DEPARTMENT OF CITY PLANNING

RECOMMENDATION REPORT

City Planning Commission

Date: September 12, 2019
Time: after 8:30 a.m.
Place: Los Angeles City Hall
Council Chambers
200 N. Spring Street
Los Angeles, CA 90012

Public Hearing: July 24, 2019
Appeal Status: Density Bonus off-menu incentives are not appealable. Waiver of Dedication and Improvements is appealable by the applicant to City Council
Expiration Date: October 7, 2019
Multiple Approval: Yes

Case No.: CPC-2018-5164-DB-WDI
CEQA No.: ENV-2018-5165-CE
Incidental Cases: N/A
Related Cases: N/A
Council No.: 4 - Ryu
Plan Area: Hollywood
Specific Plan: N/A
Certified NC: Silver Lake
GPLU: Neighborhood Office Commercial
Zone: C4-1D

Applicant: George Kahwaji, Plantinum Triangle Group
Representative: Matthew Hayden, Hayden Planning

PROJECT LOCATION: 2771-2775 West Rowena Avenue & 2812 North Rokeby Street

PROPOSED PROJECT: The proposed project is the demolition of two (2) existing buildings and the construction, use and maintenance of a new, six-story, 60-foot tall, 39-unit, mixed-use development with four (4) units set aside for Very Low Income Households and 1,887 square feet of ground-floor commercial space. The project would provide a total of 38 automobile parking spaces, including 34 residential parking spaces and four (4) commercial parking spaces.

REQUESTED ACTION:

1) Pursuant to CEQA Guidelines, Section 15332 (Class 32), an Exemption from CEQA, and that there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies;

2) Pursuant to Los Angeles Municipal Code (LAMC) Section 12.22-A,25, a 35% Density Bonus for a Housing Development with a total of 39 units (with four [4] units - 12% of the base density set aside for Very Low Income Households) in lieu of the base density of 33 units; and pursuant to LAMC Section 12.22-A,25(g)(3), two (2) Off-Menu Incentives, as follows:

   a. Pursuant to LAMC Section 12.22-A,25(g)(3), an Off-Menu Incentive to permit a maximum FAR of 2.5:1 in lieu of the otherwise permitted 1:1; and

   b. Pursuant to LAMC Section 12.22-A,25(g)(3), an Off-Menu Incentive to permit 0.5 automobile parking spaces per unit (20 parking spaces) in lieu of the otherwise required 45 parking spaces; and

3) Pursuant to LAMC Section 12.37-I, a Waiver of Dedication and Improvements to allow for a 12-foot radius corner cut in lieu of the otherwise required 20-foot radius corner cut.

RECOMMENDED ACTIONS:

1) **Determine**, based on the whole of the record, the project is exempt from CEQA, pursuant to CEQA Guidelines, Section 15332 (Class 32), and that there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies;

2) **Approve** a 35% Density Bonus for a Housing Development with a total of 39 units (with four [4] units - 12% of the base density set aside for Very Low Income Households) in lieu of the base density of 33 units; and pursuant to LAMC Section 12.22-A,25(g)(3), two (2) Off-Menu Incentives, as follows:

   a. An Off-Menu Incentive to permit a maximum FAR of 2.5:1 in lieu of the otherwise permitted 1:1; and

   b. An Off-Menu Incentive to permit 0.5 automobile parking spaces per unit (20 parking spaces) in lieu of the otherwise required 45 parking spaces;

3) **Approve** the **Waiver of Dedication and Improvements** to allow for a 12-foot radius corner cut in lieu of the otherwise required 20-foot radius corner cut;

4) **Adopt** the attached Conditions of Approval; and

5) **Adopt** the attached Findings.

VINCENT P. BERTONI, AICP
Director of Planning

Nicholas Hendricks
Senior City Planner

Oliver Netburn
City Planner

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

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PROJECT ANALYSIS

Project Summary

The proposed project is the demolition of two (2) existing commercial buildings and the construction, use and maintenance of a new, six-story, 60-foot tall, 39-unit, mixed-use development with four (4) units set aside for Very Low Income Households and 1,887 square feet of ground-floor commercial space. The project would a total of 38 automobile parking spaces, including 34 residential parking spaces and four (4) commercial parking spaces.

The project includes 32 one-bedroom units, and seven (7) two-bedroom units. Pursuant to LAMC Section 12.21-G, 4,075 square feet of open space is required. The project provides approximately 4,771 square feet of open space. Common open space includes a garden located within the rear yard, and outdoor patios and an indoor lounge of the 6th floor. Private open space throughout the project includes 1,950 square feet of balconies. Included within the open space provided will be 705 square feet of landscaping.

The project will provide a total of 38 automobile parking space within two (2) levels of parking. Due to the slope of the site, the lower parking level is located the same grade level as Rowena Avenue and partially subterranean along Rokeby Street; the upper parking level is located partially above grade along Rokeby Street. Access to the two (2) parking levels is via two (2) two-way driveway along Rokeby Avenue. The project will also provide 47 bicycle parking spaces, including 41 long-term and six (6) short-term spaces.

The project consists of the following:

Project Summary	Total
Residential Units	
Base Density	*33 units (rounded up from 32.2)*
18% Density Bonus	*39 units (rounded up from 38.94)*
12% Very Low Income Household	*4 units*
Proposed Units	
1-Bedroom	*32 units*
2-Bedroom	*7 units*
Total Units	**39** *units*
Open Space	
Rear Yard Garden	*600 sf*
6th Floor Patios	*1,430 sf*
6th Floor Lounge	*791 sf*
Private Open Space (balconies)	*1,950 sf*
Required Open Space	**4,075 sf**
Total Open Space Provided	**4,771 sf**
Parking	
Code-Required Automobile Parking - Residential	
1-Bedroom	*34 spaces*
2-Bedroom	*11 spaces*
Total Code-Required Automobile Parking - Residential	**45 spaces**
Off-Menu Incentive for 0.5 Automobile Parking Space per Unit - Residential	
39 Units	*20 spaces (rounded up from 19.5)*
Total Density Bonus Required Automobile Parking - Residential	**20 spaces**
Required Automobile Parking - Commercial	

Project Summary	Total
General Commercial (1,887 sf)	*4 spaces*
Total Required Automobile Parking - Commercial	**4 spaces**
Total Required Automobile Parking	**28 spaces**
Total Provided Automobile Parking	**38 spaces**
Required Bicycle Parking	
Long Term - Residential	*39 spaces*
Short Term - Residential	*3 spaces*
Long Term - Commercial	*2 spaces*
Short Term - Commercial	*2 spaces*
Total Required Bicycle Parking	**46 spaces**
Total Provided Bicycle Parking	**47 spaces**

The applicant is setting aside four (4) units (12% of the base density) for Very Low Income Households and therefore is entitled to a 35% Density Bonus, however the applicant is only utilizing an 18% Density Bonus for a total of 39 units. The applicant has also requested the following two (2) Off-Menu Incentives:

1. Pursuant to LAMC Section 12.22-A,25(g)(3), an Off-Menu Incentive to permit a maximum FAR of 2.5:1 in lieu of 1:1 in the C4-1D Zone; and

2. Pursuant to LAMC Section 12.22-A,25(g)(3), an Off-Menu Incentive to permit 0.5 automobile parking spaces per unit (20 parking spaces) in lieu of the otherwise required 45 parking spaces.

The applicant has also requested a Waiver of Dedication and Improvements, pursuant to LAMC Section 12.37-I to allow for a 12-foot radius corner cut in lieu of the otherwise required 20-foot radius corner cut.

Background

The subject property is a slightly-sloping, irregular-shaped corner lot consisting of 12,892 square feet of lot area with a frontage of 101 feet along the north side of Rowena Avenue, and 176 feet along the east side of Rokeby Street. The subject property is currently developed with a one-story single-family home with an attached garage, and a one-story commercial building fronting along Rowena Avenue with surface parking spaces provided in the rear. The existing buildings will be demolished, in conjunction with the construction of the proposed development.

The property is located within a Very High Fire Hazard Severity Zone, a Special Grading Area, and a Liquefaction Zone. The site is 0.85 kilometers from the Hollywood Fault.

General Land Use Designation

The Hollywood Community Plan designates the subject property for Neighborhood Office Commercial land use, corresponding to the C1, C2, C4, P, RAS3, and RAS4 Zones. The subject property is zoned C4-1D.

Surrounding Properties:

Surrounding properties are generally developed with single- and multi-family dwellings, commercial uses and public facilities. The property to the north is zoned C4, and is developed with a two-story commercial building. The property to the east is zoned C4, and is developed with

a Los Angeles Fire Station No. 56. The properties to the south, across Rowena Avenue, are zoned C2, and are developed with one- and two-story residential and commercial uses, and a vacant lot. The properties to the west, across Rokeby Street, are zoned C4 and DR1.5, and are developed with automobile repair facility and a one- and two-story residential building.

Streets and Circulation:

Rowena Avenue, abutting the property to the south, is designated a Modified Avenue II, dedicated to a width of 90 feet and improved with roadway, curb, gutter and sidewalks.

Rokeby Street, abutting the property to the west, is a Local Street dedicated to a width of 60 feet and improved with roadway, curb, gutter, and sidewalks.

Relevant Cases:

Subject Property:

Case No. CPC-1986-831-GPC - On March 29, 1989, the City Council adopted an ordinance establishing a "D" Limitation limiting the total floor area contained in all buildings on a lot shall not to exceed one (1) times the buildable area of the lot. (Ordinance No. 164,697; effective May 16, 1989)

Surrounding Properties:

Case No. TT-64620-DB - On July 27, 2007, the Advisory Agency approved a Tentative Tract Map and Density Bonus for a 15-unit residential condominium including two-units set aside units for Very Low-income, located at 2844 Rowena Avenue.

Case No. DIR-2018-2650-WDI - On October 24, 2018, the Director of City Planning approved a Waiver of Street Dedication and/or improvement for the east side of Glendale Boulevard and the north side of Waverly Drive which adjoins the project site's street frontage, located at 2811 West Waverly Drive.

Density Bonus/Affordable Housing Incentives Program

In accordance with California Government Code Section 65915 and LAMC Section 12.22-A,25, in exchange for setting aside a minimum percentage of the project's units for affordable housing, the project is eligible for a density bonus, reduction in parking, and incentives allowing for relief from development standards. The applicant has requested to utilize the provisions of City and State Density Bonus laws as follows:

Density

By setting aside 12% of its base density units for very-low income households, LAMC Section 12.22-A.25 allows a 35% density bonus in proposed residential units. The subject property is zoned C4-1D and limited to a maximum density of one (1) dwelling unit per 400 square feet of lot area. With a lot area totaling 12,892 square feet, the project has a base density of 33 units (12,892 ÷ 400 = 32.2 rounded up to 33). By setting aside 12% of the base density (or four [4] units), the project is entitled to a 35% density bonus, or an increase of 12 units, for a total of 45 residential units. The applicant has proposed 39 units, or a density bonus increase of 18%.

Incentives

As previously stated, the project will set aside four (4) units or 12% of the base density for Very-Low Income Households and therefore, under both Government Code Section 65915 and the LAMC, is entitled to two (2) incentives. The applicant has requested two (2) off-menu incentives, described as follows:

a. Off-Menu Floor Area Ratio (FAR) Incentive. The request includes an increase in FAR to allow for an FAR of 2.5:1 across the entire site. The subject site is zoned C4-1D with a "D" Limitation that limits the maximum FAR to 1:1. Through the requested off-menu incentive, with a floor area ratio of 2.5:1, the project is able to construct the proposed mixed-use development with a total of 39 units (including four [4] units set aside for Very Low Income Households) in the C4-1D Zone.

b. Off-Menu Parking Incentive. The request includes a reduction in the required parking to 0.5 automobile parking spaces per unit (for a total of 20 spaces) in lieu of the otherwise required 45 pursuant to LAMC Section 12.21-A,4. Through the requested off-menu incentive, while the project would be required to 24 parking spaces (20 residential spaces and [4] four commercial spaces), the project would provide 38 spaces.

Density Bonus Legislation Background

Pursuant to Government Code Section 65915(c)(3) and Assembly Bills 2222 and 2556, applicants of Density Bonus projects filed as of January 1, 2015 must demonstrate compliance with the housing replacement provisions which require replacement of rental dwelling units that either exist at the time of application of a Density Bonus project, or have been vacated or demolished in the five-year period preceding the application of the project. This applies to all pre-existing units that have been subject to a recorded covenant, ordinance, or law that restricts rents to levels affordable to persons and families of lower or very low income; subject to any other form of rent or price control; or occupied by Low or Very Low Income households.

Pursuant to the Determination made by the Los Angeles Housing and Community Investment Department (HCIDLA) dated April 16, 2019 and attached to the subject case file, HCIDLA has determined that the subject property is improved with an commercial building and a single-family dwelling. AB 2556 does not apply to commercial properties, or single-family dwellings, so no AB 2556 replacement affordable units are required.

Public Hearing and Communications

A public hearing was held by the Hearing Officer at City Hall in downtown Los Angeles on Monday, July 24, 2019, for Case No. CPC-2018-5164-DB.

The public hearing was attended by the applicant, the applicant's representatives, the project architect, and members of the public.

The applicant presented the project as was originally proposed. The applicant indicated that due to concerns from the community, the project was reduced from 43 units to 39 units, from 1,887 square feet of commercial floor area to 1,180 square feet, and the automobile parking was increased from 26 spaces to 44 spaces. As a result of the increased number of parking spaces, the project was redesigned to include a curb cut along Rowena Avenue to provide access to the lower parking level.

Testimony from the public was generally concerned with the construction-related impacts, as well as the lack of parking for the proposed project, the increased burden on the traffic in the immediate area, and the overall size of the proposed project.

During the hearing, the Hearing Officer encouraged the applicant to redesign the project such that it would not require vehicular access from Rowena Avenue. The applicant also discussed the potential for requested a Waiver of Dedication and Improvements for the 20-foot corner cut radius only.

At the close of the public hearing, the Hearing Officer announced the proposed City Planning Commission meeting date of September 12, 2019 and encouraged all interested parties to sign in to receive future notification and determinations on the proposed project.

Staff received eight (8) emails and letters from the general public in opposition of the proposed project. No emails or letters from the general public were submitted in support.

The Silver Lake Neighborhood Council submitted a letter, dated March 14, 2019, indicating support for the subject to the increased the number of parking spaces to 42.

Issues

Waiver of Dedication and Improvements

Subsequent to the initial public hearing held on July 24, 2019, the applicant filed for a Waiver of Dedication and Improvement for the 20-foot radius corner cut. Because the request was not considered as part of the initial public hearing, a limited public hearing is required before the City Planning Commission. The request for the Waiver of Dedication and Improvement would not affect the 5-foot dedication along Rowena Avenue, but only the radius corner cut, reducing it from 20 feet to 12 feet. The dedication is not necessary to meet the City's mobility needs and the reduction of the dedication to a 12-foot radius corner cut allow for better interaction of the proposed building at the ground floor level and the public right-of-way.

Professional Volunteer's Program (PVP)

The proposed project was reviewed by the Urban Design's Professional Volunteer's Program (PVP) on July 16, 2019. The following includes a list of comments provided by PVP, following by the applicant's response:

- Eliminate the driveway along Rowena Avenue.
- Better integrate the parking levels with the residential floor above.
- Seek the Waiver of Dedication for the corner cut.
- Add more commercial floor area.

The proposed project was reviewed by the Urban Design's Professional Volunteer's Program (PVP) on July 16, 2019. The following includes a list of comments provided by PVP, following by the applicant's response:

The applicant has eliminated the driveway along Rowena and has requested a waiver of dedication of the corner cut to allow better use of the ground floor level with the sidewalk. The applicant has also reverted back to the originally proposed 1,887 square feet of commercial floor area.

Conclusion

Staff recommends that the City Planning Commission find, based on its independent judgment, after consideration of the entire administrative record, that the project is categorically exempt from

CEQA and approve the requested Density Bonus, the off-menu requests and the Waiver of Dedication and Improvements.

CONDITIONS OF APPROVAL

Pursuant to Section 12.22-A.25, of the Los Angeles Municipal Code, the following conditions are hereby imposed upon the use of the subject property:

A. Development Conditions:

1. Except as modified herein, the project shall be in substantial conformance with the plans and materials submitted by the applicant, stamped "Exhibit A," and attached to the subject case file. Minor deviations may be allowed in order to comply with the provisions of the LAMC or the project conditions. Changes beyond minor deviations required by other City Departments or the LAMC may not be made without prior review by the Department of City Planning, Expedited Processing Section, and written approval by the Director of City Planning. Each change shall be identified and justified in writing.

2. **Residential Density**. The project shall be limited to a maximum density of 39 dwelling units including Density Bonus Units.

3. **Affordable Units.**

   a. A minimum of 10% of a base density of 33 units shall be reserved as affordable units for Very Low Income Households, as defined by Government Code Section 65915(c)(2).

   b. **Changes in Restricted Units.** Deviations that increase the number of restricted affordable units or that change the composition of units or change parking numbers shall be consistent with LAMC Section 12.22-A,25.

4. **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 10% of the site's base density units available to Very Low Income Households, for sale or rental as determined to be affordable to such households by HCIDLA for a period of 55 years. 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.

5. **Parking**.

   a. **Automobile Parking.** The automobile parking shall be provided in conformance with Condition No. 6.a.

   b. **Unbundling.** Required parking may be sold or rented separately from the units, with the exception of all Restricted Affordable units which shall include any required parking in the base rent or sales price, as verified by HCIDLA.

   c. **Adjustment of Parking.** In the event that the composition of residential changes (i.e. the number of bedrooms), or the applicant selects another Parking Option (including Bicycle Parking Ordinance) and no other Condition of Approval or incentive is affected, then no modification of this determination shall be necessary, and the number of

parking spaces shall be re-calculated by the Department of Building and Safety based upon the ratios set forth pursuant to LAMC Section 12.22-A,25.

d. **Bicycle Parking.** Bicycle parking shall be provided in compliance with LAMC Section 12.21-A,16 and to the satisfaction of the Department of Building and Safety.

6. **Incentives.**

a. A maximum FAR of 2.5:1 shall be permitted.

b. The project shall provide 0.5 automobile parking spaces per unit. Commercial automobile parking shall be provided in conformance with the LAMC.

7. **Landscaping**.

a. Submit a revised Landscape Plan showing a minimum 48-inch deep planter for any trees planted on any rooftop or podium.

b. All open areas not used for buildings, driveways, parking areas, or recreational facilities or walks shall be attractively landscaped and maintained in accordance with a landscape development plan and an automatic irrigation plan, prepared by a licensed Landscape Architect and to the satisfaction of the decision maker.

8. **Solar Panels.** Solar panels shall be installed on the project's rooftop space to be connected to the building's electrical system. A minimum 15% of the roof area shall be reserved for the installation of a solar photovoltaic system, to be installed prior to the issuance of a certificate of occupancy, in substantial conformance with the plans stamped "Exhibit A".

9. **Electric Vehicle Parking.** The project shall include at least twenty percent (20%) of the total parking spaces provided for all types of parking facilities, but in no case less than one location, shall be capable of supporting future electric vehicle supply equipment (EVSE). Plans shall indicate the proposed type and location(s) of EVSE and also include raceway method(s), wiring schematics and electrical calculations to verify that the electrical system has sufficient capacity to simultaneously charge all electric vehicles at all designated EV charging locations at their full rated amperage. Plan design shall be based upon Level 2 or greater EVSE at its maximum operating capacity. Of the 20% EV Ready, five (5) percent of the total parking spaces shall be further provided with EV chargers to immediately accommodate electric vehicles within the parking areas. When the application of either the 20% or 5% results in a fractional space, round up to the next whole number. A label stating "EVCAPABLE" shall be posted in a conspicuous place at the service panel or subpanel and next to the raceway termination point.

10. **Lighting.** Outdoor lighting shall be designed and installed with shielding, such that the light source cannot be seen from adjacent residential properties, the public right-of-way, nor from the above.

11. **Graffiti.** All graffiti on the site shall be removed or painted over to match the color of the surface to which it is applied within 24 hours of its occurrence.

12. **Roof Structures.** Any structures on the roof, such as air conditioning units and other mechanical equipment, shall be fully screened (with such screening material incorporated in the design of the project) from public right of way and adjoining properties. The building

parapet may be used to screen mechanical equipment as long as it fully obstructs the view of the mechanical equipment from abutting properties.

B. Administrative Conditions

13. **Approvals, Verification and Submittals**. Copies of any approvals, guarantees or verification of consultations, reviews or approval, plans, etc, as may be required by the subject conditions, shall be provided to the Department of City Planning for placement in the subject file.

14. **Code Compliance.** All area, height and use regulations of the zone classification of the subject property shall be complied with, except wherein these conditions explicitly allow otherwise.

15. **Covenant.** Prior to the issuance of any permits relative to this matter, an agreement concerning all the information contained in these conditions shall be recorded in the County Recorder's Office. The agreement shall run with the land and shall be binding on any subsequent property owners, heirs or assign. The agreement must be submitted to the Department of City Planning for approval before being recorded. After recordation, a copy bearing the Recorder's number and date shall be provided to the Department of City Planning for attachment to the file.

16. **Definition.** Any agencies, public officials or legislation referenced in these conditions shall mean those agencies, public offices, legislation or their successors, designees or amendment to any legislation.

17. **Enforcement.** Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Department of City Planning and any designated agency, or the agency's successor and in accordance with any stated laws or regulations, or any amendments thereto.

18. **Building Plans.** A copy of the first page of this grant and all Conditions and/or any subsequent appeal of this grant and its resultant Conditions and/or letters of clarification shall be printed on the building plans submitted to the Development Services Center and the Department of Building and Safety for purposes of having a building permit issued.

19. **Corrective Conditions.** The authorized use shall be conducted at all times with due regard for the character of the surrounding district, and the right is reserved to the City Planning Commission, or the Director pursuant to Section 12.27.1 of the Municipal Code, to impose additional corrective conditions, if, in the Commission's or Director's opinion, such conditions are proven necessary for the protection of persons in the neighborhood or occupants of adjacent property.

20. **Expedited Processing Section.** Prior to the clearance of any conditions, the applicant shall show proof that all fees have been paid to the Department of City Planning, Expedited Processing Section.

21. **Indemnification and Reimbursement of Litigation Costs.**

Applicant shall do all of the following:

a. Defend, indemnify and hold harmless the City from any and all actions against the City relating to or arising out of, in whole or in part, the City's processing and approval of this entitlement, including but not limited to, an action to attack, challenge, set aside,

void, or otherwise modify or annul the approval of the entitlement, the environmental review of the entitlement, or the approval of subsequent permit decisions, or to claim personal property damage, including from inverse condemnation or any other constitutional claim.

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

c. Submit an initial deposit for the City's litigation costs to the City within 10 days' notice of the City tendering defense to the Applicant and requesting a deposit. The initial deposit shall be in an amount set by the City Attorney's Office, in its sole discretion, based on the nature and scope of action, but in no event shall the initial deposit be less than $50,000. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (b).

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

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

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

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

For purposes of this condition, the following definitions apply:

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

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

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

FINDINGS

Density Bonus/Affordable Housing Incentives Compliance Findings

1. Pursuant to Section 12.22-A,25 of the LAMC and Government Code 65915, the Director shall approve a density bonus and requested incentive(s) unless the director finds that:

*a. The incentives **do not** result in identifiable and actual cost reductions 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.*

The record does not contain substantial evidence that would allow the City Planning Commission to make a finding that the requested incentives do not result in identifiable and actual cost reduction to provide for affordable housing costs per State Law. The California Health & Safety Code Sections 50052.5 and 50053 define formulas for calculating affordable housing costs for very low, low, and moderate income households. Section 50052.5 addresses owner-occupied housing and Section 50053 addresses rental households. Affordable housing costs are a calculation of residential rent or ownership pricing not to exceed 25 percent gross income based on area median income thresholds dependent on affordability levels.

