian Valley is a wonderful neighborhood with great things going on. Not to mention, the LA River and bike path as well which is a great resource for bike commuting, exercise, and a beautiful walk. Having a residential building with immediate access to this is a great benefit to residents.

1901 Blake is right for the neighborhood and the city. Please approve the project at Planning Commission.

Much Thanks,

Roger Addams



James Williams <james.k.williams@lacity.org>

Case No.: CPC-2017-2406-DB, 1901 Blake Avenue

1 message

sona gevorkyan <sogevork@gmail.com>
To: jordann.turner@lacity.org, cpc@lacity.org

Thu, May 3, 2018 at 8:41 AM

Dear City Planning Commissioners,

I am a homeowner living at [2823 Allesandro Street](#). I moved to Elysian Valley last fall, and live down the street from a building project that is similar to the one the developers are trying to build at 1901 Blake Avenue. The live/work project on my street replaced a junky lot. There is really very minimal impact as far as traffic, and it did a lot to make the neighborhood cleaner and more beautiful. I believe the live/work project for 1901 Blake will be an improvement, too.

I greatly support the affordable housing that is included in this project, and the fact that no residents will be displaced. I am an architect, and appreciate that this building will be providing very-low income live/work units for creative professionals who desperately need them. I also am very delighted that the Elysian Valley Arts Collective will be curating the building's community room as an open-to-the-public art gallery. It's rather unusual for a private building to provide neighborhood public space and access, so that is another reason that I am really behind this project.

Thank you, and please grant approval to this project which will improve my neighborhood!

Sincerely,

Sona Gevorkyan
[2823 Allesandro Street](#)
[Los Angeles, Ca 90039](#)



James Williams <james.k.williams@lacity.org>

Letter of Support - 1901 Blake Ave

1 message

Tracy Stone <TStone@tracystonearchitect.com>

Fri, May 4, 2018 at 6:13 PM

To: "jordann.turner@lacity.org" <jordann.turner@lacity.org>, "cpc@lacity.org" <cpc@lacity.org>

May 4, 2018

Tracy A Stone Architect

[2041 Blake Avenue](#)

[Los Angeles, CA 90039](#)

Dear City Planner Jordann Turner,

My name is Tracy Stone and I am the owner of an architecture firm on Blake Avenue in Elysian Valley, as well as the President of the Elysian Valley Artists Collective, an organization dedicated to preserving and promoting an inclusive community along the Los Angeles River for creative production by artists, designers and artisans; in order to cultivate a sense of place, a vibrant local economy and arts education for youth.

I am delighted that the owners of the proposed live/work project at [1901 Blake Avenue](#) (55 units including 5 very-low income), have gone beyond what developers traditionally offer as "community benefits" (i.e., green space, street improvements, etc.) by also including public access to the building's Community Room which will be curated by the Elysian Valley Artists Collective.

We offer low-cost and free art classes to the community, all taught by working artists. We also feature work done by the students in public exhibitions, often alongside work by professionals. We have been challenged in the past in finding temporary venues for our classes and exhibits. This community room will afford our organization the opportunity to greatly expand our offerings, and to increase our impact in the community.

By directly integrating the community's aspirations and diversity expressed through the voice of art, the developer has assured that this new space will be not just a place for new neighbors, but a place where existing community members will have a home as well- a place where old and new neighbors can come together to strengthen our bonds through the universal communicative power of artistic expression. Making this space available for the entire community in pursuit of creativity, learning and compassion is precisely the kind of amenity that should be a model for developers and property owners looking for a warm welcome into a community.

I applaud the developers of the 1901 Blake project for showing a real, strong commitment to improving the Elysian Valley neighborhood, not simply through superficial benefits, but through the opportunity to strengthen bonds and build bridges between all the members of the community- new and existing- with the communicative power of art.

I urge you to approve this project. Not only will it provide much needed housing, and very-low income housing, but a space where the whole community feels welcome.

5/7/2018

City of Los Angeles Mail - Letter of Support - 1901 Blake Ave

With Much Thanks,

Tracy Stone

Tracy Stone AIA LEED AP BD&C

Tracy A. Stone Architect

[2041 Blake Ave](#)

[Los Angeles, CA 90039](#)

t 323.664.0202

f 323.664.0203

<http://www.tracystonearchitect.com>

DAY OF HEARING SUBMISSIONS