The project provides 12% very-low income units to qualify for two (2) incentives. The list of on-menu incentives in LAMC Section 12.22-A,25 was pre-evaluated at the time the Density Bonus Ordinance was adopted to include types of relief that minimize restrictions on the size of the project. As such, the Department of City Planning will always arrive at the conclusion that the density bonus on-menu incentives are required to provide for affordable housing costs because the incentives, by their nature, increase the size of the project. The project does not include any request for on-menu incentives.

The off-menu incentive requests for an increase FAR to a maximum of 2.5:1 in lieu of 1:1, and to require 0.5 automobile parking spaces per unit in lieu of the otherwise required by the LAMC, are is not expressed in the Menu of Incentives per LAMC Section 12.22-A,25(f) and, as such, is subject to LAMC Section 12.22-A,25(g)(3). The requested incentives allow the developer to expand the building envelope and increase the habitable space so the additional and affordable units can be constructed and the overall space dedicated to residential uses is increased. These incentives support the applicant's decision to set aside four (4) dwelling units for Very Low Income Households for 55 years.

*b. The incentives **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.*

There is no substantial evidence in the record that the proposed incentives 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)). As required by Section 12.22-A,25(e)(2), the project meets the eligibility criterion that is required for density bonus projects. The project also does not involve a contributing structure in a designated Historic Preservation Overlay Zone or on the City of Los Angeles list of Historical-Cultural Monuments. Therefore, there is no substantial evidence that the proposed incentive(s)/waiver(s) will have a specific adverse impact on public health and safety.

*c. The incentives **are contrary** to state or federal law.*

There is no substantial evidence in the record that the proposed incentives are contrary to state or federal law.

Waiver of Dedication and Improvements Findings

In order for the waiver of dedication and improvements to be granted, one (1) of the legally mandated findings delineated in LAMC Section 13.37-I must be made in the affirmative.

2. The dedication or improvement is not necessary to meet the City's mobility needs for the next 20 years based on guidelines the Streets Standards Committee has established.

The required 20-foot radius corner cut at the intersection of Rowena Avenue and Rokeby Street is not necessary to meet the City's mobility needs for the next 20 years. The 20-foot radius corner cut is a standard radius for streets that intersection at 90 degrees, however the intersection at Rowena Avenue and Rokeby Street is more acute that 90 degrees, resulting in a corner cut that exceeds the standard. The Complete Streets Design Guide states that, "[a] smaller curb radius can be considered on any street. Smaller curb radii are especially beneficial in areas with high pedestrian volumes such as commercial districts, school zones, and intersections with high pedestrian/vehicle collision rates." (page 171) The subject property is located approximately 700 feet east of an elementary school (Ivanhoe Elementary School) along Rowena Avenue, and properties along Rowena Avenue includes a mixture of multi-family and commercial uses.

In addition, larger corner radii are intended for roadways with high truck volumes. The intersection of Rowena Avenue and Rokeby Street and the corner at the subject property does not experience high truck volumes as Rokeby Street is a Local Street which only provides access to Waverly Avenue, a Collector Street through a residential neighborhood.

Therefore allowing a 12-foot radius corner cut at the intersection of Rowena Avenue and Rokeby Street not necessary to meet the City's mobility needs for the next 20 years based on guidelines the Streets Standards Committee has established.

3. Environmental Finding.

Pursuant to Section 21084 of the Public Resources Code, the Secretary for the Natural Resources Agency found certain classes of projects not to have a significant effect on the environment and declared them to be categorically exempt from the requirement for the preparation of environmental documents.

The project meets the conditions for a Class 32 Exemption found in CEQA Guidelines, Section 15332 (In-Fill Development Projects), and none of the exceptions to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 apply.

Conditions for a Class 32 Exemption

Class 32 consists of projects characterized as in-fill development meeting the conditions described below:

1) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with the applicable zoning designation and regulations;

2) The proposed developed occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses;

3) The project site has no value as habitat for endangered, rare or threatened species;

4) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality; and

5) The site can be adequately served by all required utilities and public services.

The project is the demolition of two (2) existing building, one (1) single-family residential building and one (1) commercial building, and the construction, use and maintenance of a six-story, 60-foot tall, 39-unit, mixed-use development with four (4) units set aside for Very Low Income Households and 1,887 square feet of ground-floor commercial space within the Silver Lake community. The proposed project is characterized as in-fill development, and therefore qualifies for the Class 32 Categorical Exemption.

The project is located within the Hollywood Community Plan which designates the subject property for Neighborhood Office Commercial land use, corresponding to the C1, C2, C4, P, RAS3, and RAS4 Zones. The subject property is zoned C4-1D. The proposed mixed-use development with 12% of the base density set aside for Very Low Income Households is consistent with the applicable general plan land use designation and all applicable general plan policies as well as with the applicable zoning designation and regulations.

The subject site is wholly within the City of Los Angeles and approximately 0.292 acres total in size. Lots surrounding the subject property are developed with single- and multi-family dwellings and commercial uses. The site is currently developed and surrounded by development and therefore has no value as a habitat for endangered, rare or threatened species. There are no protected trees on-site.

The project would not result in any significant effects related to traffic, noise, air quality, or water quality.

- A Traffic Study, prepared by Rifkin Transportation Planning Group and dated December 13, 2018, indicated that the traffic from the proposed project would not result in any significant impacts to the surrounding traffic and circulation. This conclusion was affirmed by the Department of Transportation in a letter dated January 20, 2019.

- An Air Quality Technical Report, prepared by Ganddini Group, Inc, and dated May 3, 2019, indicated that the project would not result in any significant air quality impacts.

- A Noise Technical Report, prepared by Ganddini Group, Inc and dated April 1, 2019, indicated that the project would not result in any significant noise impacts.

- The project will be subject to Regulatory Compliance Measures, which require compliance with the City of Los Angeles Noise Ordinance, pollutant discharge, dewatering, stormwater conditions; and Best Management Practices for stormwater runoff.

The project site is currently and will continue to be adequately served by all public utilities and services. The proposed project is required to adhere to all applicable regulatory compliance measures during construction, operation and maintenance of the proposed buildings.

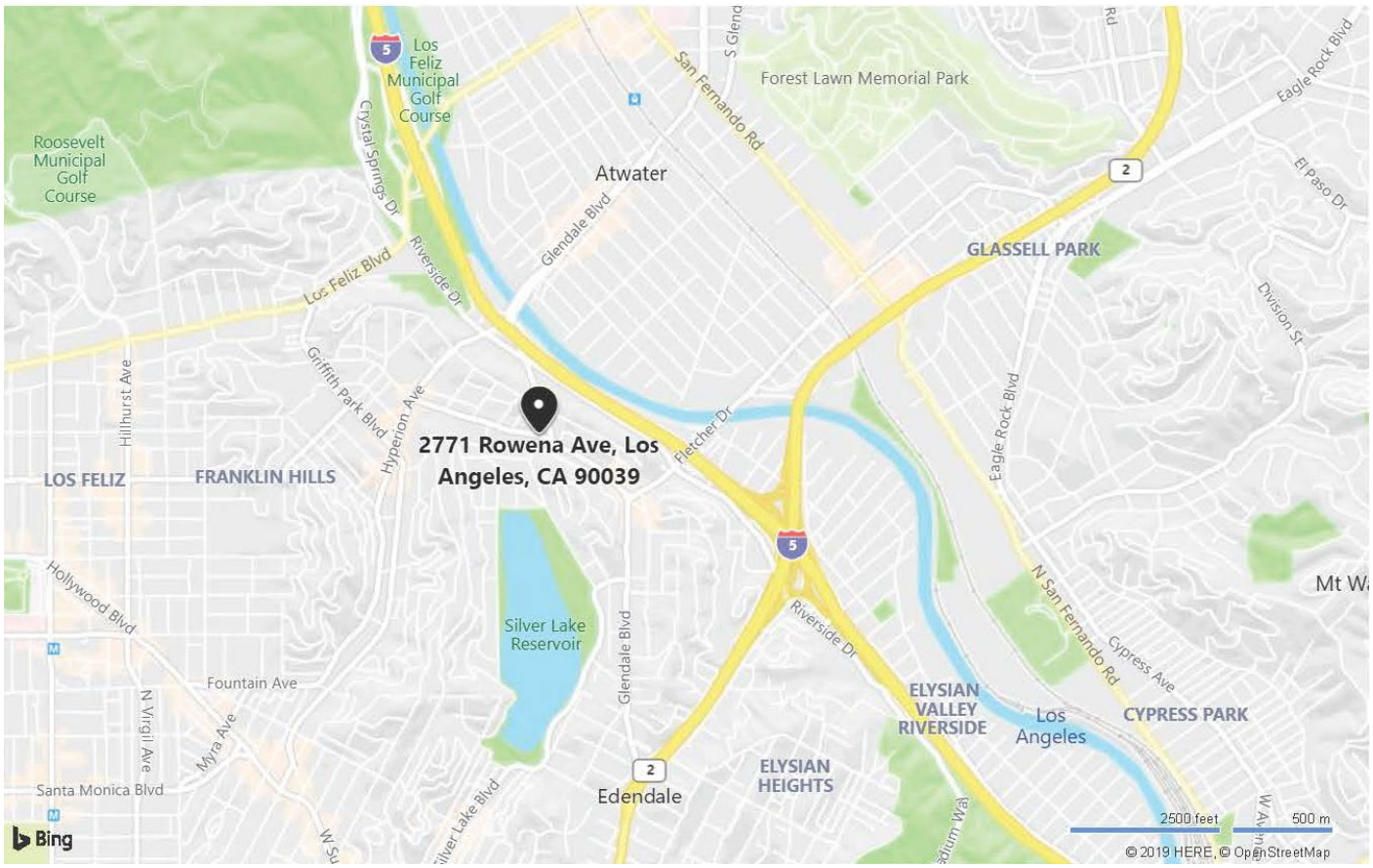
Exceptions to Categorical Exemptions

There are six (6) exceptions to categorical exemptions must be considered in order to find a project exempt from CEQA: (a) Location; (b) Cumulative Impacts; (c) Significant Effect; (d) Scenic Highways; (e) Hazardous Waste Sites; and (f) Historical Resources.

The project is not located on or near any environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies. There is not a succession of known projects of the same type and in same place as the subject project. The project would not reasonably result in a significant effect on the environment due to unusual circumstances. The project is not located near a State Scenic Highway. Furthermore, according to Envirostor, the State of California's database of Hazardous Waste Sites, neither the subject site, nor any site in the vicinity is identified as an active hazardous waste site. Lastly, the project site has not been identified as a historic resource by local or state agencies, and the project site has not been determined to be eligible for listing in the National Register or Historic Places, California Register of Historical Resources, the Los Angles Historic-Cultural Monuments Register, and/or any local register, and was not found to be a potential historic resource based on the City's HistoricPlacesLA website or SurveyLA, the citywide survey of Los Angeles.

Maps

Vicinity Map



Radius Map



LEGAL: LOT 51, BLOCK 14, IVANHOE (M.R. 17-65-68)

C.D. 4
C.T. 1882.01
P.A. HOLLYWOOD

OFF-MENU DENSITY BONUS

Zoning Map

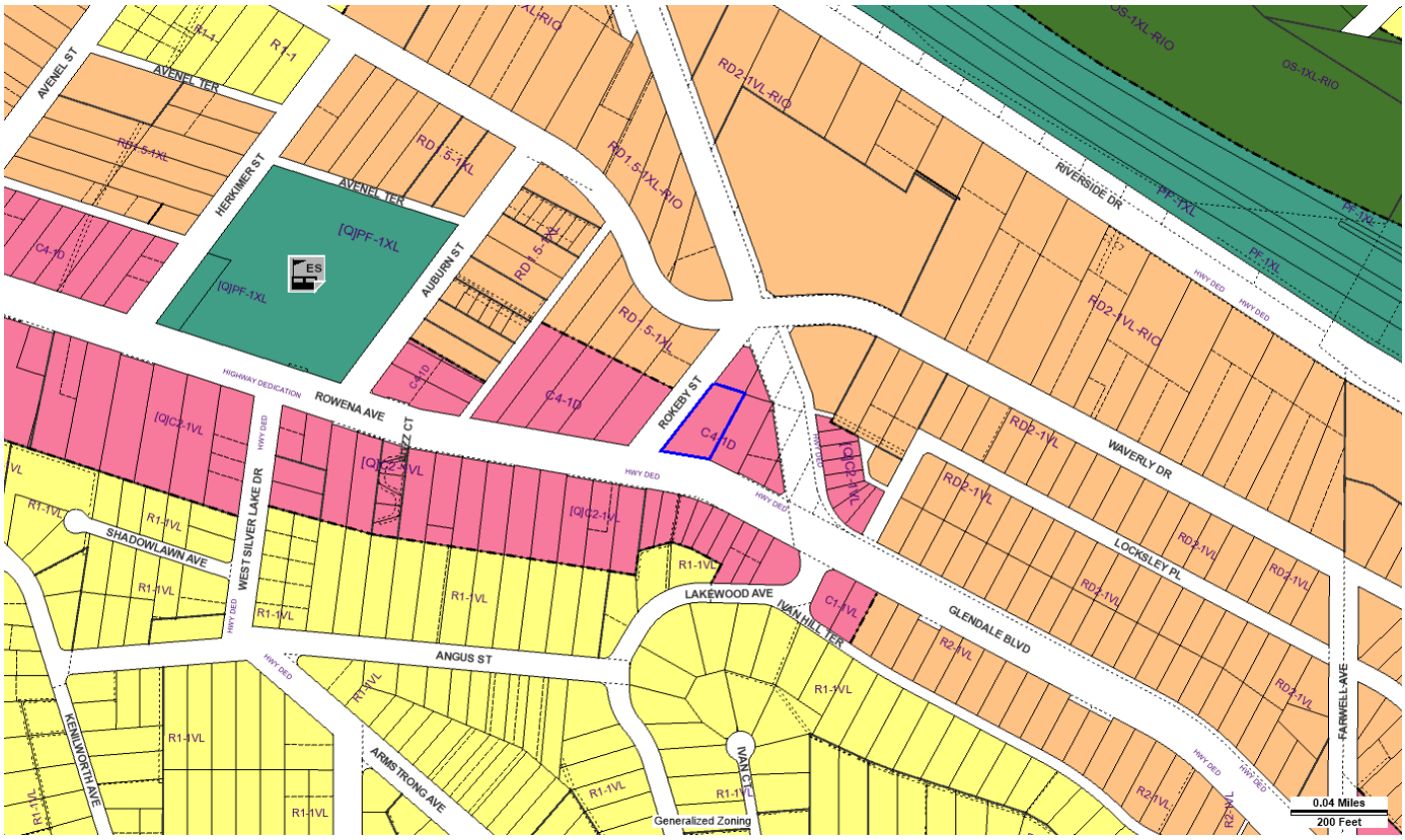

AVENEL ST
AVENEL TER
HERKIMER ST
AUBURN ST
[Q]PF-1XL
C4-1D
R1-1
RD1.5-1XL
RD1.5-1VL-RIO
RD2-1VL-RIO
OS-1XL-RIO
PF-1XL
RIVERSIDE DR
HIGHWAY DEDICATION
ROWENA AVE
ROKEBY ST
[Q]C2-1VL
WEST SILVER LAKE DR
SHADOWLAWN AVE
R1-1VL
RD2-1VL
WAVERLY DR
LOCKSLEY PL
LAKEWOOD AVE
IVAN HILL TER
GLENDALE BLVD
C1-1VL
R2-1VL
ANGUS ST
KENILWORTH AVE
ARMS TRONG AVE
IVAN CT
FARWELL AVE
HWY DED
Generalized Zoning
0.04 Miles
200 Feet

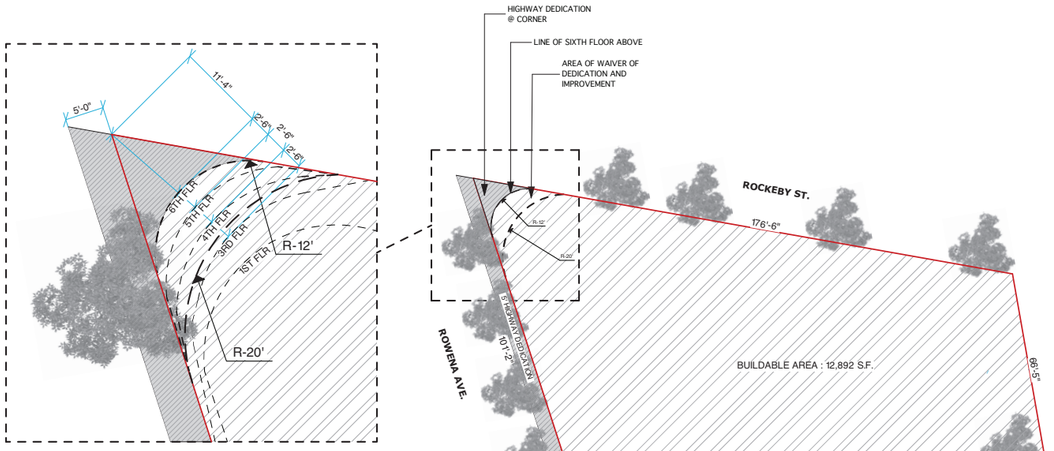
Exhibit A

Site Plan, Floor Plans, Elevations and Landscape Plan

KAHWAJI BUILDING

2771 ROWENA AVE. LOS ANGELES, CA 90039





CANTILEVERED FLOOR PLATES AT CORNER

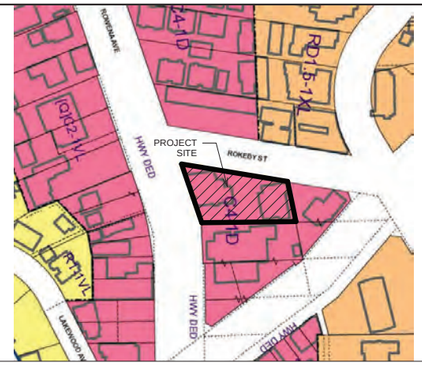
BUILDABLE AREA SITE PLAN

APPLICANT INFORMATION:
GEORGE KAHWAJI

OWNER INFORMATION:
MICHEL N. KAHWAJI & JOANNE KAHWAJI
202 NORTH CANON DRIVE. BEVERLY HILLS, CA 90210

ARCHITECT INFORMATION:
NEST ARCHITECTURE INC.
KIP KELLY, AIA
4248 OVERLAND AVE. SUITE 250 CULVER CITY, CA 90230
310.559.9900
kip@nestarchitecture.com

VICINITY MAP



CAR PARKING

RESIDENTIAL	39 UNITS @ 1/2 SPACE / UNIT (INCENTIVE)=20 SPACES	
COMMERCIAL	1,887 S.F. @ 1 SPACE /250 S.F. =	8 SPACES
	TOTAL =	**28 SPACES**
ADDITIONAL PARKING	**=**	**10 SPACES**

NOTE:
5% PARKING (**2 SPACES**) W/EV CHARGING +15% (**6 SPACES**) WIRED FOR FUTURE USE

BICYCLE PARKING

LEVEL	REQUIRED		PROVIDED	
	SHORT	LONG	SHORT	LONG
COMMERCIAL	2 MIN.	2 MIN.	2	2
RESIDENTIAL	1-25 (1/10) = 2.5 26-100 (1/15) = 1	1-25 (1/1) =25 26-100 (1/1.5) = 10	4	38
TOTAL	**5**	**37**	**6**	**40**

OPEN SPACE CALCULATION

REQUIRED	
32 - 1 BEDROOM X 100 S.F. PER UNIT	3,200 S.F.
7 - 2 BEDROOMS X 125 S.F. PER UNIT	875 S.F.
	4,075 S.F.
PRIVATE BALCONIES	
ALLOW 50 S.F. / PRIVATE BALCONY	
39 BALCONIES X 50 S.F. EACH (MIN. 6' EACH DIRECTION) =	1,950 S.F.
REAR GARDEN @ CORNER 15 X 40 =	600 S.F.
SIXTH FLOOR: COMMUNITY GARDEN	750 S.F.
COMMUNITY GARDEN	680 S.F.
RECREATION ROOM	791 S.F.
	2,821 S.F.
TOTAL PROVIDED:	4,771 S.F.

LANDSCAPE

REQUIRED	1 TREE / 4 UNITS = 10 TREES
PROVIDED	12

SHEET INDEX

ARCHITECTURAL	
G-001	COVER SHEET
A-101	SITE PLAN / FIRST FLOOR PLAN
A-102	SECOND FLOOR PLAN
A-103	THIRD FLOOR PLAN
A-104	FOURTH FLOOR PLAN
A-105	FIFTH FLOOR PLAN
A-106	SIXTH FLOOR PLAN
A-107	ROOF PLAN
A-201	SOUTH & WEST ELEVATIONS
A-202	EAST & NORTH ELEVATIONS
A-301	SECTIONS
A-401	OPEN SPACE DIAGRAMS
LANDSCAPE	
L-110	LANDSCAPE CONTEXT PLAN
L-111	LANDSCAPE SITE PLAN
L-112	SIXTH FLOOR LANDSCAPE PLAN
L-113	LANDSCAPE VIGNETTES

PROJECT INFORMATION

TOTAL LOT AREA:	12,892 S.F.
TYPES OF CONSTRUCTION:	I-A & V-A
OCCUPANCY GROUP(S):	R-2, S-2, B-2
ALLOWABLE AREA TYPE I-A (GROUP S-2):	UNLIMITED
ALLOWABLE AREA TYPE V-A (GROUP R-2):	16,000 S.F. / FLOOR
ALLOWABLE HEIGHT TYPE I-A (GROUP S-2):	UNLIMITED
ALLOWABLE HEIGHT TYPE V-A (GROUP R-2):	75'-0" (55' + 20')
ALLOWABLE NUMBER OF STORIES TYPE I-A (GROUP S-2):	UNLIMITED
PROPOSED NUMBER OF STORIES TYPE V-A (GROUP R-2):	5
NUMBER OF STORIES:	4 STORIES RESIDENTIAL OVER COMMERCIAL & PARKING. TOTAL 6 STORIES

PROJECT ADDRESS:
2771 ROWENA AVE. LOS ANGELES, CA 90039

PROJECT DESCRIPTION:
MIXED USE: FIRST FLOOR COMMERCIAL/ PARKING, SECOND FLOOR PARKING + 39 RESIDENTIAL UNITS ON THIRD FLOOR TO SIXTH FLOOR.

LEGAL DESCRIPTION:

ASSESSOR PARCEL NUMBER:	5434031005
BLOCK:	14
LOT:	51
TRACT:	IVANHOE

ZONING: **C4-1D**

FIRE SPRINKLER SYSTEM:
FULLY AUTOMATIC SPRINKLERS THROUGHOUT TO COMPLY WITH NFPA-13R

DENSITY CALCULATION

ALLOWED: 12,892/ 400 S.F. PER DWELLING UNIT = 32.23 = 33 UNITS
PROPOSED: 18% DENSITY BONUS = 38.94 = 39 UNITS
AFFORDABLE: 4 UNITS (12%) VERY LOW INCOME

UNIT SUMMARY

LEVEL	1 BEDROOM	2 BEDROOM	TOTAL
THIRD FLOOR	9	2	11
FOURTH FLOOR	9	2	11
FIFTH FLOOR	9	2	11
SIXTH FLOOR	5	1	6
TOTAL	**32**	**7**	**39**

FLOOR AREA CALCULATION

BUILDABLE AREA: 12,892 S.F.
FLOOR AREA RATIO: 2.5:1 (INCENTIVE)
FLOOR AREA ALLOWED: 32,745 S.F.
FLOOR AREA PROPOSED: 32,633 S.F.

UNIT TABULATION

TYPE	AREA	NUMBER	TOTAL AREA
1 BEDROOM - A	626 S.F.	6	3,756 S.F.
1 BEDROOM - B	603 S.F.	3	1,809 S.F.
1 BEDROOM - C	626 S.F.	3	1,878 S.F.
1 BEDROOM - D	559 S.F.	4	2,236 S.F.
1 BEDROOM - E	582 S.F.	4	2,328 S.F.
1 BEDROOM - F	592 S.F.	4	4,736 S.F.
1 BEDROOM - G	616 S.F.	4	2,464 S.F.
1 BEDROOM - H	592 S.F.	4	4,736 S.F.
2 BEDROOM - I	810 S.F.	4	3,240 S.F.
2 BEDROOM - J	863 S.F.	1	863 S.F.
2 BEDROOM - K	914 S.F.	1	914 S.F.
2 BEDROOM - L	975 S.F.	1	975 S.F.
TOTAL		**39**	**25,199 S.F.**

AREA TABULATION

TYPE	COMMERCIAL	RESIDENTIAL	COMMON	TOTAL	PARKING
FIRST FLOOR	1,887 S.F.	0 S.F.	539 S.F.	2,426 S.F.	6,922 S.F.
SECOND FLOOR	0 S.F.	0 S.F.	500 S.F.	500 S.F.	6,947 S.F.
THIRD FLOOR	0 S.F.	7,095 S.F.	1,301 S.F.	8,396 S.F.	0 S.F.
FOURTH FLOOR	0 S.F.	7,146 S.F.	1,018 S.F.	8,164 S.F.	0 S.F.
FIFTH FLOOR	0 S.F.	7,207 S.F.	1,018 S.F.	8,225 S.F.	0 S.F.
SIXTH FLOOR	0 S.F.	3,751 S.F.	1,171 S.F.	5,001 S.F.	0 S.F.
TOTAL	1,887 S.F.	25,199 S.F.	5,547 S.F.	**32,633 S.F.**	13,869 S.F.

ALLOWABLE HEIGHT: UNLIMITED
PROPOSED HEIGHT: 60'-0"

SETBACKS

	FRONT	WEST (STREET) SIDE	EAST SIDE	REAR
COMMERCIAL	NOT REQ'D	NOT REQ'D	NOT REQ'D	NOT REQ'D
RESIDENTIAL	NOT REQ'D	NOT REQ'D/MIXED USE	8'	17'

KAHWAJI BUILDING

2771 ROWENA AVE.
LOS ANGELES, CA 90039

nest
architecture inc
4248 overland ave. suite 250
culver city
california 90230
310 559 pn 9900
fx 7722

752-k willow st
lebanon
pennsylvania 17046
717 274 pn 9551
fx 9263

legend

- (N) WALL
- PROPERTY LINE
- SETBACK LINE
- CENTER LINE
- HIGHWAY ORIENTED COMMERCIAL
- LOW MEDIUM RESIDENTIAL
- LOW RESIDENTIAL

THE PROJECT SHALL BE CONSTRUCTED WITH AN OPERABLE RECYCLED WATER PIPE SYSTEM
FOR ONSITE GREY WATER USE, TO BE SERVED FROM ONSITE NON-POTABLE WATER SOURCE SUCH AS SHOWERS, WASHBASINS, OR LAUNDRY AND TO BE USED AS UNTREATED SUBSURFACE IRRIGATION FOR VEGETATION OR FOR COOLING EQUIPMENT. THE SYSTEM SPECIFICS SHALL BE DETERMINED AS REQUIRED, FEASIBLE BY DWP IN CONSULTATION WITH DCP.

issues and revisions

no.	date	issues and revisions	by	check
1	09/03/19	PROGRESS PRINTS	KP	KK

registration & signature

project : 2771 ROWENA AVE.	
project number	CA-14 2017
description	
A-001 COVER SHEET	
scale	AS NOTED
drawn	KP

All drawings and written material appearing herein constitute original and unpublished work of the architect and may not be duplicated, used, or disclosed without the written consent of the architect.

north arrow	drawing number
	G-001



1 FIRST FLOOR PLAN
SCALE: 1/8" = 1'-0"

KAHWAJI BUILDING

2771 ROWENA AVE
LOS ANGELES, CA 90039

nest
architecture inc
4248 overland ave. suite 250
culver city
california 90230
310 559 pn 9900
fx 7722

752-k willow st
lebanon
pennsylvania 17046
717 274 pn 9551
fx 9263

legend

- STRUCTURAL WALL
- SECONDARY WALL
- HIGHWAY DEDICATION
- BALCONY
- COMMON AREA
- STAIRS AND ELEVATORS
- BACKLIT STORAGE
- BUILDING ELEMENT ABOVE
- BUILDING ELEMENT BELOW
- CENTERLINE
- PROPERTY LINE
- SETBACK LINE

issues and revisions

no.	date	issues and revisions	by	check
1	09/03/19	ISSUE TO PLANNING DEPARTMENT	KP	KK

registration & signature

NOT FOR CONSTRUCTION

project: 2771 ROWENA AVE.

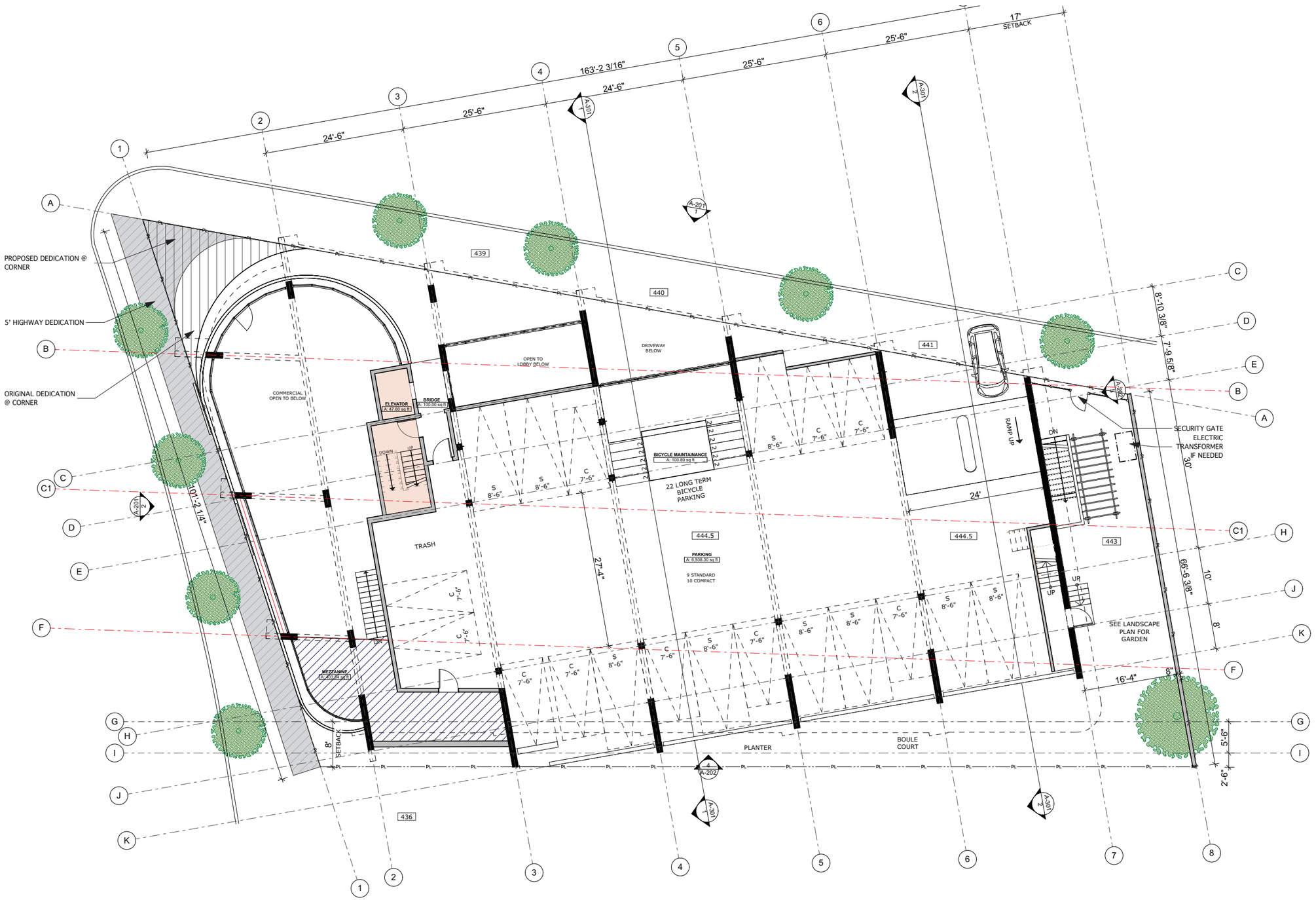
project number	CA-01 2015
description	

A-101 SITE PLAN / FIRST FLOOR PLAN

scale	AS NOTED
drawn	KP

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north arrow	drawing number
	A-101



1 SECOND FLOOR
SCALE: 1/8" = 1'-0"

KAHWAJI BUILDING

2771 ROWENA AVE
LOS ANGELES, CA 90039

nest
architecture inc
4248 overland ave. suite 250
culver city
california 90230
310 559 pn 9900
fx 7722

752-k willow st
lebanon
pennsylvania 17046
717 274 pn 9551
fx 9263

legend

- STRUCTURAL WALL
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- BUILDING ELEMENT BELOW
- CENTERLINE
- PROPERTY LINE
- SETBACK LINE

issues and revisions

no.	date	issues and revisions	by	check
1	09/03/19	ISSUE TO PLANNING DEPARTMENT	KP	KK

registration & signature

NOT FOR CONSTRUCTION

project: 2771 ROWENA AVE.

project number	CA-01 2015
description	

A-102 SECOND FLOOR PLAN

scale	AS NOTED
drawn	KP

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north arrow	drawing number
	A-102



1 THIRD FLOOR
SCALE: 1/8" = 1'-0"

KAHWAJI BUILDING

2771 ROWENA AVE
LOS ANGELES, CA 90039

nest
architecture inc
4248 overland ave. suite 250
culver city
california 90230
310 559 pn 9900
fx 7722

752-k willow st
lebanon
pennsylvania 17046
717 274 pn 9551
fx 9263

legend

- STRUCTURAL WALL
- SECONDARY WALL
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- COMMON AREA
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- BACKLIT STORAGE
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- BUILDING ELEMENT BELOW
- CENTERLINE
- PROPERTY LINE
- SETBACK LINE

issues and revisions

no.	date	issues and revisions	by	check
1	09/03/19	ISSUE TO PLANNING DEPARTMENT	KP	KK

registration & signature

NOT FOR CONSTRUCTION

project: 2771 ROWENA AVE.

project number	CA-01 2015
description	

A-103 THIRD FLOOR PLAN

scale	AS NOTED
drawn	KP

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north arrow	drawing number
	A-103



1 FOURTH FLOOR
SCALE: 1/8" = 1'-0"

KAHWAJI BUILDING

2771 ROWENA AVE
LOS ANGELES, CA 90039

nest
architecture inc
4248 overland ave. suite 250
culver city
california 90230
310 559 pn 9900
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- SETBACK LINE

issues and revisions

no.	date	issues and revisions	by	check
1	09/03/19	ISSUE TO PLANNING DEPARTMENT	KP	KK

registration & signature

NOT FOR CONSTRUCTION

project: 2771 ROWENA AVE.

project number	CA-01 2015
description	

A-104 FOURTH FLOOR PLAN

scale	AS NOTED
drawn	KP

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north arrow	drawing number
	A-104



1 FIFTH FLOOR
SCALE: 1/8" = 1'-0"

KAHWAJI BUILDING

2771 ROWENA AVE
LOS ANGELES, CA 90039

nest
architecture inc
4248 overland ave. suite 250
culver city
california 90230
310 559 pn 9900
fx 7722

752-k willow st
lebanon
pennsylvania 17046
717 274 pn 9551
fx 9263

legend

- STRUCTURAL WALL
- SECONDARY WALL
- HIGHWAY DEDICATION
- BALCONY
- COMMON AREA
- STAIRS AND ELEVATORS
- BACKLIT STORAGE
- BUILDING ELEMENT ABOVE
- BUILDING ELEMENT BELOW
- CENTERLINE
- PROPERTY LINE
- SETBACK LINE

issues and revisions

no.	date	issues and revisions	by	check
1	09/03/19	ISSUE TO PLANNING DEPARTMENT	KP	KK

registration & signature

NOT FOR CONSTRUCTION

project: 2771 ROWENA AVE.

project number	CA-01 2015
description	

A-105 FIFTH FLOOR PLAN

scale	AS NOTED
drawn	KP

All drawings and written material appearing herein constitute original and unpublished work of the architect and may not be duplicated, used, or disclosed without the written consent of the architect.

north arrow	drawing number
	A-105



1 SIXTH FLOOR
SCALE: 1/8" = 1'-0"

KAHWAJI BUILDING

2771 ROWENA AVE
LOS ANGELES, CA 90039

nest
architecture inc
4248 overland ave. suite 250
culver city
california 90230
310 559 pn 9900
fx 7722

752-k willow st
lebanon
pennsylvania 17046
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legend

- STRUCTURAL WALL
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- BUILDING ELEMENT BELOW
- CENTERLINE
- PROPERTY LINE
- SETBACK LINE

issues and revisions

no.	date	issues and revisions	by	check
1	09/03/19	ISSUE TO PLANNING DEPARTMENT	KP	KK

registration & signature

NOT FOR CONSTRUCTION

project: 2771 ROWENA AVE.

project number	CA-01 2015
description	

A-106 SIXTH FLOOR PLAN

scale	AS NOTED
drawn	KP

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north arrow	drawing number
	A-106

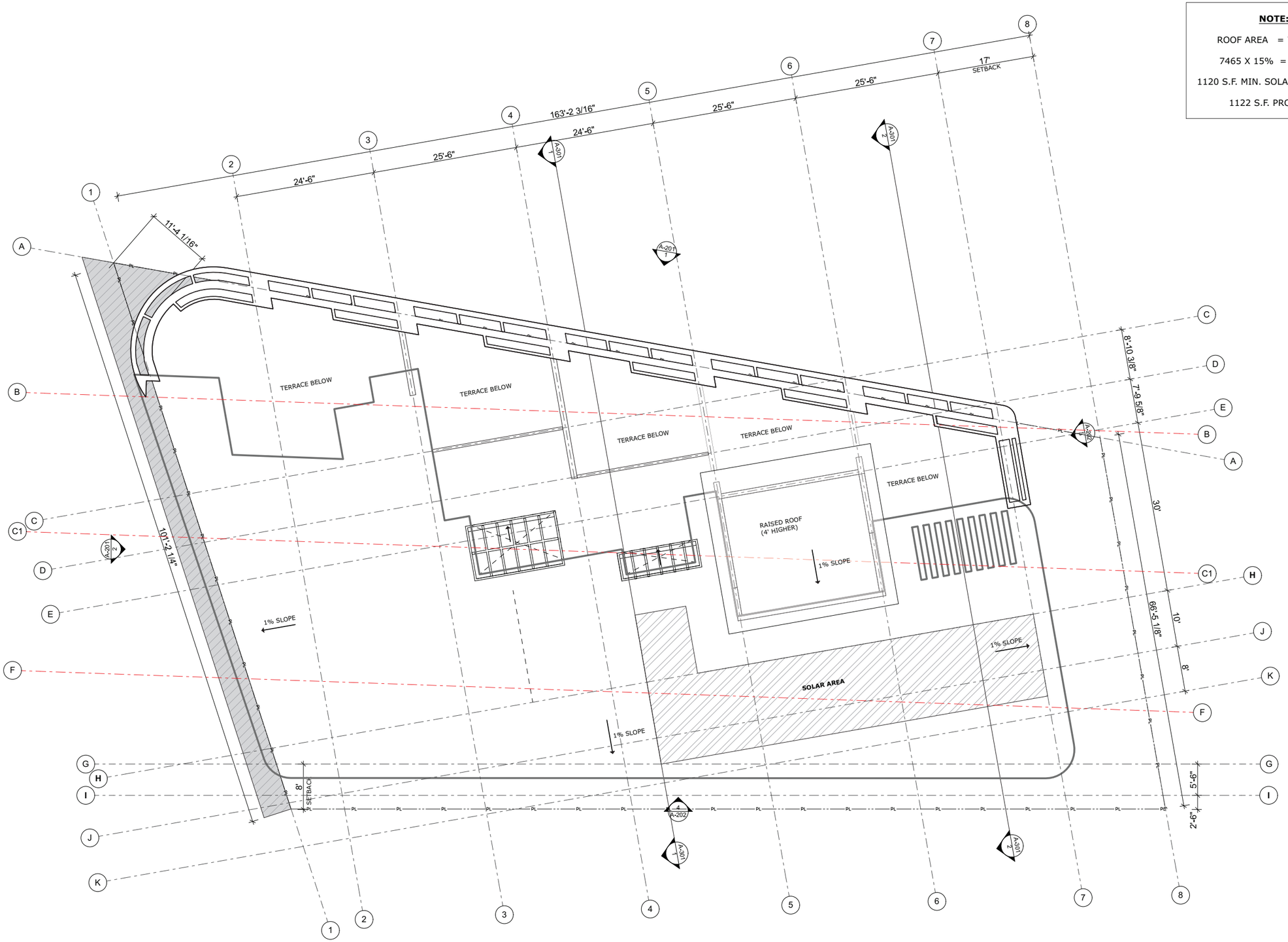
NOTE:

ROOF AREA = 7465 S.F.

7465 X 15% = 1120 S.F

1120 S.F. MIN. SOLAR AREA REQD.

1122 S.F. PROVIDED



1 ROOF PLAN

SCALE: 1/8" = 1'-0"

KAHWAJI BUILDING

2771 ROWENA AVE
LOS ANGELES, CA 90039

nest

architecture inc

4248 overland ave. suite 250
culver city
california 90230
310 559 pn 9900
fx 7722

752-k willow st
lebanon
pennsylvania 17046
717 274 pn 9551
fx 9263

legend

- STRUCTURAL WALL
- SECONDARY WALL
- HIGHWAY DEDICATION
- BALCONY
- COMMON AREA
- STAIRS AND ELEVATORS
- BACKLIT STORAGE
- BUILDING ELEMENT ABOVE
- BUILDING ELEMENT BELOW
- CENTERLINE
- PROPERTY LINE
- SETBACK LINE

issues and revisions

no.	date	issues and revisions	by	check
1	09/03/19	ISSUE TO PLANNING DEPARTMENT	KP	KK

registration & signature

NOT FOR CONSTRUCTION

project: 2771 ROWENA AVE.

project number	CA-01 2015
description	

A-107 ROOF PLAN

scale	AS NOTED
drawn	KP

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north arrow	drawing number
	A-107



2 SOUTH ELEVATION FACING ROWENA
SCALE: 1/8" = 1'-0"



1 WEST ELEVATION FACING ROKEBY
SCALE: 1/8" = 1'-0"



A. OUTDECO-ORIENT PRIVATE SCREENS



B. GREY-BLUE SMOOTH STUCCO



C. WHITE SMOOTH STUCCO



D. WHITE GLOSS PAINT

KAHWAJI BUILDING

2771 ROWENA AVE
LOS ANGELES, CA 90039

nest
architecture inc
4248 overland ave. suite 250
culver city
california 90230
310 559 pn 9900
fx 7722

752-k willow st
lebanon
pennsylvania 17046
717 274 pn 9551
fx 9263

legend

issues and revisions

no.	date	issues and revisions	by	check
1	09/03/15	ISSUE TO PLANNING DEPARTMENT	KP	KK

registration & signature

NOT FOR CONSTRUCTION

project: 2771 ROWENA AVE.

project number	CA-01 2015
description	A-201 ELEVATIONS
scale	AS NOTED
drawn	KP

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north arrow

drawing number **A-201**



4 EAST ELEVATION
SCALE: 1/8" = 1'-0"



3 NORTH ELEVATION
SCALE: 1/8" = 1'-0"



A. OUTDECO-ORIENT PRIVATE SCREENS



B. GREY-BLUE SMOOTH STUCCO



C. WHITE SMOOTH STUCCO



D. WHITE GLOSS PAINT

KAHWAJI BUILDING

2771 ROWENA AVE
LOS ANGELES, CA 90039

nest
architecture inc
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culver city
california 90230
310 559 pn 9900
fx 7722

752-k willow st
lebanon
pennsylvania 17046
717 274 pn 9551
fx 9263

legend

issues and revisions

no.	date	issues and revisions	by	check
1	09/03/15	ISSUE TO PLANNING DEPARTMENT	KP	KK

registration & signature

NOT FOR CONSTRUCTION

project: 2771 ROWENA AVE.

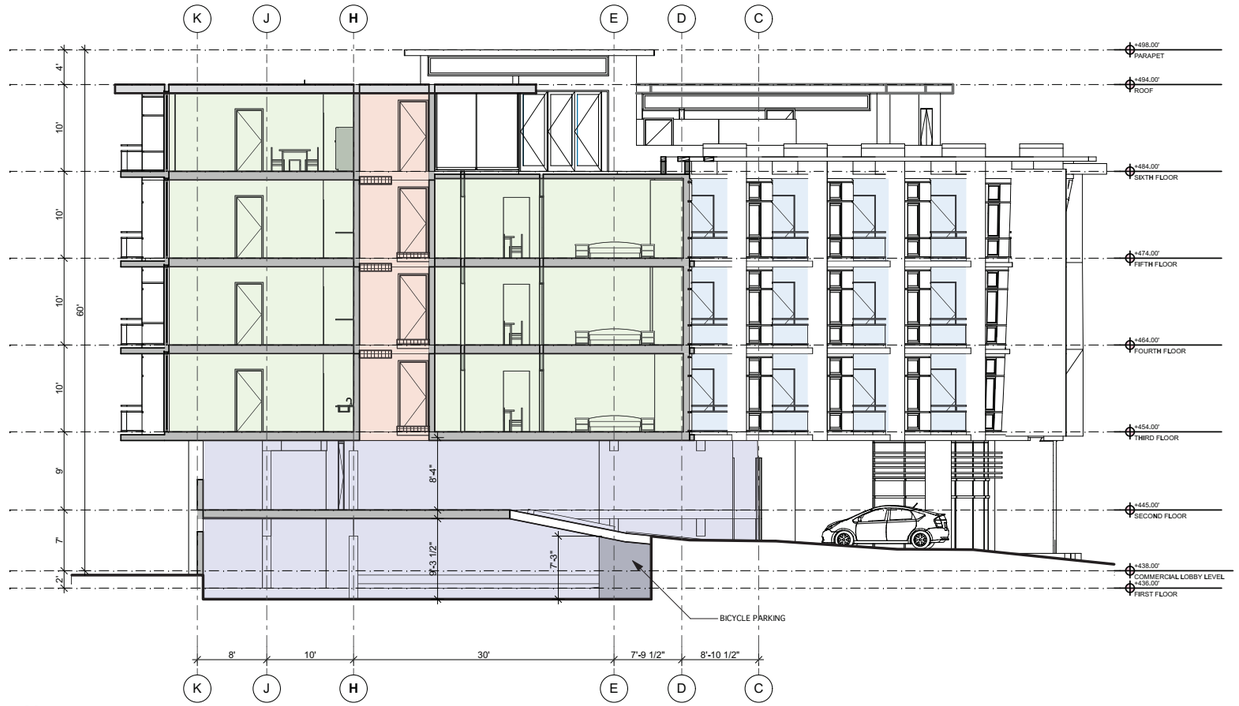
project number	CA-01 2015
description	

A-202 ELEVATIONS

scale	AS NOTED
drawn	KP

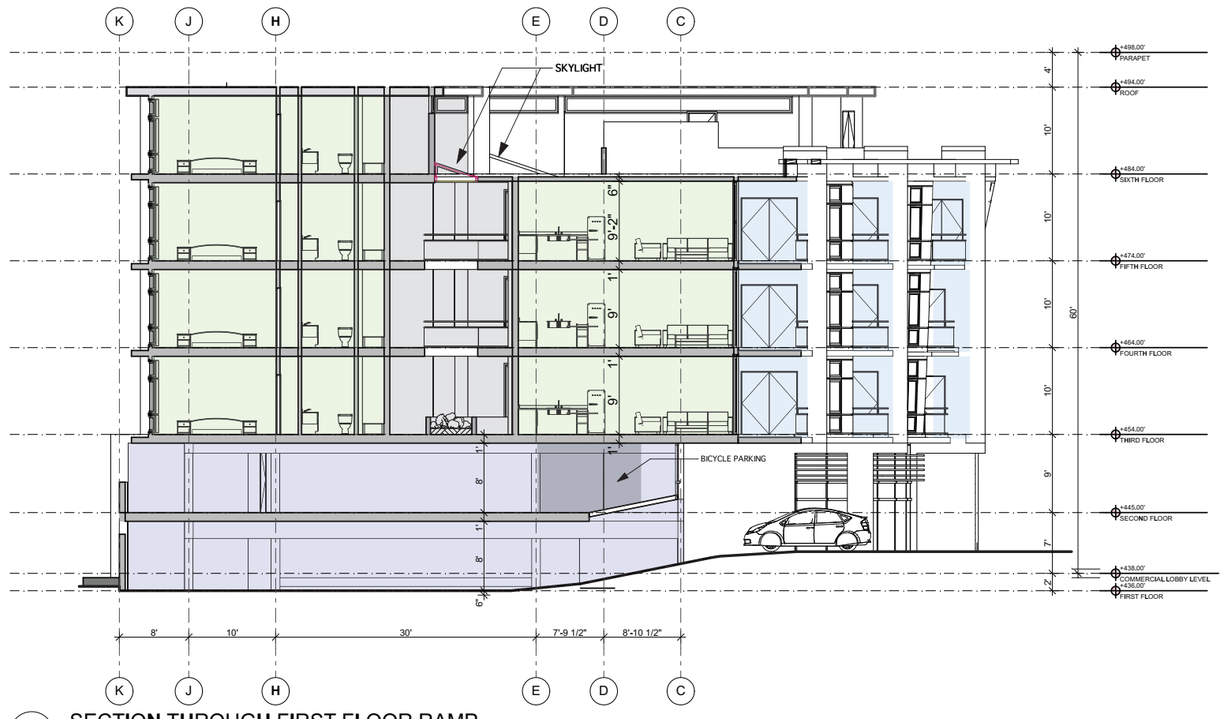
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north arrow	drawing number
	A-202



2 SECTION THROUGH SECOND FLOOR RAMP

SCALE: 1/8" = 1'-0"



1 SECTION THROUGH FIRST FLOOR RAMP

SCALE: 1/8" = 1'-0"

KAHWAJI BUILDING

2771 ROWENA AVE
LOS ANGELES, CA 90039

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culver city
california 90230
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fx 7722

752-k willow st
lebanon
pennsylvania 17046
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fx 9263

legend

- RESIDENTIAL UNITS
- GARAGE
- CIRCULATION

issues and revisions

no.	date	issues and revisions	by	check
1	09/03/19	ISSUE TO PLANNING DEPARTMENT	KP	KK

registration & signature

NOT FOR CONSTRUCTION

project: 2771 ROWENA AVE.

project number	CA-01 2015
description	

A-301 SECTIONS

scale	AS NOTED
drawn	KP

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north arrow	drawing number
	A-301



2 THIRD FLOOR OPEN SPACE PLAN (4TH/5TH SIMILAR)
SCALE: 1/16" = 1'-0"



1 FIRST/SECOND FLOOR OPEN SPACE PLAN
SCALE: 1/16" = 1'-0"



3 SIXTH FLOOR OPEN SPACE PLAN
SCALE: 1/16" = 1'-0"

OPEN SPACE CALCULATION

REQUIRED

32 - 1 BEDROOM x 100 S.F. PER UNIT	3,200 S.F.
7 - 2 BEDROOM X 125 S.F. PER UNIT	875 S.F.
	4,075 S.F.

PROVIDED
ALLOW 50 S.F./PRIVATE BALCONY

BALCONIES

39 BALCONIES x 50 S.F. EACH (MIN. 6' EACH DIRECTION)=	1,950 S.F.

REAR GARDEN 600 S.F.

SIXTH FLOOR

COMMUNITY GARDEN=	750 S.F.
COMMUNITY GARDEN=	680 S.F.
RECREATION ROOM=	791 S.F.
TOTAL:	**4,771 S.F.**

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culver city
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fx 7722

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lebanon
pennsylvania 17046
717 274 pn 9551
fx 9263

legend

- (N) WOOD FRAMED WALL
- HIGHWAY DEDICATION
- BALCONY
- COMMON AREA
- STAIRS AND CIRCULATION
- BACKLIT STORAGE
- BUILDING ELEMENT ABOVE
- BUILDING ELEMENT BELOW
- CENTERLINE
- PROPERTY LINE
- SETBACK LINE

issues and revisions

no.	date	issues and revisions	by	check
1	09/02/19	ISSUE TO PLANNING DEPARTMENT	EG	KK

registration & signature

NOT FOR CONSTRUCTION

project: 2771 ROWENA AVE.

project number	CA-01 2015
description	

A-401 OPEN SPACE DIAGRAMS

scale	AS NOTED
drawn	KP

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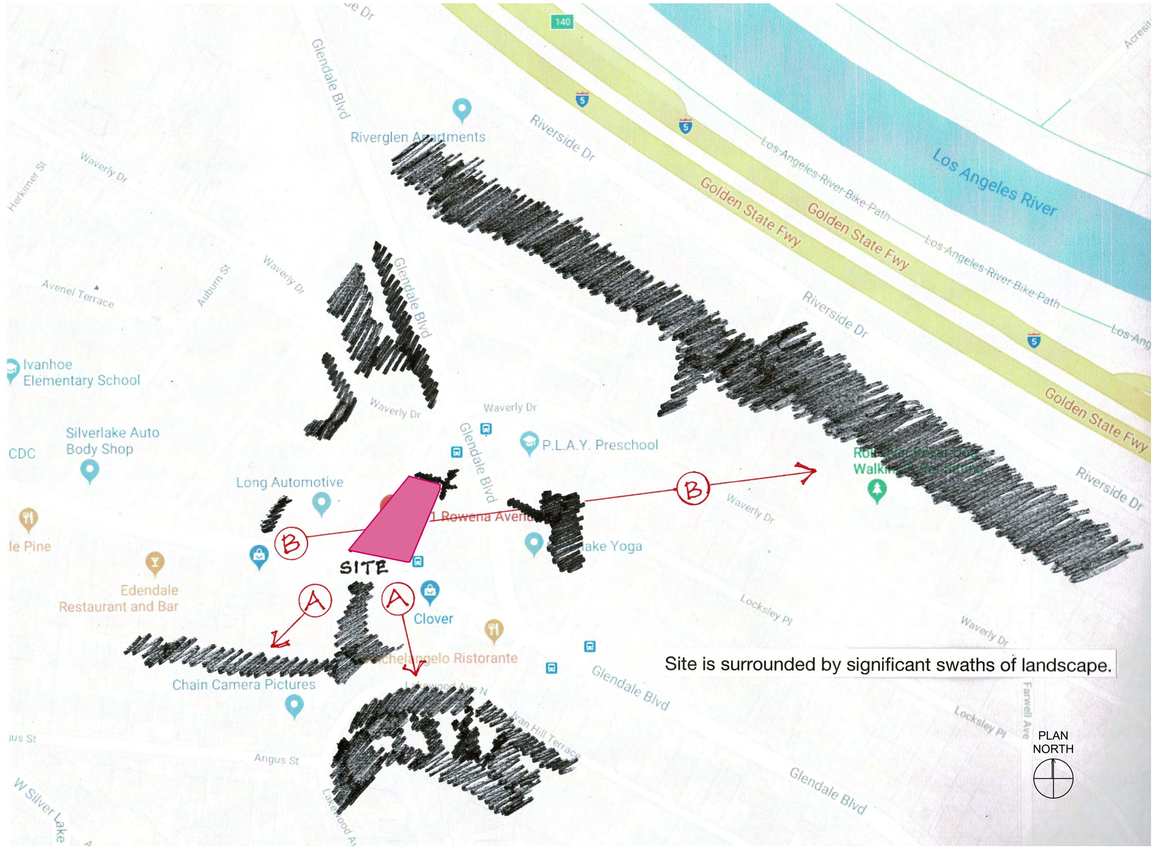
north arrow	drawing number
	A-401



(A) DIRECTLY W/SW ACROSS ROWENA, VIEW LOOKS INTO A DENSE RIDGE OF LANDSCAPE WHICH FEATURES BAMBOO, PALMS, DECIDIOUS AND EVERGREEN TREES.



(B) MAIN STREET-LEVEL VIEW FROM ROWENA DISPLAYS LANDSCAPE FRAMING, BOTH IN IMMEDIATE SURROUNDINGS (EUCALYPTUS, PALM, CYPRESS) AND IN DISTANCE, FROM RIDGE ALONG RIVERSIDE DRIVE (LIKELY VISIBLE FROM UPPER STORY PUBLIC SPACES).



Landscape Design for 2771 Rowena: Major Concepts

1. Seek to contextualize the building through the use of borrowed landscape — on a macro level, by referencing plantings from the surrounding ridges to east (Riverside Drive) and west (above Rowena Ave. & Glendale Blvd.); on a micro level, by a strong planting of koelreuteria bipinnata, the predominant local street tree, to enhance the neighborhood character.

2. Optimize limited landscape space by strong use of vertical planting (vines, hedges, trailers, upright trees) and creative exploitation of roof and "left-over" spaces to offer maximal garden and recreational amenities.

3. Derive significant features of the planting palette from surrounding site flora.

4. Dissolve the indoor/outdoor distinction to create a garden lobby entrance.

KAHWAJI BUILDING

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pennsylvania 17046
717 274 pn 9551
fx 9263

LANDSCAPE CONTEXT MAP
NTS 9/3/19

L-110

/Users/emilyparrent/Desktop/ROWENA LANDSCAPING LAYOUT 3.pln 9/3/19 9:56 AM

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WESTRINGIA MORNING LIGHT
(COAST ROSEMARY)



FICUS REPENS
(CREEPING FIG)



OPHIOPOGON JAPONICUS
(MONDO GRASS)



PHOENIX ROEBELENII
(PYGMY DATE PALM)



FARFUGIUM JAPONICUM
GIGANTEUM
(GIANT LEOPARD PLANT)



BAMBUSA OLDHAMII
(TIMBER BAMBOO)



LIRIOPE GIGANTEA



AGAVE ATTENUATA
BOUTIN BLUE
(CENTURY PLANT)



KOELREUTERIA BIPINNATA
(CHINESE FLAME TREE)



EUCALYPTUS CITRIODORA
(LEMON GUM)



PHILODENDRON
BIPINNATIFIDUM



ADIANTUM CAPILLUS VERERIS
(SOUTHERN MAIDENHAIR FERN)



BLECHNUM SPICANT
(DEER FERN)



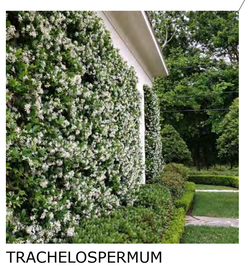
MICROLEPIA STRIGOSA
(LACE FERN)



DICKSONIA ANTARTICA



AGAPANTHUS AFRICANUS
(LILY OF THE NILE)



TRACHELOSPERMUM
JASMINOIDES
(STAR JASMINE)



WISTERIA SINENSIS
(CHINESE WISTERIA)



CUPRESSUS SEMPERVIRENS
(DWARF ITALIAN CYPRESS)



LIGUSTRUM JAPONICUM
TEXANUM
(WAX-LEAF PRIVET)



PITTOSPORUM TOBIRA
VARIEGATA
(WHEELER'S DWARF)



LANDSCAPE SITE PLAN

NTS 9/3/19

NORTH

KAHWAJI BUILDING

nest architecture inc

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L-111

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PELARGONIUM PELTATUM
LAVENDER
(IVY GERMANIUM)



RHUS LANCEA
(AFRICAN SUMAC)



LIGUSTRUM JAPONICUM
TEXANUM
(WAX-LEAF PRIVET)



BAMBUSA MULTIFLEX
(GOLDEN GODDESS)



LIRIOPE
(SILVER DRAGON)

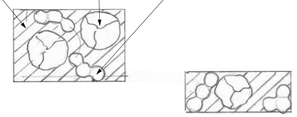


PHILODENDRON SELLOUM



BEGONIA GRANDIS
(ALBA)





THIRD FLOOR INDOOR PLANTERS

SIXTH FLOOR LANDSCAPE PLAN

NTS 9/3/19

NORTH

KAHWAJI
BUILDING

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architecture inc

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L-112

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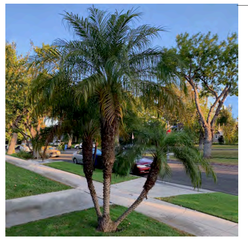
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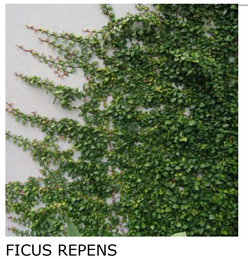
BAMBUSA OLDHAMII
(TIMBER BAMBOO)



FARFUGIUM JAPONICUM
GIGANTEUM
(GIANT LEOPARD PLANT)



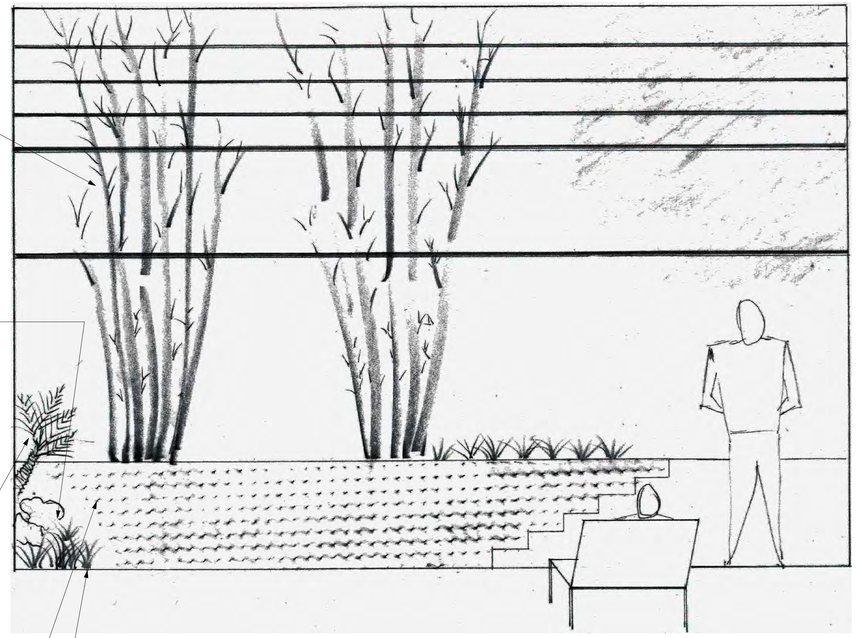
PHOENIX ROEBELENII
(PYGMY DATE PALM)



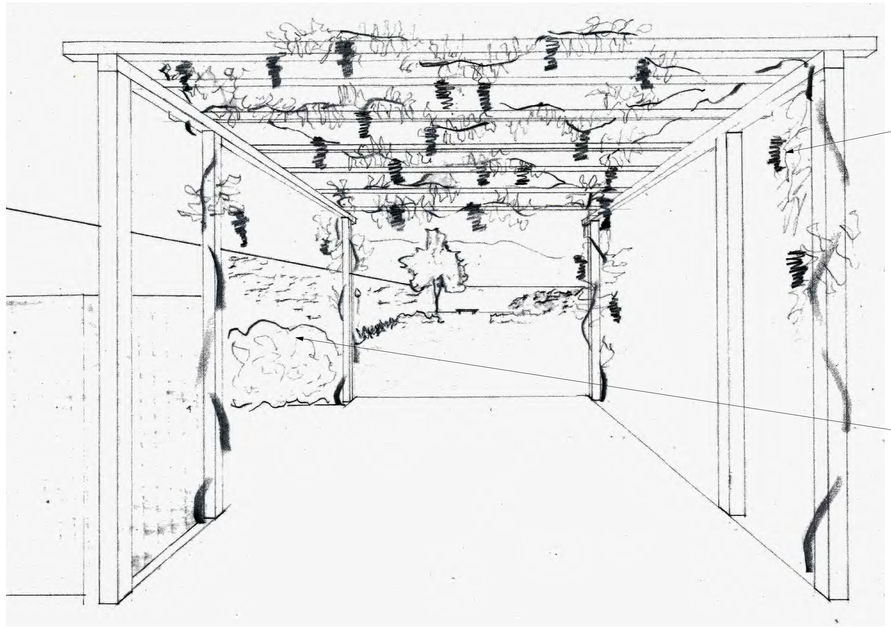
FICUS REPENS
(CREEPING FIG)



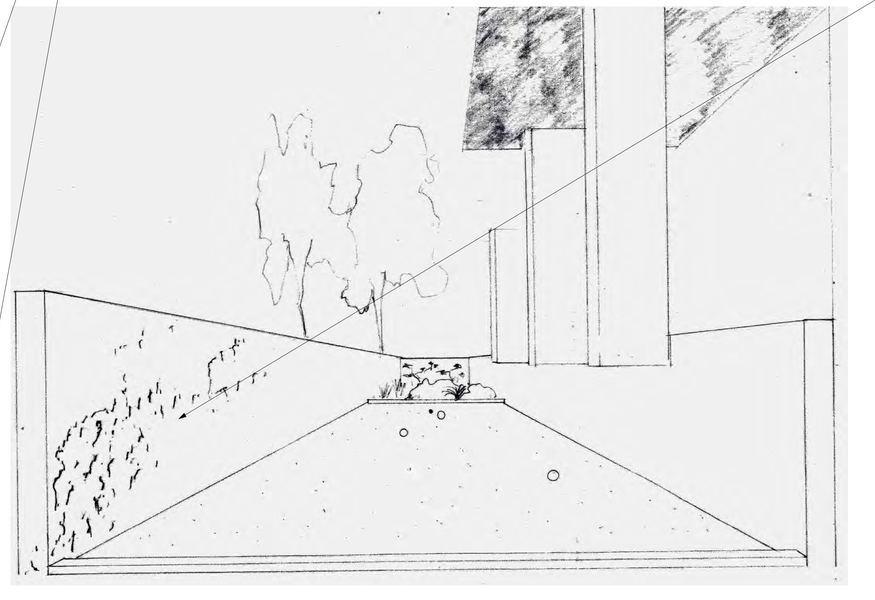
OPHIOPOGON JAPONICUS
(MONDO GRASS)



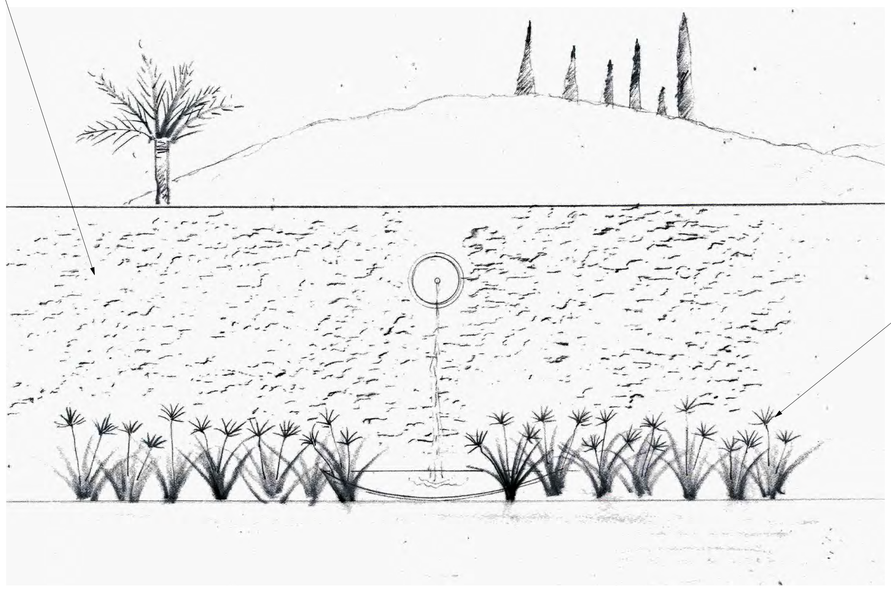
A VIEW FROM THE LOBBY



B VIEW THROUGH PERGOLA



D VIEW OF BOULE COURT



C VIEW TOWARDS FOUNTAIN IN RESIDENTS' PARK



WISTERIA SINENSIS
(CHINESE WISTERIA)



PITTOSPORUM TOBIRA
VARIEGATA
(WHEELER'S DWARF)



TRACHELOSPERMUM
JASMINOIDES
(STAR JASMINE)



AGAPANTHUS AFRICANUS
(LILY OF THE NILE)

LANDSCAPE VIGNETTES

NTS 9/3/19

KAHWAJI
BUILDING

nest

architecture inc
4248 overland ave. suite 250
culver city
california 90230
310 559 pn 9900
fx 7722

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lebanon
pennsylvania 17046
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L-113

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Exhibit B

Categorical Exemption No. ENV-2018-5165-CE and Appendices

COUNTY CLERK'S USE

CITY OF LOS ANGELES
OFFICE OF THE CITY CLERK
200 NORTH SPRING STREET, ROOM 395
LOS ANGELES, CALIFORNIA 90012

CALIFORNIA ENVIRONMENTAL QUALITY ACT

NOTICE OF EXEMPTION

(PRC Section 21152; CEQA Guidelines Section 15062)

Filing of this form is optional. If filed, the form shall be filed with the County Clerk, 12400 E. Imperial Highway, Norwalk, CA 90650, pursuant to Public Resources Code Section 21152(b) and CEQA Guidelines Section 15062. Pursuant to Public Resources Code Section 21167 (d), the posting of this notice starts a 35-day statute of limitations on court challenges to reliance on an exemption for the project. Failure to file this notice as provided above, results in the statute of limitations being extended to 180 days.

PARENT CASE NUMBER(S) / REQUESTED ENTITLEMENTS
CPC-2018-5164-DB-WDI/Density Bonus & Waiver of Dedications and Improvements

LEAD CITY AGENCY	CASE NUMBER
City of Los Angeles (Department of City Planning)	**ENV-2018-5165-CE**
PROJECT TITLE **Kahwaji Building**	COUNCIL DISTRICT **4- Ryu**

PROJECT LOCATION (Street Address and Cross Streets and/or Attached Map) ☐ Map attached.
2771-2775 West Rowena Avenue & 2812 North Rokeby Street

PROJECT DESCRIPTION: ☐ Additional page(s) attached.
Construction of a new, six-story, 60-foot tall, 39-unit mixed-used development with 1,887 square feet of ground floor commercial retail and 38 automobile parking spaces. The project will set aside four (4) units for Very Low Income Households.

NAME OF APPLICANT / OWNER:
Michel N. Kahwaji & Joanne Kahwaji

CONTACT PERSON (If different from Applicant/Owner above)	(AREA CODE) TELEPHONE NUMBER | EXT.
Matthew Hayden	**310-614-2964**

EXEMPT STATUS: (Check all boxes, and include all exemptions, that apply and provide relevant citations.)

STATE CEQA STATUTE & GUIDELINES

☐ STATUTORY EXEMPTION(S)

Public Resources Code Section(s) _____

☒ CATEGORICAL EXEMPTION(S) (State CEQA Guidelines Sec. 15301-15333 / Class 1-Class 33)

CEQA Guideline Section(s) / Class(es) **32**

☐ OTHER BASIS FOR EXEMPTION (E.g., CEQA Guidelines Section 15061(b)(3) or (b)(4) or Section 15378(b))

_____

JUSTIFICATION FOR PROJECT EXEMPTION: ☒ Additional page(s) attached

☒ None of the exceptions in CEQA Guidelines Section 15300.2 to the categorical exemption(s) apply to the Project.
☒ The project is identified in one or more of the list of activities in the City of Los Angeles CEQA Guidelines as cited in the justification.

IF FILED BY APPLICANT, ATTACH CERTIFIED DOCUMENT ISSUED BY THE CITY PLANNING DEPARTMENT STATING THAT THE DEPARTMENT HAS FOUND THE PROJECT TO BE EXEMPT.
If different from the applicant, the identity of the person undertaking the project.

CITY STAFF USE ONLY:

CITY STAFF NAME AND SIGNATURE	STAFF TITLE
Oliver Netburn	**City Planner**

ENTITLEMENTS APPROVED

FEE:	RECEIPT NO.	REC'D. BY (DCP DSC STAFF NAME)
$6,450	**0104937913**	**Fipe Leilua**

DISTRIBUTION: County Clerk, Agency Record
Rev. 3-27-2019

CITY OF LOS ANGELES
DEPARTMENT OF CITY PLANNING
CITY HALL 200 NORTH SPRING STREET LOS ANGELES CA 90012

FINDINGS SUPPORTING A CATEGORICAL EXEMPTION

Kahwaji Building Project

Case Number: ENV-2018-5165-CE

Project Location: 2812 N. Rokeby Street and 2771 – 2775 W. Rowena Avenue, Los Angeles CA 90039

Community Plan Area: Hollywood Community Plan

Council District: CD4 – Ryu

Project Description: The Project proposes the demolition of two existing buildings including one residential building located at 2812 Rokeby Street and one commercial building located at 2771-2775 Rowena Avenue and the construction of a six-story mixed-use building including approximately 1,887 square feet of commercial space and 39 residential units. The Project would include four (4) units set aside as Very Low Income units. Parking for the Project would be provided on the first and second floors providing 38 total vehicle parking spaces. The Project would also provide a total of 41 long-term bicycle parking spaces and six short-term bicycle parking spaces. The Project would be required to provide approximately 4,075 square feet of open space per LAMC requirements and proposes to provide approximately 4,771 square feet of open space including a rear garden, 6th floor patio, and private balconies. The Project proposes to reach a height of 60 feet in six stories. The total floor area of the Project would be approximately 33,212 square feet, resulting in a Floor Area Ratio (FAR) of 2.6:1. The proposed entitlement request includes a request for off-menu density bonus incentives pursuant to LAMC Section 12.22.A.25G(3) to allow 2.6:1 FAR in lieu of 1:1 FAR, reduced parking in lieu of 62 required residential spaces, and a Waiver of Dedication and Improvement pursuant to LAMC Section 12.37 I at the intersection of Rowena Avenue and Rokeby Street to allow a 12-foot radius return in lieu of a 20-foot radius return.

PREPARED FOR:
The City of Los Angeles
Department of City Planning

PREPARED BY:
EcoTierra Consulting

APPLICANT:
Platinum Triangle Group

August 2019

Findings Supporting a Categorical Exemption

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II. Project Description **II-1**

III. Categorical Exemption Analysis **III-1**

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Findings Supporting a Categorical Exemption

I. Introduction

The subject of this document is the proposed Kahwaji Building Project (the "Project"), a development of a six-story mixed-use building including approximately 1,887 square feet of commercial space and 39 residential units at 2812 N. Rokeby Street, 2771 and 2775 W. Rowena Avenue (the "Project Site") in the Silver Lake community of the City of Los Angeles (the "City"). The Project is discussed in further detail in Section II, Project Description. The Project Site is located within the Hollywood Community Plan Area of the City of Los Angeles. The City of Los Angeles Department of City Planning is the Lead Agency under the California Environmental Quality Act (CEQA).

Project Information

Project Title: Kahwaji Building Project

Project Applicant: Platinum Triangle Group

Project Location: 2812 N. Rokeby Street and 2771 – 2775 W. Rowena Avenue, Los Angeles CA 90039

Lead Agency: City of Los Angeles Department of City Planning
200 North Spring Street, Room 763
Los Angeles, CA 90012

Organization of the Categorical Exemption

This document is organized into three sections as follows:

Introduction: This Section provides introductory information such as the Project title, the Project Applicant, and the designated Lead Agency for the Project.

Project Description: This Section provides a detailed description of the Project including the environmental setting, Project characteristics, related project information, Project objectives, and environmental clearance requirements.

Categorical Exemption Analysis: This section contains a consistency analysis of the Project with the appropriate Categorical Exemption class and that exclusions to a Categorical Exemption are not applicable to this Project.

Findings Supporting a Categorical Exemption

II. Project Description

Project Summary

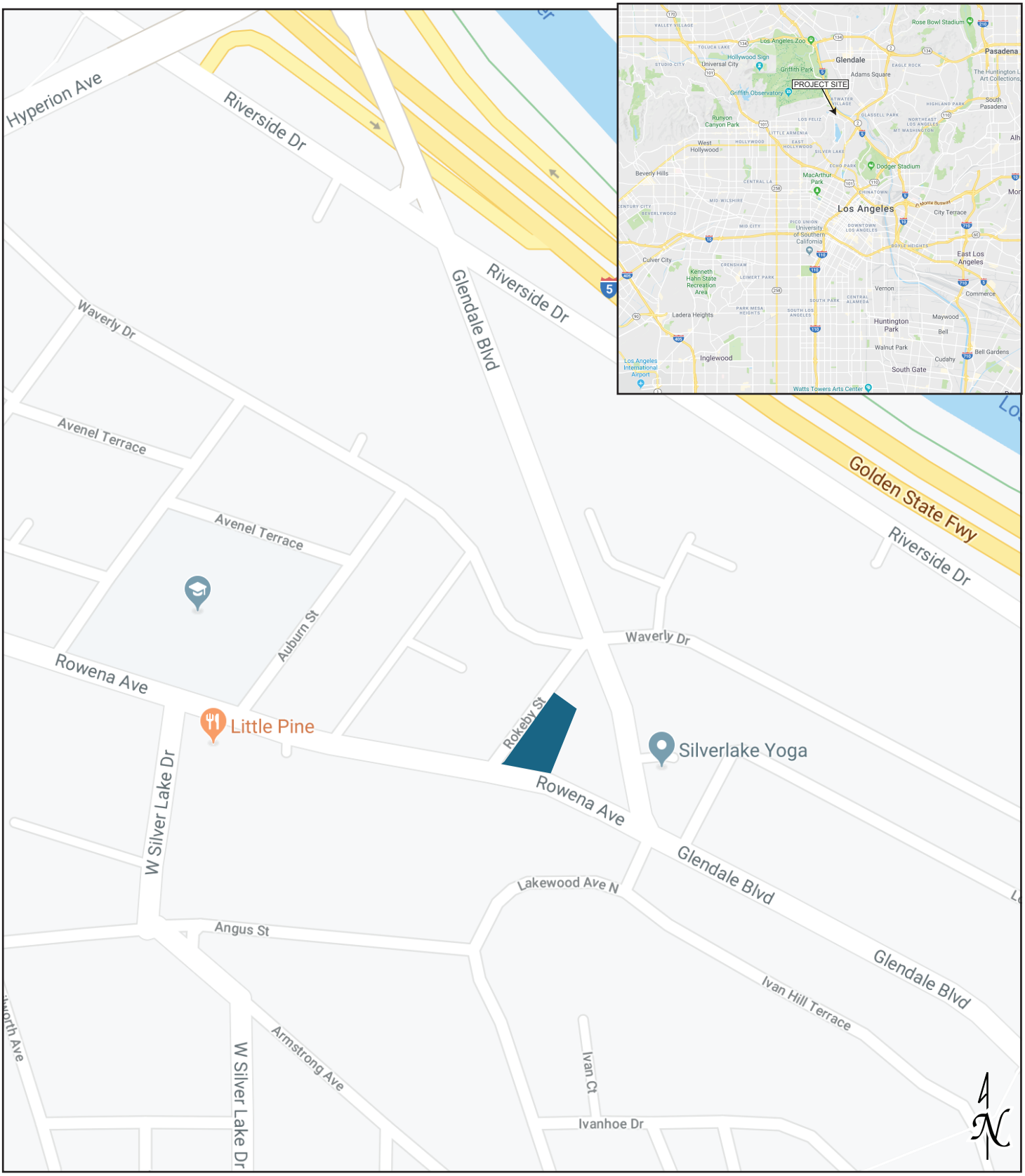
The Project proposes the demolition of two existing buildings including one residential building located at 2812 Rokeby Street and one commercial building located at 2771-2775 Rowena Avenue and the construction of a six-story mixed-use building including approximately 1,887 square feet of commercial space and 39 residential units. The Project would include four (4) units set aside as Very Low Income units. Parking for the Project would be provided on the first and second floors providing 38 total vehicle parking spaces. The Project would also provide a total of 41 long-term bicycle parking spaces and six short-term bicycle parking spaces. The Project would provide approximately 4,771 square feet of open space including a rear garden, 6th floor patio, and private balconies.

Environmental Setting

Project Location

The Project is located at 2812 Rokeby Street and 2771-2775 Rowena Avenue in the Silver Lake community of the City of Los Angeles (the "City") and is associated with Assessor Parcel Number 5434-031-005 (the "Project Site"). The Project Site is approximately 0.30 acres (12,892 square feet) and is comprised of one irregular parcel of land at the northeast corner of Rokeby Street and Rowena Avenue (see Figures II-1, Vicinity and Regional Map and II-2, Aerial Photograph of Project Site). The Project Site is currently developed with one residential building and one commercial building located totaling approximately 3,945 square feet.

Regional access to the Project Site is provided by the Golden State Freeway ("I 5") approximately 1,000 feet to the north. Local access to the Project Site is provided by Hyperion Avenue, Glendale Boulevard, and Rowena Avenue. The Metro Bus (Line 175) provides local bus service along Hyperion Avenue.



Source: GoogleEarth, May 2019.

Figure II-1
Vicinity and Regional Map



= PROJECT SITE
Source: GoogleEarth, May 2019.

Figure II-2
Aerial Photograph of Project Site

Existing Conditions

The Project Site is currently developed with one residential building located at 2812 Rokeby Street constructed in 1957 and one commercial building located at 2771-2775 Rowena Avenue constructed in 1961. The residential building is a single-story single-family home with attached garage comprising approximately 1,342 square feet. The approximately 2,603 square-foot commercial building is a single-story fronting along Rowena Avenue with surface parking spaces provided in the rear. The Project Site currently has one vehicular driveway on Rowena Avenue and two driveways on Rokeby Street.

The Project Site is located within the Hollywood Community Plan which designates the property as Neighborhood Office Commercial, which has corresponding zones of C1, C2, C4, P, RAS3, RAS4. The Project Site is zoned C4-1D (Commercial Zone - Height District 1 – Development Limitation). The D Development Limitation, established by Ordinance No. 164,697 limits “total floor area contained in all buildings on a lot” to not one (1) times the buildable area of the lot.

Surrounding Land Uses

The Project is located in the Silver Lake community of the City. The Project Site is adjacent to a one-story fire station to the east, one- and two-story commercial retail, residential, and light industrial auto related uses to the south across Rowena Avenue, a one-story automotive shop to the west across Rokeby Street, and a two-story office to the north. Other uses along Rokeby Street include residential and other uses along Rowena Avenue include residential and commercial uses including restaurants.

Project Characteristics

Project Overview

The Project would involve the demolition of the two existing buildings on the Project Site and development of a six-story mixed-use building including approximately 1,887 square feet of commercial space and 39 residential units. The Project would include four (4) units set aside as Very Low Income units above the ground floor commercial space for a total building size of approximately 33,212 square feet. Parking for the Project would be provided on the first and second floors behind the proposed commercial frontage providing 38 total vehicle parking spaces. The Project would also provide a total of 41 long-term bicycle parking spaces and six short-term bicycle parking spaces. The Project would be required to provide approximately 4,075 square feet of open space per LAMC requirements and proposes to provide approximately 4,771 square feet of open space including a rear garden, 6th floor patio, and private balconies. The Project proposes to

reach a height of 60 feet in six stories. The total floor area of the Project would be approximately 33,212 square feet, resulting in a Floor Area Ratio (FAR) of 2.6:1. Project floor plans, elevations, sections, and rendering are shown on Figures II-3 through II-13.

Access, Circulation, and Parking

Pedestrians would access the ground floor commercial space from the corner of Rowena Avenue and Rokeby Street. The residential lobby would be accessed by pedestrians from Rokeby Street. All automobile parking for the Project would be provided in a two-level garage. Automobile access to the parking garage would be via two driveways off of Rokeby Street on the western side of the Project Site. All automobile parking will be provided within the parking garage. While the Project qualifies for Parking Option 1 parking reductions for the provision of affordable housing, the Project is requesting an off-menu density bonus incentive to provide reduced parking at a ratio of 0.5 parking spaces per unit for a total of 20 spaces in lieu of the otherwise required 62 parking spaces or 46 parking spaces under Parking Option 1. The Project proposes to provide 20 parking spaces for residential uses, 8 spaces to serve commercial uses, and have 10 additional parking spaces. The parking spaces would be unbundled from the unit rentals to facilitate choices in transportation.

Per the Bicycle Parking Ordinance (Ordinance No. 185,480), the Project is required to provide 37 long-term and 5 short-term bicycle parking spaces. The Project will provide 41 long term spaces located in the building off of Rokeby Street, and 6 short term spaces located off of Rokeby Street.

Lighting and Signage

New Project signage would be used for building identification, wayfinding, and security. Exterior lights would be wall- or ground-mounted and shielded away from adjacent properties. Building security lighting would be used at all entry/exits and would remain on from dusk to dawn, but would be designed to prevent light trespass onto adjacent properties.

Site Operation and Security

Given the residential uses on the Project Site, the Project would operate 24 hours a day, seven days a week. On-site residential amenities would be available only to residents and their guests, and would not be open to the public. None of the on-site amenities would be used for special events or entertainment (i.e., no live or amplified music would be performed at the rooftop deck). The hours of ground floor commercial space would depend on the commercial tenant's use and services. The Project would provide security features including, but not limited to an on-site resident manager, video surveillance, and security patrol.



Source: NEST Architecture, Inc, September 2019.

Figure II-3
Site Plan/First Floor Plan



Source: NEST Architecture, Inc, September 2019.

Figure II-4
Second Floor Plan



Source: NEST Architecture, Inc, September 2019.

Figure II-5
Third Floor Plan



Source: NEST Architecture, Inc, September 2019.

Figure II-6
Fourth Floor Plan



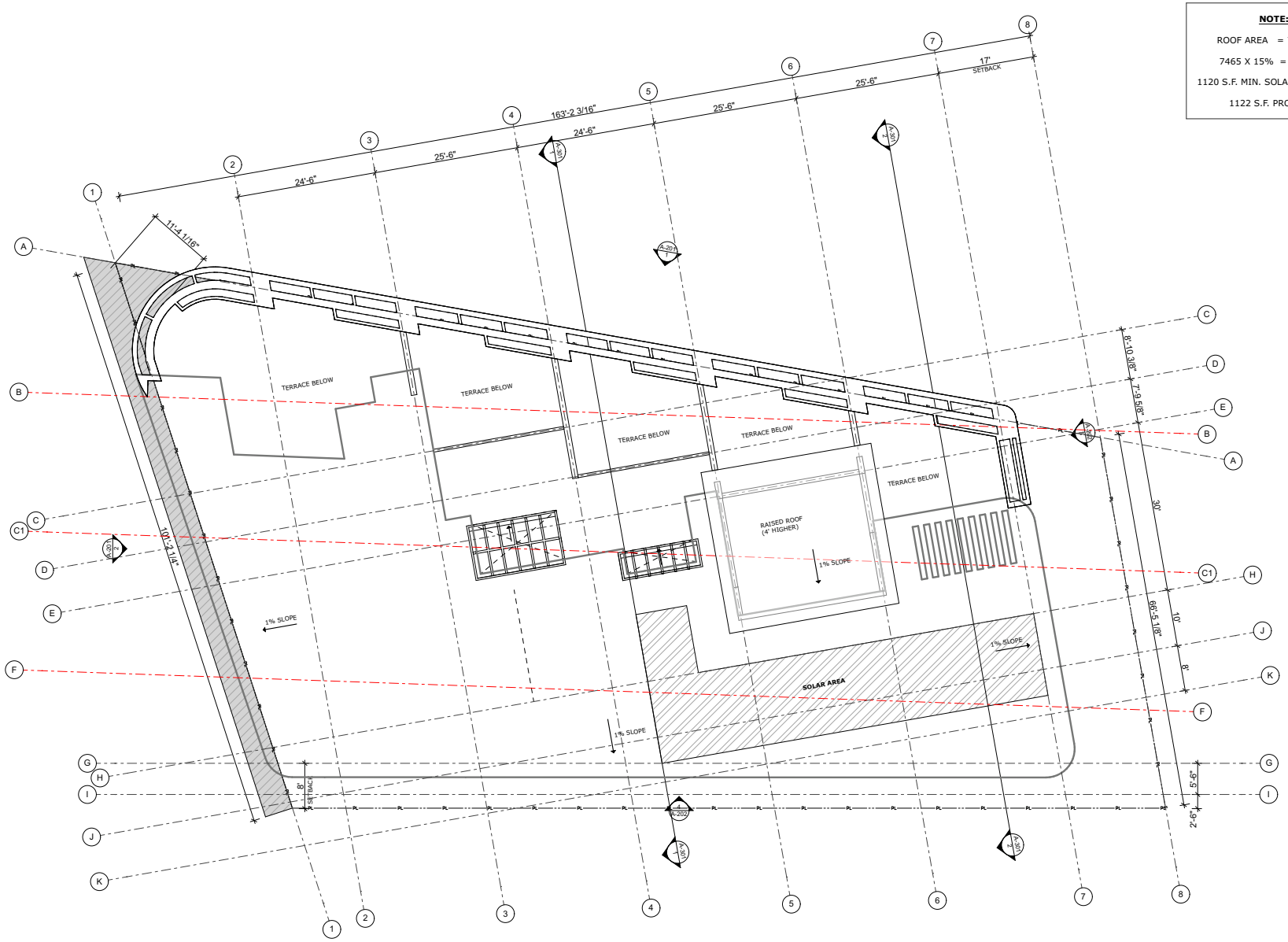
Source: NEST Architecture, Inc, September 2019.

Figure II-7
Fifth Floor Plan



Source: NEST Architecture, Inc, September 2019.

Figure II-8
Sixth Floor Plan

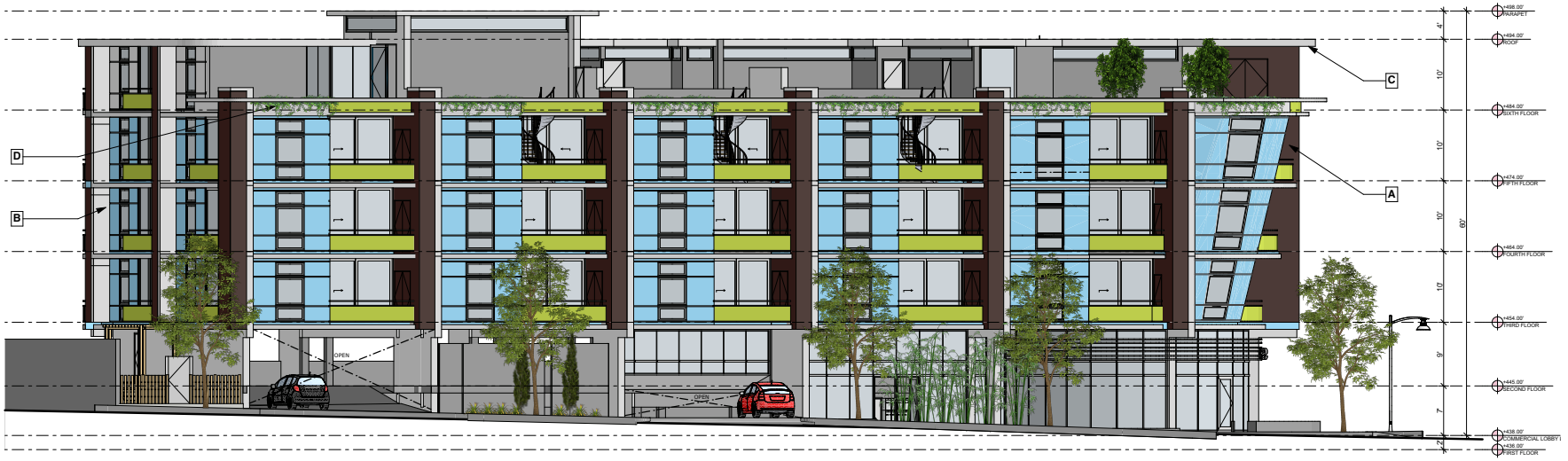


Source: NEST Architecture, Inc, September 2019.

Figure II-9
Roof Plan



2 SOUTH ELEVATION FACING ROWENA
SCALE: 1/8" = 1'-0"



1 WEST ELEVATION FACING ROKEBY
SCALE: 1/8" = 1'-0"

Source: NEST Architecture, Inc, September 2019.

Figure II-10
Elevations (South and West)



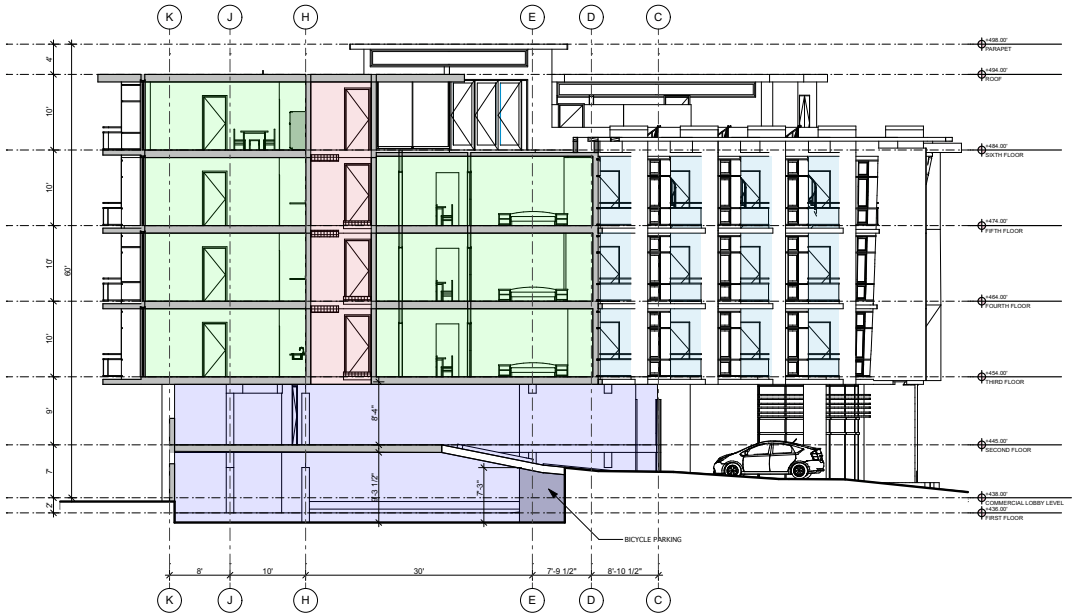
4 EAST ELEVATION
SCALE: 1/8" = 1'-0"



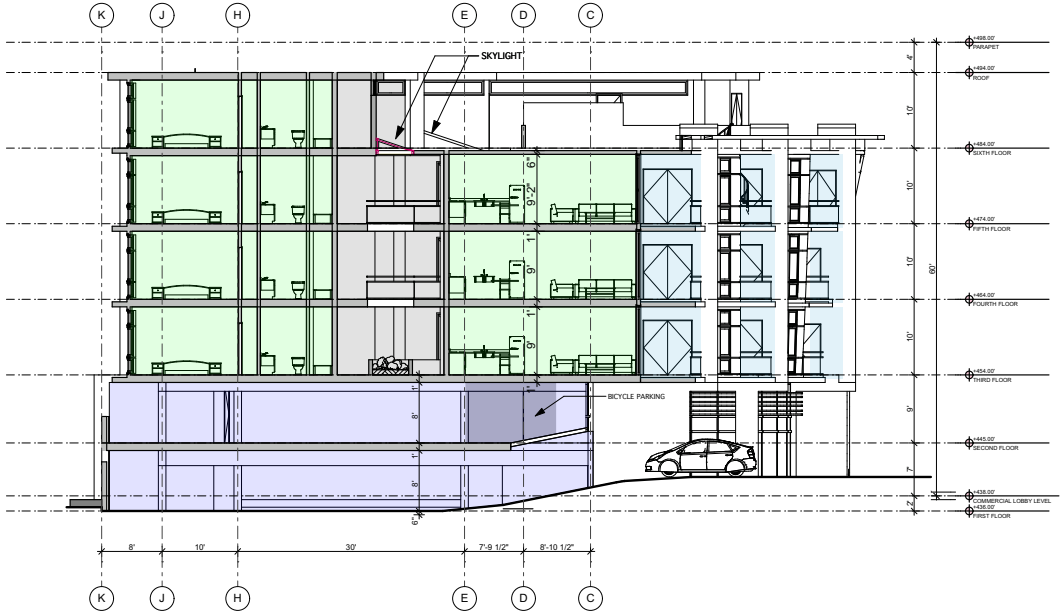
3 NORTH ELEVATION
SCALE: 1/8" = 1'-0"

Source: NEST Architecture, Inc, September 2019.

Figure II-11
Elevations (East and North)



2 SECTION THROUGH SECOND FLOOR RAMP
SCALE: 1/8" = 1'-0"



1 SECTION THROUGH FIRST FLOOR RAMP
SCALE: 1/8" = 1'-0"

Source: NEST Architecture, Inc, September 2019.

Figure II-12
Building Sections



Source: NEST Architecture, Inc, September 2019.

Figure II-13
Project Rendering

Sustainability Features

The Project would be compliant with the Los Angeles Green Building Code and California Energy/Title 24 requirements, and would be equivalent to a LEED Silver rating. The Project would include, but not be limited to, the following features:

- Five percent of parking spaces will have chargers for electric vehicles;
- Air tight and insulated envelope;
- Low-E windows;
- Low-water use plumbing fixtures;
- MERV 13 air filters;
- Low-water use landscaping and weather-sensor controlled drip irrigation; and
- Solar thermal or photovoltaic systems.

Anticipated Construction Schedule

The Project would be constructed over approximately 15 months. Construction activities would include the demolition of the existing buildings, grading, and building construction. Demolition activities are anticipated to start in the first quarter of 2020, and construction completion and occupancy is anticipated in the second quarter of 2021.

The Project is estimated to require a net export of approximately 2,600 cubic yards of soil. Exported materials would likely be disposed at the Azusa Land Reclamation Landfill in Castaic and/or Manning Pit in Irwindale. The Project's haul route would be reviewed by the City as part of its consideration of the Project Applicant's entitlement requests.

Requested Permits and Approvals

The list below includes the anticipated requests for approval of the Project. The discretionary and ministerial entitlements, reviews, permits, and approvals required to implement the Project include, but are not necessarily limited to, the following:

(1) Two off-menu density bonus incentives pursuant to LAMC Section 12.22.A.25G(3) to allow 2.6:1 FAR in lieu of 1:1 FAR, and reduced parking of 0.5 space/unit in lieu of the otherwise required 62 residential spaces;

(2) Waiver of Dedication and Improvement pursuant LAMC Section 12.37 I to allow a 12-foot radius return at the intersection of Rowena Avenue and Rokeby Street in lieu of a 20-foot radius return.

(3) Haul route approval (if required); and

(4) Other discretionary and ministerial permits and approvals that may be deemed necessary, including, but not limited to, temporary street closure permits, grading permits, excavation permits, foundation permits, building permits, and sign permits in order to execute and implement the Project.

Findings Supporting a Categorical Exemption

III. Categorical Exemption Analysis

Exemption Class

The Project qualifies as a Class 32 – In-Fill Development Project Categorical Exemption under the California Environmental Quality Act (CEQA) as set forth in Section 15332 of the State CEQA Guidelines.

Exemption Rationale

Article 19, Categorical Exemptions, of the *State CEQA Guidelines* (Sections 15300 – 15332) lists classes of projects which have been determined not to have a significant effect on the environment and which are exempt from the provisions of CEQA as required by Section 21084 of the Public Resources Code. This section provides an analysis demonstrating that the Project meets the conditions for a Class 32 Categorical Exemption and that none of the possible exceptions to a Categorical Exemption listed in Section 15300.2 of the *State CEQA Guidelines* are applicable to this Project. The statutory language of each condition of the Class 32 Categorical Exemption and possible exception is shown in italics below under their respective headings, which are followed by the Project analysis for each condition and exception.

Conditions of the Class 32 Categorical Exemption

[State CEQA Guidelines Section] 15332. In-Fill Development Projects

Class 32 consists of projects characterized as in-fill development meeting the conditions described in this section.

(a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.

(b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.

(c) The project site has no value as habitat for endangered, rare or threatened species.

(d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.

(e) The site can be adequately served by all required utilities and public services.

Project Analysis

Condition (a): The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.

City of Los Angeles General Plan

Land uses on the Project Site are guided by the General Plan. The General Plan sets forth goals, objectives, and programs to provide a guideline for day-to-day land use policies and to meet the existing and future needs and desires of the community, while integrating a range of State-mandated elements including Land Use, Transportation, Noise, Safety, Housing, and Open Space/Conservation. The Land Use Element of the General Plan consists of the General Plan Framework Element, which addresses Citywide policies, and also includes the 35 community plans that guide land use at a local level.

The subject site, located at 2771-2775 Rowena Avenue, is zoned C4-1D and is designated by the General Plan as "Neighborhood Office Commercial." The site is not within any designated district, center, or mixed-use boulevard as designated by the Framework Element of the General Plan.

Hollywood Community Plan

The Hollywood Community Plan currently in effect was adopted in 1988. The Hollywood Community Plan Update is in the initial planning stages and thus cannot be relied on for this land use analysis. However, based on the draft Community Plan Update available, the Plan Update will propose to maintain the Project Site and area in its current designations and land use types.[1] Nevertheless, the Project Site is currently designated "Neighborhood Office Commercial." The land uses surrounding the Project Site are currently designated "Neighborhood Office Commercial" and "Low Medium II Multiple Family".

The consistency of the Project with applicable objectives in the adopted version of the Hollywood Community Plan is presented in Table III-1, Project Consistency with the

[1] *Hollywood Community Plan Draft, November 2018, website: https://www.hcpu2.org/uploads/8/2/8/5/82855984/proposed_gplu_map_november_2018.pdf, accessed January 2019.*

Hollywood Community Plan. As shown, the Project would be consistent with the applicable objectives.

Table III-1
Project Consistency with the Hollywood Community Plan

Policies	Project
Objective 1: To coordinate the development of Hollywood with that of other parts of the City of Los Angeles and the metropolitan area. To further the development of Hollywood as a major center of population, employment, retail services, and entertainment; and to perpetuate its image as the international center of the motion picture industry.	**Consistent.** The Project would provide 39 new multi-family residential units including four units set aside as affordable, which would accommodate residents within the Silverlake neighborhood. The Project Site is walkable to retail, services, and restaurants.
Objective 2: To designate lands at appropriate locations for the various private uses and public facilities in the quantities and at densities required to accommodate population and activities projected to the year 2010.	**Consistent.** Although the projected date of the Community Plan objective is out-of-date, the Project would develop a new multi-family residential use within the allowed zoning including the type of use and density of the existing zoning regulations.
Objective 3: To make provision for the housing required to satisfy the varying needs and desires of all economic segments of the Community, maximizing the opportunity for individual choice. To encourage the preservation and enhancement of the varied and distinctive residential character of the Community, and to protect lower density housing from the scattered intrusion of apartments. In hillside residential areas to: a. Minimize grading so as to retain the natural terrain and ecological balance. b. Provide a standard of land use intensity and population density which will be compatible with street capacity, public service facilities and utilities, and topography and in coordination with development in the remainder of the City.	**Consistent.** The Project would provide 39 new multi-family residential units including four units set aside as affordable, which would accommodate multiple economic segments of the community, creating additional housing choices on a site where currently none exist. By developing multi-family residential uses on the Project Site, additional units are provided in an existing commercial and multi-family residential neighborhood instead of in a low density residential neighborhood. Although the Project Site is designated as a Hillside Area by the zoning code, the site is relatively flat and would require approximately 2,600 cubic yards of soil export as part of the anticipated grading activities. The Project, as discussed below, would not create impacts with respect to street capacity, public service facilities, or utilities.
Objective 6: To make provision for a circulation system coordinated with land uses and densities and adequate to accommodate traffic; and to encourage the expansion and improvement of public transportation service.	**Consistent.** The Project would develop new residential units along a commercial corridor near services. The Project Site is near commercial and retail opportunities and is accessible to the regional bus system, including the Metro Bus Line 175 along Hyperion Avenue.
Source: City of Los Angeles, Hollywood Community Plan, December 13, 1988, effective April 2, 2014; EcoTierra Consulting, May 2019.	

Planning and Zoning Code

All on-site development activity is subject to the City's Planning and Zoning Code. The Planning and Zoning Code includes development standards for the various districts in the City. The Project Site is zoned C4-1D (Commercial Zone - Height District 1 – Development Limitation). The D Development Limitation, established by Ordinance No. 164,697 limits "total floor area contained in all buildings on a lot" to not one (1) times the buildable area of the lot.

The C4 zone permits residential uses, specifically "Any single-family dwelling, two-family dwelling or apartment house use permitted in the R4 Multiple Dwelling Zone". Therefore, the residential use of the proposed Project is consistent with the existing zoning.

In Height District No. 1 for the C zone, the number of stories or height of a structure is not limited, and structures are limited to a 1:1 floor area ratio (FAR) per the D Development Limitation. The total floor area of the Project would be approximately 33,212 square feet, resulting in a Floor Area Ratio (FAR) of 2.6:1. As part of the Project, an off-menu density bonus incentive is requested pursuant to LAMC Section 12.22.A.25G(3) to allow 2.6:1 FAR in lieu of 1:1 FAR. Thus, the density bonus and requested incentive would not conflict with the existing zone.

While the Project qualifies for Parking Option 1 parking reductions for the provision of affordable housing, the Project is requesting an off-menu density bonus incentive to provide reduced parking at a ratio of 0.5 parking spaces per unit for a total of 20 spaces in lieu of the required 62 parking spaces. The Project proposes to provide 20 parking spaces for residential uses and 8 spaces to serve commercial uses, and have 10 additional parking spaces for a total of 38 parking spaces provided.

Per the Bicycle Parking Ordinance (Ordinance No. 185,480), the Project is required to provide 37 long-term and 5 short-term bicycle parking spaces. The Project will provide 41 long term spaces located in the building off of Rokeby Street, and 6 short term spaces located off of Rokeby Street.

The Project is also requesting a Waiver of Dedication and Improvement pursuant to LAMC Section 12.37 I to allow a 12-foot radius return at the intersection of Rowena Avenue and Rokeby Street in lieu of a 20-foot radius return.

Based on the above, the Project would be consistent with the City's Planning and Zoning Code.

Summary

As discussed above, the Project would be consistent with the General Plan, Hollywood Community Plan, and the Planning and Zoning Code. Therefore, as the Project is

consistent with the applicable General Plan designation and all applicable General Plan policies as well as with applicable zoning designation and regulations, the Project meets this condition.

Condition (b): The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.

The Project Site is located entirely within the City limits on a site that is approximately 0.30 acres (12,892 square feet) in size. The Project Site is located a highly urbanized setting characterized by a mix of commercial and residential uses. Land uses surrounding the Project Site include a one-story fire station to the east, one- and two-story commercial retail, residential, and light industrial auto related uses to the south across Rowena Avenue, a one-story automotive shop to the west across Rokeby Street, and a two-story office to the north. Other uses along Rokeby Street include residential and other uses along Rowena Avenue include residential and commercial uses including restaurants. Therefore, as the proposed development occurs within City limits, the Project Site is less than five acres in size, and the Project Site is substantially surrounded by urban uses, the Project meets this condition.

Condition (c): The project site has no value as habitat for endangered, rare or threatened species.

The City encompasses a variety of open space and natural areas that serve as habitat for sensitive species. Much of this natural open space is found in or is adjacent to the foothill regions of the San Gabriel, Santa Susana, Santa Monica, and Verdugo Mountains, the Simi Hills, and along the coastline between Malibu and the Palos Verdes Peninsula. Many of the outlying areas are contiguous with larger natural areas, and may be part of significant wildlife habitats or movement corridors. The central and valley portions of the City contain fewer natural areas.[2] The Project Site and surrounding area are not identified as a biological resource area.[3] Moreover, the Project Site and immediately surrounding area are not within or near a designated Significant Ecological Area.[4]

The Project Site is currently developed with one residential building located at 2812 Rokeby Street constructed in 1957 and one commercial building located at 2771-2775 Rowena Avenue constructed in 1961. The residential building is a single-story single-family home with attached garage comprising approximately 1,342 square feet. The approximately 2,603 square-foot commercial building is a single-story fronting along

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[2] *City of Los Angeles, L.A. CEQA Thresholds Guide, 2006, pages C-1 – C-2.*

[3] *Ibid, Exhibit C-2, Biological Resource Areas (Metro Geographical Area).*

[4] *Los Angeles County Department of Regional Planning, Planning & Zoning Information, GIS-NET3 online database, website: http://rpgis.isd.lacounty.gov/Html5Viewer/index.html?viewer=GISNET_Public.GIS-NET_Public, accessed: May 2019.*

Rowena Avenue with surface parking spaces provided in the rear. As the Project Site is nearly completely developed with structures and hardscaping within a heavily urbanized area of the City, the Project Site does not contain any habitat capable of sustaining any species identified as endangered, rare, or threatened. No such species or habitats are known to occur at the site per local or regional plans by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service. Additionally, there are no known locally designated natural communities at the Project Site or in the immediate vicinity, nor is the Project Site located near undeveloped natural/undisturbed open space or a natural water source that may otherwise serve as habitat for State- or federally-listed species. Furthermore, the Project Site and its vicinity are not part of any draft or adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan.[5] Therefore, as the Project Site has no value as habitat for endangered, rare, or threatened species, the Project meets this condition.

Condition (d): Approval of the project would not result in any significant effects related to traffic, noise, air quality, or water quality.

The following provides a Project-specific analysis of the impacts to traffic, noise, air quality, and water quality.

Project-Specific Traffic Impacts

The following traffic impact analysis summarizes and incorporates by reference the information provided in the *Trip Generation Analysis for Proposed Development at 2771 Rowena Avenue, Los Angeles CA 90039 – ENV-2018-5165-EAF* prepared by Allyn D. Rifkin of the Rifkin Transportation Planning Group on December 18, 2018 (the "Trip Generation Analysis"). The City of Los Angeles Department of Transportation ("LADOT") issued an assessment letter for the Traffic Report on January 10, 2019, accepting the findings of the Trip Generation Analysis. The Trip Generation Analysis and LADOT assessment letter are available as Appendix A to this document.

Pursuant to LADOT's *Traffic Impact Study Procedures* (December 2016), the Project is estimated to generate a net increase of approximately 252 daily vehicle trips, a net increase of 17 trips during the AM peak hour and a net increase of 18 trips during the PM peak hour. The trip generation estimates are based on formulas published by the Institute of Transportation Engineers (ITE) Trip Generation, 10th Edition. The affordable family housing dwelling units trip generation rates is based upon LADOT Transportation Impact Study Guidelines, dated December 26, 2018 under Trip Generation rates for Affordable Housing Projects. Because fewer than 25 trips would be generated during the AM peak hour and the PM peak hour, vehicle trips generated by the Project are below the threshold

[5] *California Department of Fish and Wildlife, California Regional Conservation Plans, August 2015, https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=68626&inline, accessed: May 2019.*

requiring a technical memorandum. Accordingly, the Project would not result in significant effects with respect to traffic.

Project-Specific Noise Impacts

The following noise impact analysis summarizes and incorporates by reference the information provided in the *Noise Analysis* prepared by Ganddini Group on April 1, 2019 (the "Noise Analysis"). The Noise Analysis is available as Appendix B to this document.

Construction Noise

The LAMC contains a number of regulations that would apply to the Project's temporary construction activities. LAMC Section 41.40(a) would prohibit Project construction activities from occurring between the hours of 9:00 PM and 7:00 AM, Monday through Friday. Subdivision (c), below, would further prohibit such activities from occurring before 8:00 AM or after 6:00 PM on any Saturday, or on any Sunday or national holiday.

> *SEC.41.40. NOISE DUE TO CONSTRUCTION, EXCAVATION WORK—WHEN PROHIBITED.*
>
> *(a) No person shall, between the hours of 9:00 PM and 7:00 AM of the following day, perform any construction or repair work of any kind upon, or any excavating for, any building or structure, where any of the foregoing entails the use of any power drive drill, riveting machine excavator or any other machine, tool, device or equipment which makes loud noises to the disturbance of persons occupying sleeping quarters in any dwelling hotel or apartment or other place of residence. In addition, the operation, repair or servicing of construction equipment and the job-site delivering of construction materials in such areas shall be prohibited during the hours herein specified. Any person who knowingly and willfully violates the foregoing provision shall be deemed guilty of a misdemeanor punishable as elsewhere provided in this Code.*
>
> *(c) No person, other than an individual homeowner engaged in the repair or construction of his single- family dwelling shall perform any construction or repair work of any kind upon, or any earth grading for, any building or structure located on land developed with residential buildings under the provisions of Chapter I of this Code, or perform such work within 500 feet of land so occupied, before 8:00 AM or after 6:00 PM on any Saturday or national holiday nor at any time on any Sunday. In addition, the operation, repair or servicing of construction equipment and the job-site delivering of construction materials in such areas shall be prohibited on Saturdays and on Sundays during the hours herein specified. The*

provisions of this subsection shall not apply to persons engaged in the emergency repair of:

a. Any building or structure.

b. Earth supporting or endangering any building or structure.

c. Any public utility.

d. Any public way or adjacent earth.

LAMC Section 112.05 establishes noise limits for powered equipment and hand tools operated within 500 feet of residential zones. Of particular importance to Project construction would be subdivision (a), which institutes a maximum noise limit of 75 dBA for the types of construction vehicles and equipment that would be necessary for Project demolition and grading, especially. However, LAMC Section 112.05 goes on to note that these limitations would not necessarily apply if proven that the Project's compliance therewith would be technically infeasible despite the use of noise-reducing means or methods.

SEC. 112.05. MAXIMUM NOISE LEVEL OF POWERED EQUIPMENT OR POWERED HAND TOOLS

Between the hours of 7:00 AM and 10:00 PM, in any residential zone of the City or within 500 feet thereof, no person shall operate or cause to be operated any powered equipment or powered hand tool that produces a maximum noise level exceeding the following noise limits at a distance of 50 feet therefrom:

(a) 75 dBA for construction, industrial, and agricultural machinery including crawler-tractors, dozers, rotary drills and augers, loaders, power shovels, cranes, derricks, motor graders, paving machines, off-highway trucks, ditchers, trenchers, compactors, scrapers, wagons, pavement breakers, compressors and pneumatic or other powered equipment;

(b) 75 dBA for powered equipment of 20 HP or less intended for infrequent use in residential areas, including chain saws, log chippers and powered hand tools;

(c) 65 dBA for powered equipment intended for repetitive use in residential areas, including lawn mowers, backpack blowers, small lawn and garden tools and riding tractors.

Said noise limitations shall not apply where compliance therewith is technically infeasible. The burden of proving that compliance is technically infeasible shall be upon the person or persons charged with a violation of this section. Technical infeasibility shall mean that said noise limitations cannot be complied with despite

the use of mufflers, shields, sound barriers and/or other noise reduction device or techniques during the operation of the equipment.

The degree of construction noise may vary for different areas of the Project Site and also depending on the construction activities. Noise levels associated with the construction will vary with the different phases of construction. Worst-case construction noise levels were modeled at nearby sensitive receptors. Modeling worksheets are presented in the Noise Analysis (see Appendix B).

The projected construction noise levels at the uses to the north, south, east and west are presented in Table III-2. As a worst-case scenario, the barrier reduction was calculated at the stories for which the sound barriers provide the least amount of reduction (2nd floor). Noise levels are projected from the center of the Project Site.

The Project's noise attenuation measures, in conformance with LAMC Sections 41.40 and 112.05, would include the following:

1. Compliance with the City of Los Angeles Noise Ordinance No. 144,331 and 161,574 (see LAMC Section 112.05), and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible.

2. Restricting construction and demolition to the hours of 7:00 am to 6:00 pm Monday through Friday, and 8:00 am to 6:00 pm on Saturday.

3. Scheduling demolition and construction activities so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.

4. Construction contractor using power construction equipment with state-of-the-art noise shielding and muffling devices.

5. During demolition, site preparation, grading, and paving, a temporary sound barrier of at least 16-feet tall on the western property boundary shall be installed. The noise control barrier shall be engineered to reduce construction-related noise levels at the nearest structures by at least 9 dBA. The supporting structure shall be engineered and erected according to applicable codes. The temporary barrier shall remain in place until all windows have been installed and all activities on the project site are complete.

6. Any stationary equipment such as cranes or generators shall be placed in the center of the project site when possible. Efforts shall be made to bring construction noise as far from the residences as possible.

As shown in Table III-2, noise impacts from Project construction are anticipated to be compliant with the City's noise ordinance during construction with the implementation of the identified and required compliance with the State of California Building Code and LAMC construction noise measures. Accordingly, the Project would not result in significant effects with respect to construction noise.

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Table III-2
Projected Construction Noise Levels (dBA, Leq (15-min))[1]

Location	Phase	Construction Noise Level	Reduction with Sound Barrier[2]	Regulated Noise Level	Regulatory Noise Limit (dBA)	Exceeds Standard?
East (Commercial -Fire Station)	Demolition	83.7	N/A	83.7	N/A	No
	Site Preparation	82.6	N/A	82.6	N/A	No
	Grading	83.7	N/A	83.7	N/A	No
	Building Construction	80.9	N/A	80.9	N/A	No
	Paving	90.2	N/A	90.2	N/A	No
	Architectural Coating	76.4	N/A	76.4	N/A	No
South (Commercial)	Demolition	73.5	N/A	73.5	N/A	No
	Site Preparation	72.4	N/A	72.4	N/A	No
	Grading	73.5	N/A	73.5	N/A	No
	Building Construction	70.7	N/A	70.7	N/A	No
	Paving	80.0	N/A	80.0	N/A	No
	Architectural Coating	66.2	N/A	66.2	N/A	No
West (Residential & Commercial)	Demolition	77.3	-9.9	67.40	75	No
	Site Preparation	76.2	-9.9	66.30	75	No
	Grading	77.3	-9.9	67.4	75	No
	Building Construction	74.5	N/A	74.5	75	No
	Paving	83.8	-9.9	73.9	75	No
	Architectural Coating	70	N/A	70.0	75	No
North (Commercial)	Demolition	76.9	N/A	76.9	N/A	No
	Site Preparation	75.8	N/A	75.8	N/A	No
	Grading	76.9	N/A	76.9	N/A	No
	Building Construction	74.1	N/A	74.1	N/A	No
	Paving	83.4	N/A	83.4	N/A	No
	Architectural Coating	69.6	N/A	69.6	N/A	No

(1) Construction noise projected from the center of the project site to nearest sensitive use (structure).
(2) Barrier insertion loss calculations are provided in Appendix E of the Noise Analysis (see Appendix B to this document).
Table Source: Ganddini Group, April 1, 2019.

Operational Noise

Upon completion and operation of the Project, on-site operational noise would be generated by heating, ventilation, and air conditioning ("HVAC") equipment installed for the new structure. However, the noise levels generated by these equipment types are not anticipated to be substantially greater than those generated by the current HVAC equipment serving the existing uses on the Project Site or adjacent buildings in the Project vicinity. As such, the HVAC equipment associated with the Project would not represent a new source of noise in the Project Site vicinity. In addition, the operation of the HVAC and any other on-site stationary sources of noise would be required to comply with the LAMC Section 112.02, which prohibits noise from air conditioning, refrigeration, heating, pumping, and filtering equipment from exceeding the ambient noise level on the premises of other occupied properties by more than five decibels. Compliance with this regulation will ensure that HVAC-related noise impacts are less than significant.

Operational noise from loading and unloading would be subject to LAMC Section 114.03, which prohibits loading or unloading of any vehicle, operating any dollies, carts, forklifts, or other wheeled equipment, which causes any impulsive sound, raucous or unnecessary noise within 200 feet of any residential building between the hours of 10:00 PM and 7:00 AM of the following day. Through the Project's compliance with this regulation, potential noise impacts relating to loading and unloading would therefore be considered less than significant.

Noise would be generated by activities within the Project's parking areas, which will include two parking levels. Sources of noise within the parking areas would include engines accelerating, doors slamming, car alarms, and people talking. The subterranean parking levels would be enclosed on all sides, thereby shielding all parking-related noise sources from any off-site sensitive receptor locations. Therefore, no significant parking-related noise levels are anticipated to result at any sensitive receptors. In addition, parking-related noise generated by motor driven vehicles within and around the Project Site is regulated under the LAMC. Specifically, with regard to motor driven vehicles, LAMC Section 114.02 prohibits the operation of any motor driven vehicles upon any property within the City such that the created noise would cause the noise level on the premises of any occupied residential property to exceed the ambient noise level by more than five decibels. Additionally, LAMC Section 114.06 prohibits any person to install, operate or use any vehicle theft alarm system that emits or causes the emission of an audible sound, which is not, or does not become, automatically and completely silenced within five minutes. The Project's location and design of its parking facilities, coupled with compliance with the LAMC's regulatory requirements, would ensure noise impacts associated with the Project's parking areas would be less than significant.

The Project includes outdoor spaces that would have the potential to generate outdoor noise. Specifically, the Project includes a rear garden, 6th floor patio, and private balconies. Noise associated with the patios and balconies would mostly include people talking, which typically results in noise levels of approximately 60-65 dBA at three feet. Thus, the outdoor amenity noise levels would be substantially similar to existing ambient noise levels associated with the heavily urbanized Project Site vicinity. This impact would therefore be considered less than significant.

Traffic Noise

In order for a new noise source to be audible, there would need to be a 3 dBA or greater CNEL noise increase. The traffic volume on any given roadway would need to double in order for a 3 dBA increase in ambient noise to occur. According to the *L.A. CEQA Thresholds Guide*, if a project would result in traffic that is less than double the existing traffic, then the project's mobile noise impacts can be assumed to be less than significant.

As detailed in the Project's Traffic Report, the Project is estimated to generate 252 daily vehicle trips, a net increase of 17 trips during the AM peak hour and a net increase of 18 trips during the PM peak hour. As such, the Project would not have the potential to increase roadway noise levels by 3 dBA, and thus traffic generated noise impacts would be considered less than significant.

Noise Impact Summary

The Project would not have the potential to result in any significant effects relating to noise.

Project-Specific Air Quality Emission Impacts

The following air quality impact analysis summarizes and incorporates by reference the information provided in the *Kahwaji Building Project Air Quality and Health Risk Assessment Impact Analysis* prepared by Ganddini Group on March 29, 2019 (the "Air Quality Report"). The Air Quality Report is available as Appendix C to this document.

Air Quality Standards

Regional Air Quality

Many air quality impacts that derive from dispersed mobile sources, which are the dominate pollution generators in the basin, often occurs hours later and miles away after photochemical processes have converted primary exhaust pollutants into secondary contaminants such as ozone. The incremental regional air quality impact of an individual project is generally very small and difficult to measure. Therefore, the SCAQMD has

developed significance thresholds based on the volume of pollution emitted rather than on actual ambient air quality because the direct air quality impact of a project is not quantifiable on a regional scale. The SCAQMD CEQA Handbook states that any project in the South Coast Air Basin with daily emissions that exceed any of the identified significance thresholds should be considered as having an individually and cumulatively significant air quality impact. For the purposes to this air quality impact analysis, a regional air quality impact would be considered significant if emissions exceed the SCAQMD significance thresholds identified in Table III-3.

Local Air Quality

Project-related construction air emissions may have the potential to exceed the State and Federal air quality standards in the project vicinity, even though these pollutant emissions may not be significant enough to create a regional impact to the South Coast Air Basin. In order to assess local air quality impacts the SCAQMD has developed Localized Significant Thresholds (LSTs) to assess the project-related air emissions in the project vicinity. The SCAQMD has also provided Final Localized Significant Threshold Methodology (LST Methodology), June 2003, which details the methodology to analyze local air emission impacts. The Localized Significant Threshold Methodology found that the primary emissions of concern are NO_2, CO, PM10, and PM2.5.

The significance thresholds for the local emissions of NO_2 and CO are determined by subtracting the highest background concentration from the last three years of these pollutants, from the most restrictive ambient air quality standards for these pollutants that are outlined in the Localized Significant Thresholds. Table III-3 shows the ambient air quality standards for NO_2, CO, and PM10 and PM2.5.

Table III-3
SCAQMD Air Quality Significance Thresholds

Mass Daily Thresholds		
Pollutant	**Construction (lbs/day)**	**Operation (lbs/day)**
NOx	100	55
VOC	75	55
PM10	150	150
PM2.5	55	55
SOx	150	150
CO	550	550
Lead	3	3
Toxic Air Contaminants, Odor and GHG Thresholds		
TACs	Maximum Incremental Cancer Risk ≥ 10 in 1 million Cancer Burden > 0.5 excess cancer cases (in areas ≥ 1 in 1	

Table III-3
SCAQMD Air Quality Significance Thresholds

	million) Chronic & Acute Hazard Index > 1.0 (project increment)
Odor	Project creates an odor nuisance pursuant to SCAQMD Rule 402
GHG	10,000 MT/yr CO2e for industrial projects
Ambient Air Quality Standards	
Pollutant	**SCAQMD Standards**
NO2 -1-hour average	0.18 ppm (338 µg/m^3)
PM10 -24-hour average Construction Operations	 10.4 µg/m^3 2.5 ug/m^3
PM2.5 -24-hour average Construction Operations	 10.4 µg/m^3 2.5 µg/m^3
SO2 1-hour average 24-hour average	 0.25 ppm 0.04 ppm
CO 1-hour average 8-hour average	 20 ppm (23,000 µg/m^3) 9 ppm (10,000 µg/m^3)
Lead 30-day average Rolling 3-month average Quarterly average	 1.5 µg/m^3 0.15 µg/m^3 1.5 µg/m^3
Source: http://www.aqmd.gov/ceqa/handbook/signthres.pdf	

Toxic Air Contaminants

According to the SCAQMD CEQA Handbook, any project that has the potential to expose the public to toxic air contaminants in excess of the following thresholds would be considered to have a significant air quality impact:

- If the Maximum Incremental Cancer Risk is 10 in one million or greater; or
- Toxic air contaminants from the proposed project would result in a Hazard Index increase of 1 or greater.

In order to determine if the proposed project may have a significant impact related to hazardous air pollutants (HAP), the Health Risk Assessment Guidance for analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis, (Diesel Analysis) prepared by SCAQMD (August 2003) recommends that if the proposed project is anticipated to create hazardous air pollutants through stationary sources or

regular operations of diesel trucks on the project site, then the proximity of the nearest receptors to the source of the hazardous air pollutants and the toxicity of the hazardous air pollutants should be analyzed through a comprehensive facility-wide health risk assessment (HRA).

As determined in the California Building Industry Association v. Bay Area Air Quality Management District (2015) 62 Cal. 4th 369 (CBIA) case the California Supreme Court determined that CEQA does not generally require an impact analysis of the existing environmental conditions on the future residents of a proposed project and generally only requires an analysis of the proposed project's impact on the environment. However, the CBIA case also stated that when a proposed project brings development and people into an area already subject to specific hazards and the new development/people exacerbate the existing hazards, then CEQA requires an analysis of the hazards and the proposed project's effect in terms of increasing the risks related to those hazards. In regards to air quality hazards, TACs are defined as substances that may cause or contribute to an increase in deaths or in serious illness, or that may pose a present or potential hazard to human health. As such, if a proposed project would not exacerbate pre-existing hazards (e.g., TAC health risks) then an analysis of those hazards and the proposed project's effect on increasing those hazards is not required.

The project is a mixed-use project with commercial and residential uses and will not be a source of toxic air contaminants. The existing conditions on the project site only include residential and commercial uses that will be removed and does not contain any operational land uses that emit toxic air contaminants. However, as the project is locating sensitive receptors in proximity to freeway-related DPM sources, and the City of Los Angeles requires an HRA for placement of sensitive uses within 1,000 feet of a freeway, an HRA was conducted (please see Section 8 of this report) for informational and disclosure purposes.

Odor Impacts

The SCAQMD CEQA Handbook states that an odor impact would occur if the proposed project creates an odor nuisance pursuant to SCAQMD Rule 402, which states:

> *A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.*

The provisions of this rule shall not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.

Potential sources that may emit odors during construction activities include the application of materials such as asphalt pavement. The objectionable odors that may be produced during the construction process are short-term in nature and the odor emissions are expected cease upon the drying or hardening of the odor producing materials. Due to the short-term nature and limited amounts of odor producing materials being utilized, no significant impact related to odors would occur during construction of the Project. Diesel exhaust and VOCs would be emitted during construction of the Project, which are objectionable to some; however, emissions would disperse rapidly from the Project Site and therefore should not reach an objectionable level at the nearest sensitive receptors. As the Project involves no operational elements related to industrial projects, no long-term operational objectionable odors are anticipated. Therefore, the Project would not have the potential to result in any significant effects relating odor.

Short-term Construction Impacts

Construction activities associated with the Project would have the potential to generate air emissions, toxic air contaminant emissions, and odor impacts. Assumptions for the phasing, duration, and required equipment for the construction of the Project were obtained from the project applicant. The construction activities for the Project are anticipated to include: demolition of an existing approximately 2,603 square foot one-story commercial building and one single-family detached residential dwelling unit, site preparation of approximately 0.1 acres to remove an existing surface parking lot, grading of approximately 12,892 square feet (~0.3 acres), construction of a six-story mixed-use building with 39 apartment dwelling units (including four affordable housing apartment dwelling units) and 1,887 square feet of commercial uses, paving of a two-level first-floor parking structure with 38 parking spaces, and application of architectural coatings.

The grading phase is to include up to approximately 2,600 cubic yards of export. The proposed project is anticipated to start construction no sooner than January 2020 and take approximately 15 months to complete.

Construction-related Regional Impacts

The construction-related regional air quality impacts have been analyzed for criteria pollutants. The following provides a discussion of the methodology used to calculate regional construction air emissions and an analysis of the proposed Project's short-term construction emissions for the criteria pollutants.

Methodology

Typical emission rates from construction activities were obtained from CalEEMod Version 2016.3.2. CalEEMod is a computer model published by the SCAQMD for estimating air pollutant emissions. The CalEEMod program uses the EMFAC2014 computer program to calculate the emission rates specific for Los Angeles County for construction-related employee vehicle trips and the OFFROAD2011 computer program to calculate emission rates for heavy truck operations. EMFAC2014 and OFFROAD2011 are computer programs generated by CARB that calculates composite emission rates for vehicles. Emission rates are reported by the program in grams per trip and grams per mile or grams per running hour. Using CalEEMod, the peak daily air pollutant emissions during each phase was calculated and presented below. These emissions represent the highest level of emissions for each of the construction phases in terms of air pollutant emissions. The construction emissions printouts from CalEEMod are provided in Appendix B of the Air Quality Report, which is provided as Appendix C to this document.

SCAQMD's Rule 403

The Project will be required to comply with existing SCAQMD rules for the reduction of fugitive dust emissions. SCAQMD Rule 403 establishes these procedures. Compliance with this rule is achieved through application of standard best management practices in construction and operation activities, such as application of water or chemical stabilizers to disturbed soils, managing haul road dust by application of water, covering haul vehicles, restricting vehicle speeds on unpaved roads to 15 mph, sweeping loose dirt from paved site access roadways, cessation of construction activity when winds exceed 25 mph and establishing a permanent, stabilizing ground cover on finished sites. In addition, projects that disturb 50 acres or more of soil or move 5,000 cubic yards of materials per day are required to submit a Fugitive Dust Control Plan or a Large Operation Notification Form to SCAQMD. Based on the size of the Project area (approximately 12,892 square foot [~0.3acres]) a Fugitive Dust Control Plan or Large Operation Notification would not be required.

SCAQMD's Rule 403 minimum requirements require that the application of the best available dust control measures are used for all grading operations and include the application of water or other soil stabilizers in sufficient quantity to prevent the generation of visible dust plumes. Compliance with Rule 403 would require the use of water trucks during all phases where earth moving operations would occur. Compliance with Rule 403 is required.

SCAQMD's Rule 1403 details the requirements for demolition and renovation activities include asbestos surveying, notification, asbestos-containing materials (ACM) removal procedures and time schedules, ACM handling and clean-up procedures, and storage,

disposal, and landfilling requirements for asbestos-containing waste materials (ACWM). All operators are required to maintain records, including waste shipment records, and are required to use appropriate warning labels, signs, and markings. Compliance with Rule 1403 is required.

Per SCAQMD Rule 1113 as amended on June 3, 2011, architectural coatings that would be applied to buildings after January 1, 2014 will be limited to an average of 50 grams per liter or less.

The phases of the construction activities which have been analyzed below for each phase are: (1) demolition, (2) site preparation, (3) grading, (4) building construction, (5) paving, and (6) application of architectural coatings. Details pertaining to the project's construction timing and the type of equipment modeled for each construction phase are available in the CalEEMod output in Appendix B of the Air Quality Report, which is provided as Appendix C to this document.

Project Impacts

The construction-related criteria pollutant emissions for each phase are shown below in Table III-4. Table III-4 shows that none of the Project's emissions will exceed regional thresholds. Therefore, the Project would not have the potential to result in any significant effects relating to air quality from construction of the Project.

Table III-4
Construction-Related Regional Pollutant Emissions[1]

Activity		Pollutant Emissions (pounds/day)					
		ROG	NOx	CO	SO_2	PM10	PM2.5
Demolition	On-Site[2]	0.87	7.87	7.62	0.01	0.53	0.46
	Off-Site[3]	0.06	0.26	0.49	0.00	0.13	0.03
	Subtotal	0.93	8.13	8.11	0.01	0.66	0.49
Site Preparation	On-Site[2]	0.69	8.43	4.09	0.01	0.00	0.31
	Off-Site[3]	0.03	0.02	0.22	0.00	0.06	0.02
	Subtotal	0.71	8.45	4.31	0.01	0.06	0.33
Grading	On-Site[2]	0.87	7.87	7.62	0.01	0.77	0.61
	Off-Site[3]	0.21	5.24	1.61	0.02	0.44	0.13
	Subtotal	1.08	13.11	9.23	0.03	1.21	0.74
Building Construction	On-Site[2]	0.86	8.85	7.39	0.01	0.52	0.48
	Off-Site[3]	0.22	0.98	1.84	0.01	0.47	0.13
	Subtotal	1.08	9.84	9.23	0.02	0.99	0.61
Paving	On-Site[2]	0.72	6.72	7.09	0.01	0.35	0.33
	Off-Site[3]	0.09	0.06	0.73	0.00	0.20	0.05

Table III-4
Construction-Related Regional Pollutant Emissions[1]

Activity		Pollutant Emissions (pounds/day)					
		ROG	NOx	CO	SO_2	PM10	PM2.5
	Subtotal	0.81	6.78	7.81	0.01	0.56	0.38
Architectural Coating	On-Site[2]	20.41	1.53	1.82	0.00	0.09	0.09
	Off-Site[3]	0.03	0.02	0.28	0.00	0.08	0.02
	Subtotal	20.45	1.55	2.10	0.00	0.17	0.12
Total for overlapping phases[4]		22.33	18.16	19.14	0.03	1.72	1.11
SCAQMD Thresholds		75	100	550	150	150	55
Exceeds Thresholds?		**No**	**No**	**No**	**No**	**No**	**No**

Notes:
(1) Source: CalEEMod Version 2016.3.2
(2) On-site emissions from equipment operated on-site that is not operated on public roads. On-site grading and site preparation PM-10 and PM-2.5 emissions show mitigated values for fugitive dust for compliance with SCAQMD Rule 403.
(3) Off-site emissions from equipment operated on public roads.
(4) Construction, painting and paving phases may overlap.

Construction-Related Local Impacts

Construction-related air emissions may have the potential to exceed the State and Federal air quality standards in the project vicinity, even though these pollutant emissions may not be significant enough to create a regional impact to the South Coast Air Basin. The proposed Project has been analyzed for the potential local air quality impacts created from: construction-related fugitive dust and diesel emissions; from toxic air contaminants; and from construction-related odor impacts.

Local Air Quality Impacts from Construction

The SCAQMD has published a "Fact Sheet for Applying CalEEMod to Localized Significance Thresholds" (South Coast Air Quality Management District 2011b). CalEEMod calculates construction emissions based on the number of equipment hours and the maximum daily disturbance activity possible for each piece of equipment. In order to compare CalEEMod reported emissions against the localized significance threshold lookup tables, the CEQA document should contain in its project design features or its mitigation measures the following parameters:

(1) The off-road equipment list (including type of equipment, horsepower, and hours of operation) assumed for the day of construction activity with maximum emissions.
(2) The maximum number of acres disturbed on the peak day.

(3) Any emission control devices added onto off-road equipment.
(4) Specific dust suppression techniques used on the day of construction activity with maximum emissions.

The CalEEMod output in Appendix B of the Air Quality Report (see Appendix C to this document) show the equipment used for this analysis.

The maximum number of acres disturbed in a day during Project construction would be 1.5 acres. The local air quality emissions from construction were analyzed using the SCAQMD's Mass Rate Localized Significant Threshold Look-up Tables and the methodology described in Localized Significance Threshold Methodology prepared by SCAQMD (revised July 2008). The Look-up Tables were developed by the SCAQMD in order to readily determine if the daily emissions of CO, NOx, PM10, and PM2.5 from the proposed Project could result in a significant impact to the local air quality. The emission thresholds were calculated based on the Central Los Angeles source receptor area (SRA) 1 and, to be conservative, a disturbance value of one acre per day (as the 1-acre thresholds are more stringent). According to LST Methodology, any receptor located closer than 25 meters (82 feet) shall be based on the 25 meter thresholds. The nearest sensitive receptors are the multi-family attached residential dwelling units located approximately 50 feet west of the Project Site; therefore, the SCAQMD Look-up Tables for 25 meters was used. Table III-5 shows the on-site emissions from the CalEEMod model for the different construction phases and the LST emissions thresholds.

The data provided in Table III-5 shows that none of the analyzed criteria pollutants would exceed the calculated local emissions thresholds at the nearest sensitive receptors. Therefore, the Project would not have the potential to result in any significant effects relating to short-term toxic air contaminant impacts from construction of the Project.

Table III-5
Local Construction Emissions at the Nearest Receptors[1]

Activity	On-Site Pollutant Emissions (pounds/day)			
	NOx	**CO**	**PM10**	**PM2.5**
Demolition	7.87	7.62	0.53	0.46
Site Preparation	8.43	4.09	0.00	0.31
Grading	7.78	7.62	0.77	0.61
Building Construction	8.85	7.39	0.52	0.48
Paving	6.72	7.09	0.35	0.33
Architectural Coating	1.53	1.82	0.09	0.09
SCAQMD Thresholds[2]	**74**	**680**	**5**	**3**
Exceeds Threshold?	No	No	No	No

Table III-5
Local Construction Emissions at the Nearest Receptors[1]

Activity	On-Site Pollutant Emissions (pounds/day)			
	NOx	CO	PM10	PM2.5

Notes:
(1) Source: Calculated from CalEEMod and SCAQMD's Mass Rate Look-up Tables for 1 acre at a distance of 25 m in SRA 1 Central Los Angeles.
(2) The nearest sensitive receptors to the project include the multi-family attached residential dwelling units located approximately 50 feet (~15 meters) west of the project site; therefore, the 25 meter threshold was used.
Note: The project will disturb up to a maximum of 1.5 acres a day (see Table 7 of the Air Quality Report).

Construction-Related Toxic Air Contaminant Impacts

The greatest potential for toxic air contaminant emissions would be related to diesel particulate emissions associated with heavy equipment operations during construction of the Project. According to SCAQMD methodology, health effects from carcinogenic air toxics are usually described in terms of "individual cancer risk". "Individual Cancer Risk" is the likelihood that a person exposed to concentrations of toxic air contaminants over a 30 year lifetime will contract cancer, based on the use of standard risk-assessment methodology. Given the relatively limited number of heavy-duty construction equipment and the short-term construction schedule, the Project would not result in a long-term (i.e., 30 years) substantial source of toxic air contaminant emissions and corresponding individual cancer risk. Furthermore, construction-based particulate matter (PM) emissions (including diesel exhaust emissions) do not exceed any local or regional thresholds. Therefore, the Project would not have the potential to result in any significant effects relating to short-term toxic air contaminants during construction of the Project.

Construction-Related Odor Impacts

Potential sources that may emit odors during construction activities include the application of materials such as asphalt pavement. The objectionable odors that may be produced during the construction process are of short-term in nature and the odor emissions are expected cease upon the drying or hardening of the odor producing materials. Due to the short-term nature and limited amounts of odor producing materials being utilized, no significant impact related to odors would occur during construction of the Project. Diesel exhaust and VOCs would be emitted during construction of the project, which are objectionable to some; however, emissions would disperse rapidly from the Project Site and therefore should not reach an objectionable level at the nearest sensitive receptors. Therefore, the Project would not have the potential to result in any significant effects relating to odors during construction of the Project.

Long-term Air Quality Operational Impacts

The on-going operation of the Project would result in a long-term increase in air quality emissions. This increase would be due to emissions from the Project-generated vehicle trips and through operational emissions from the on-going operation of the Project. The following section provides an analysis of potential long-term air quality impacts due to: regional air quality and local air quality impacts with the on-going operations of the Project.

Operations-related Regional Air Quality Impacts

The potential operations-related air emissions have been analyzed below for the criteria pollutants and cumulative impacts.

Operations-Related Criteria Pollutants Analysis

The operations-related criteria air quality impacts created by the Project have been analyzed through the use of the CalEEMod model. The operating emissions were based on the year 2021, which is the anticipated opening for the Project. As the existing single-family residential dwelling unit and commercial use will be demolished, the operational emissions from the removal of those uses were also calculated for year 2019. The operations daily emissions printouts from the CalEEMod model for both the existing and proposed uses are provided in Appendix B to the Air Quality Report (see Appendix C to this document). The CalEEMod analyzes operational emissions from area sources, energy usage, and mobile sources, which are discussed below.

Mobile Sources

Mobile sources include emissions from the additional vehicle miles generated from the Project. The vehicle trips associated with the proposed project have been analyzed by inputting the Project-generated vehicular trips from the Trip Generation Analysis prepared for the proposed project by RTPG - the Rifkin Transportation Planning Group (December 18, 2018) into the CalEEMod Model. The Trip Generation Analysis found that the Project will generate approximately 373 gross total trips and 303 net total trips after the inclusion of the 10 percent transit reduction, five percent mixed-use reduction, and fifty percent commercial drive-by reduction. Existing land uses to be demolished were found to generate approximately 108 gross total vehicle trips and 51 net total vehicle trips per day after the inclusion of the ten percent transit reduction, five percent mixed-use reduction, and 50 percent commercial drive by reduction; therefore, the Project includes an increase from existing of approximately 252 vehicle trips per day after the inclusion of the 10 percent transit reduction, five percent mixed-use reduction, fifty percent commercial drive-by reduction, and the reduction due to prior uses. The trip generation rates for the proposed project are 16.43 trips per thousand square foot per day for the retail use (taking

into consideration the 10 percent transit reduction, five percent mixed-use reduction, and fifty percent commercial drive-by reduction), 6.56 trips per dwelling unit per day for the apartment dwelling units (taking into consideration the 10 percent transit reduction), and 3.5 trips per dwelling unit per day for the affordable housing apartment dwelling units (taking into consideration the 10 percent transit reduction).[6] The Trip Generation Analysis also found trip generation rates of 16.14 trips per thousand square foot per day for the existing commercial use (taking into consideration the 10 percent transit reduction, five percent mixed-use reduction, and fifty percent commercial drive-by reduction) and 9 trips per dwelling unit per day for the existing single-family detached residential dwelling unit (taking into consideration the 10 percent transit credit) that are to be removed from the site. The program then applies the emission factors for each trip which is provided by the EMFAC2014 model to determine the vehicular volume pollutant emissions. The CalEEMod default trip lengths were used in this analysis.

Area Sources

Area sources include emissions from consumer products, landscape equipment and architectural coatings. Landscape maintenance includes fuel combustion emissions from equipment such as lawn mowers, rototillers, shredders/grinders, blowers, trimmers, chain saws, and hedge trimmers, as well as air compressors, generators, and pumps. As specifics were not known about the landscaping equipment fleet, CalEEMod defaults were used to estimate emissions from landscaping equipment. No changes were made to the default area source parameters.

Energy Usage

Energy usage includes emissions from the generation of electricity and natural gas used on-site. No changes were made to the default energy usage parameters.

Project Impacts

The worst-case summer or winter criteria pollutant emissions created from the Project's long-term operations have been calculated and are shown below in Table III-6. The results show that even before the emissions from the existing residential uses are removed, none of the SCAQMD regional thresholds would be exceeded. Therefore, the Project would not have the potential to result in any significant effects relating to regional air quality impact from operation of the Project.

[6] *As the trip generation rates in the Trip Generation Analysis are different for affordable housing apartments versus the regular apartments and CalEEMod will not allow duplicate use of the same land use in the model, the affordable apartments were modeled as apartments low rise.*

Table III-6
Regional Operational Pollutant Emissions[1]

Activity	Pollutant Emissions (pounds/day)					
	ROG	NOx	CO	SO2	PM10	PM2.5
Area Sources[2]	1.05	0.62	3.48	0.00	0.06	0.06
Energy Usage[3]	0.01	0.11	0.05	0.00	0.01	0.01
Mobile Sources[4]	0.51	2.43	6.86	0.02	1.89	0.52
Subtotal Emissions	**1.56**	**3.16**	**10.39**	**0.03**	**1.96**	**0.59**
-Existing single-family residential unit and commercial uses being removed	-0.47	-0.50	-1.87	-0.01	-0.36	-0.16
Total Emissions	**1.10**	**2.66**	**8.51**	**0.02**	**1.60**	**0.43**
SCAQMD Thresholds	**55**	**55**	**550**	**150**	**150**	**55**
Exceeds Threshold?	No	No	No	No	No	No

Notes:
(1) Source: CalEEMod Version 2016.3.2; the higher of either summer or winter emissions.
(2) Area sources consist of emissions from consumer products, architectural coatings, and landscaping equipment.
(3) Energy usage consists of emissions from generation of electricity and on-site natural gas usage.
(4) Mobile sources consist of emissions from vehicles and road dust.

Cumulative Regional Air Quality Impacts

Cumulative projects include local development as well as general growth within the Project area. However, as with most development, the greatest source of emissions is from mobile sources, which travel well out of the local area. Therefore, from an air quality standpoint, the cumulative analysis would extend beyond any local projects and when wind patterns are considered would cover an even larger area. Accordingly, the cumulative analysis for the project's air quality must be generic by nature.

The project area is out of attainment for ozone and in 2018 was out of attainment for PM10. Construction and operation of cumulative projects will further degrade the local air quality, as well as the air quality of the South Coast Air Basin. The greatest cumulative impact on the quality of regional air cell will be the incremental addition of pollutants mainly from increased traffic volumes from residential, commercial, and industrial development and the use of heavy equipment and trucks associated with the construction of these projects. Air quality will be temporarily degraded during construction activities that occur separately or simultaneously. However, in accordance with the SCAQMD methodology, projects that do not exceed the SCAQMD criteria or can be mitigated to less than criteria levels are not significant and do not add to the overall cumulative impact.

With respect to long-term emissions, this Project would create a less than significant cumulative impact.

Operations-related Local Air Quality Impacts

Project-related air emissions may have the potential to exceed the State and Federal air quality standards in the Project vicinity, even though these pollutant emissions may not be significant enough to create a regional impact to the South Coast Air Basin. The Project has been analyzed for the potential local CO emission impacts from the Project-generated vehicular trips and from the potential local air quality impacts from on-site operations. The following analysis analyzes the vehicular CO emissions, local impacts from on-site operations, and odor impacts.

Local CO Emission Impacts from Project-Generated Vehicular Trips

CO is the pollutant of major concern along roadways because the most notable source of CO is motor vehicles. For this reason, CO concentrations are usually indicative of the local air quality generated by a roadway network and are used as an indicator of potential local air quality impacts. Local air quality impacts can be assessed by comparing future without and with Project CO levels to the State and Federal CO standards which were presented above.

To determine if the Project could cause emission levels in excess of the CO standards discussed above, a sensitivity analysis is typically conducted to determine the potential for CO “hot spots” at a number of intersections in the general Project vicinity. Because of reduced speeds and vehicle queuing, “hot spots” potentially can occur at high traffic volume intersections with a Level of Service E or worse.

The analysis prepared for CO attainment in the South Coast Air Basin by the SCAQMD can be used to assist in evaluating the potential for CO exceedances in the South Coast Air Basin. CO attainment was thoroughly analyzed as part of the SCAQMD’s 2003 Air Quality Management Plan (2003 AQMP) and the 1992 Federal Attainment Plan for Carbon Monoxide (1992 CO Plan). As discussed in the 1992 CO Plan, peak carbon monoxide concentrations in the South Coast Air Basin are due to unusual meteorological and topographical conditions, and not due to the impact of particular intersections. Considering the region’s unique meteorological conditions and the increasingly stringent CO emissions standards, CO modeling was performed as part of 1992 CO Plan and subsequent plan updates and air quality management plans. In the 1992 CO Plan, a CO hot spot analysis was conducted for four busy intersections in Los Angeles at the peak morning and afternoon time periods. The intersections evaluated included: South Long Beach Boulevard and Imperial Highway (Lynwood); Wilshire Boulevard and Veteran Avenue (Westwood); Sunset Boulevard and Highland Avenue (Hollywood); and La

Cienega Boulevard and Century Boulevard (Inglewood). These analyses did not predict a violation of CO standards. The busiest intersection evaluated was that at Wilshire Boulevard and Veteran Avenue, which has a daily traffic volume of approximately 100,000 vehicles per day. The Los Angeles County Metropolitan Transportation Authority evaluated the Level of Service in the vicinity of the Wilshire Boulevard/Veteran Avenue intersection and found it to be Level of Service E during the morning peak hour and Level of Service F during the afternoon peak hour.

The Trip Generation Analysis showed that the project would generate a maximum of approximately 252 net additional trips and did not require the need of a Traffic Impact Analysis. The 1992 Federal Attainment Plan for Carbon Monoxide (1992 CO Plan) showed that an intersection which has a daily traffic volume of approximately 100,000 vehicles per day would not violate the CO standard. Therefore as the highest traffic volumes would fall far short of 100,000 vehicles, no CO “hot spot” modeling was performed and no significant long-term air quality impact is anticipated to local air quality with the on-going use of the Project.

Local Air Quality Impacts from On-Site Operations

Project-related air emissions from on-site sources such as architectural coatings, landscaping equipment, on-site usage of natural gas appliances as well as the operation of vehicles on-site may have the potential to exceed the State and Federal air quality standards in the Project vicinity, even though these pollutant emissions may not be significant enough to create a regional impact to the Air Basin. The nearest sensitive receptors that may be impacted by the Project are the multi-family attached residential dwelling units located adjacent approximately 50 feet west of the Project Site.

According to SCAQMD LST methodology, LSTs would apply to the operational phase of a project, if the project includes stationary sources, or attracts mobile sources (such as heavy-duty trucks) that may spend long periods queuing and idling at the site; such as industrial warehouse/transfer facilities. The Project is the development of the site with a mixed-use building with residential and commercial uses and does not include such uses. Therefore, due the lack of stationary source emissions, no long-term localized significance threshold analysis is warranted.

Operations-Related Odor Impacts

Potential sources that may emit odors during the on-going operations of the Project would include odor emissions from trash storage areas. Due to the distance of the nearest receptors from the Project Site and through compliance with SCAQMD’s Rule 402 no significant impact related to odors would occur during the on-going operations of the Project.

Air Quality Impact Summary

The Project would not have the potential to result in any significant effects relating to air quality.

Project-Specific Water Quality Impacts

Groundwater

The Project does not involve the extraction of groundwater and it would not result in a reduction in aquifer volume or lower the local groundwater table. Additionally, the Project does not require excavation and is not proposing any subterranean construction. Therefore, groundwater is not anticipated to be encountered during Project grading or construction.

Operation of the Project would not interfere with any groundwater recharge activities within the area. The Project Site is entirely developed in its existing condition with limited pervious landscaping area, and the degree to which any surface water infiltration and groundwater recharge occurs on-site is negligible. Moreover, the entire site would be redeveloped by the Project. Therefore, the Project would not have the potential to result in any significant effects relating to groundwater.

Surface Water

Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact on surface water quality if discharges associated with a project would create pollution, contamination, or nuisance as defined in Section 13050 of the California Water Code ("CWC") or that cause regulatory standards to be violated, as defined in the applicable National Pollution Discharge Elimination System ("NPDES") stormwater permit or Water Quality Control Plan for the receiving water body. For the purpose of this issue, a significant impact may occur if a project would discharge water which does not meet the quality standards of agencies which regulate surface water quality and water discharge into stormwater drainage systems. Significant impacts would also occur if a project does not comply with all applicable regulations with regard to surface water quality as governed by the State Water Resources Control Board ("SWRCB"). These regulations include compliance with the Standard Urban Storm Water Mitigation Plan ("SUSMP") requirements to reduce potential water quality impacts.

<u>Construction</u>

Construction activities associated with the Project have the potential to degrade water quality through the exposure of surface runoff (primarily rainfall) to exposed soils, dust, and other debris, as well as from runoff from construction equipment. Construction

associated with the Project would be subject to the requirements of Los Angeles Regional Water Quality Control Board (LARWQCB) Order No. R4-2012-0175-A01, NPDES No. CAS004001, effective December 28, 2012, Waste Discharge Requirements for Municipal Separate Storm Sewer System (MS4) Discharges within the Coastal Watersheds of Los Angeles County (the "Los Angeles County MS4 Permit"), which controls the quality of runoff entering municipal storm drains in Los Angeles County. Section VI.D.8 of the Los Angeles County MS4 Permit, Development Construction Program, requires permittees (which include the City) to enforce implementation of Best Management Practices (BMPs), including, but not limited to, approval of an Erosion and Sediment Control Plan (ESCP) for all construction activities within their jurisdiction.[7] ESCPs are required to include the elements of a Stormwater Pollution Prevention Plan. Accordingly, the construction contractor for the Project would be required to implement BMPs that would meet or exceed local, State, and federal mandated guidelines for stormwater treatment to control erosion and to protect the quality of surface water runoff during the construction period. BMPs utilized could include, without limitation: disposing of waste in accordance with all applicable laws and regulations; cleaning up leaks, drips, and spills immediately; conducting street sweeping during construction activities; limiting the amount of soil exposed at any given time; covering trucks; keeping construction equipment in good working order; and installing sediment filters during construction activities. Therefore, the Project would not result in any significant effects relating to surface water quality as a result of construction of the Project.

Operation

With respect to water quality during operation of the Project, Los Angeles County and all incorporated cities within Los Angeles County (except the City of Long Beach) are permittees under the Los Angeles County MS4 Permit. Section VI.D.7 of the Los Angeles County MS4 Permit, Planning and Land Development Program, is applicable to, among others, land-disturbing activities that result in the creation or addition or replacement of 5,000 square feet or more of impervious surface area on an already developed site, which would apply to the Project.[8] This Program requires, among other things, that the Project runoff volume from the following be retained on-site: (a) the 0.75 inch, 24-hour rain event; or (b) the 85th percentile, 24-hour rain event, as determined from the Los Angeles County 85th percentile precipitation isohyetal map, whichever is greater. The Project would also be subject to the BMP requirements of the SUSMP adopted by LARWQCB. As a permittee, the City is responsible for implementing the requirements of the County-wide

[7] *California Regional Water Quality Control Board – Los Angeles Region, MS4 Discharges within the Coastal Watersheds of Los Angeles County Except those Discharges Originating from the City of Long Beach MS4, Order No. R4-2012-0175, as amended by Order WQ 2015-0075, NPDES No. CAS004001, page 116 et seq.*

[8] *Ibid., page 97 et seq.*

SUSMP within its boundaries. In compliance with these regulatory requirements, a Project-specific SUSMP would be implemented during the operation of the Project. In compliance with the Los Angeles County MS4 Permit and SUSMP requirements, the Project would be required to retain, treat and/or filter stormwater runoff through biofiltration before it enters the City stormwater drain system. The system incorporated into the Project must follow design requirements set forth in the MS4 permit and must be approved by the City. Adherence to the requirements of the MS4 Permit and SUSMP would ensure that potential impacts associated with water quality would be less than significant. With appropriate Project design and compliance with the applicable federal, State, local regulations, and permit provisions, the Project would not result in any significant effects relating to surface water quality as a result of operation of the Project.

In addition, the Project would be subject to the provisions of the City's Low Impact Development (LID) Ordinance, which is designed to mitigate the impacts of increases in runoff and stormwater pollution as close to the source as possible. LID comprises a set of site design approaches and BMPs that promote the use of natural systems for infiltration, evapotranspiration and use of stormwater, as appropriate. The LID Ordinance will require the Project to incorporate LID standards and practices to encourage the beneficial use of rainwater and urban runoff and reduce stormwater runoff. In this regard, the City has established review procedures to be implemented by the Department of City Planning, Department of Building and Safety (LADBS), and Department of Public Works that parallel the review of the SUSMP discussed above. Incorporation of these features would minimize the increase in stormwater runoff from the Project Site. The SUSMP consists of structural BMPs built into the Project for ongoing water quality purposes over the life of the Project. Additionally, because the Project Site does not currently operate under a SUSMP, implementation of the Project with a SUSMP would improve water quality leaving the Project Site compared to existing conditions. Therefore, the Project would not result in any significant effects relating to surface water quality as a result of operation of the Project.

Summary

As the approval of the Project would not result in any significant effects relating to traffic, noise, air quality, or water quality, the Project meets this condition.

Condition (e): The site can be adequately served by all required utilities and public services.

The following provides a Project-specific analysis of the impacts to utilities and public services that would serve the Project.

Impacts to Project-Serving Utilities

Water Treatment Facilities and Existing Infrastructure

The City of Los Angeles Department of Water and Power (LADWP) currently supplies water to the Project Site. LADWP is responsible for ensuring that water demand within the City is met and that State and federal water quality standards are achieved. LADWP ensures the reliability and quality of its water supply through an extensive distribution system that includes more than 7,337 miles of pipelines, 119 storage tanks and reservoirs within the City, and a total of 315,245 acre feet of total storage capacity.[9] Much of the water flows north to south, entering the City at the Los Angeles Aqueduct Filtration Plant (LAAFP), which is owned and operated by LADWP, in the community of Sylmar. LAAFP has the capacity to treat approximately 600 million gallons per day (mgd).

The Project's estimated water consumption is presented on Table III-7, Estimated Average Daily Water Consumption. As shown, the Project would consume a net total of approximately 5,219 gallons per day (gpd) (approximately 0.005 mgd), or approximately 5.85 acre-feet of water per year. Thus, implementation of the Project is not expected to measurably reduce LAAFP's capacity, and as such, no new or expanded water treatment facilities would be required. The Project would be within the growth projections of the LADWP and it is, therefore, anticipated that LADWP would be able to meet the Project's water treatment demand. Therefore, the site can be adequately served by water service and treatment facilities, and impacts would be less than significant.

Table III-7
Estimated Average Daily Water Consumption

Land Use	Size	Consumption Rate[a]	Total Water Consumed (gpd)	Total Water Consumed (AF/Y)
Project:				
One-bedroom apartments	32 du	132 gpd/du	4,224	4.73
Two-bedroom apartments	7 du	180 gpd/du	1,260	1.41
Commercial	1,887 sf	60 gpd/1,000 sf	113	0.13
Existing Use:				
Two-bedroom single-family	1 du	222 gpd/du	222	0.24
Commercial building	2,603 sf	60 gal/1,000sf	156	0.17
		Project Total:	***5,597***	***6.27***
		Existing Uses Total:	*378*	*0.42*
		Project Net Total:	**5,219**	**5.85**

[9] *Los Angeles Department of Water and Power, About Us, Water, Facts & Figures, website: https://www.ladwp.com/ladwp/faces/ladwp/aboutus/a-water/a-w-factandfigures?_afrLoop=8329902439523&_afrWindowMode=0&_afrWindowId=18l3zn65m4_82#%40%3F_afrWindowId%3D18l3zn65m4_82%26_afrLoop%3D8329902439523%26_afrWindowMode%3D0%26_adf.ctrl-state%3D18l3zn65m4_102, accessed: February 2019.*

Table III-7
Estimated Average Daily Water Consumption

Land Use	Size	Consumption Rate[a]	Total Water Consumed (gpd)	Total Water Consumed (AF/Y)
Notes: sf = square feet; du = dwelling units; gpd = gallons per day; AF/Y = acre-feet per year. Estimated gallons per day have been rounded.				
[a] *Based on 120% of rates provided in City of Los Angeles Bureau of Sanitation, Sewer Generation Rates Table, April 6, 2012.*				
Source (table): EcoTierra Consulting, September 2019.				

In addition to supplying water for domestic uses, LADWP also supplies water for fire protection services, in accordance with the Fire Code. The City of Los Angeles Fire Department ("LAFD") and LAMC Section 57.507 require a water flow of 4,000 gallons per minute (gpm) flowing from four hydrants simultaneously for high density residential and neighborhood commercial land uses. The existing water lines that currently serve the Project Site would serve the Project. If water main or infrastructure upgrades are required, the Code requires the Project Applicant to pay for such upgrades, which would be constructed by either the Project Applicant or LADWP. To the extent such upgrades result in a temporary disruption in service, proper notification to LADWP customers would take place, as is standard practice. In the event that water main and other infrastructure upgrades are required, it would not be expected to create a significant impact to the physical environment because: (1) any disruption of service would be of a short-term nature, (2) replacement of the water mains would be within public rights-of-way, and (3) any foreseeable infrastructure improvements would be limited to the immediate Project vicinity. Therefore, potential impacts resulting from water infrastructure improvements, if any are to be required, would be less than significant.

Furthermore, the Project would comply with the City's mandatory water conservation measures that, relative to the City's increase in population, have reduced the rate of water demand in recent years. LADWP's growth projections are based on conservation measures and adequate treatment capacity that is, or would be, available to treat LADWP's projected water supply, as well as the LADWP's expected water sources. Compliance with water conservation measures, including Title 20 and 24 of the California Administrative Code would serve to reduce the projected water demand. Chapter XII of LAMC comprises the City's Emergency Water Conservation Plan. The Emergency Water Conservation Plan stipulates conservation measures pertaining to water closets, showers, landscaping, maintenance activities, and other uses. At the State level, Title 24 of the California Administrative Code contains the California Building Standards, including the California Plumbing Code (Part 5), which promotes water conservation. Title 20 of the California Administrative Code addresses Public Utilities and Energy and includes appliance efficiency standards that promote conservation. Various sections of the Health and Safety Code also regulate water use.

On April 7, 2017, following unprecedented water conservation averaging approximately 25 percent across the State and plentiful winter rain and snow, the governor ended the drought state of emergency in most of California (including Los Angeles County) through Executive Order B-40-17. Executive Order B-40-17 builds on actions taken in Executive Order B-37-16, which remains in effect, to continue making water conservation a way of life in California.[10] Executive Order B-37-16 (Making Water Conservation a California Way of Life) directs the California Department of Water Resources to work with SWRCB to make some of the requirements of the emergency conservation regulation permanent so as to build upon and exceed the existing State law requirements to achieve a 20 percent reduction in urban water usage by 2020. These water use targets shall be based on strengthened standards that were developed in response to the State's conservation mandate regarding outdoor irrigation, in a manner that incorporates landscape area, local climate, and new satellite imagery data; commercial, industrial, and institutional water use; and water lost through leaks. Overall, the Project's water demand is expected to comprise a small percentage of LADWP's existing water supplies. Therefore, the site can be adequately served by water infrastructure, and impacts would be less than significant.

Wastewater Treatment Facilities and Existing Infrastructure

The City's Bureau of Sanitation provides sewer service to the Project area. The Project Site has existing sewer connections to the City's sewer system via an 8-inch diameter sewer pipeline within Rokeby Street.[11] Sewage from the Project Site is conveyed via existing sewer infrastructure to the Hyperion Treatment Plant (HTP). Since 1987, the HTP has had capacity for full secondary treatment. Currently, the HTP has an average daily flow of 275 mgd in dry weather, which can double in wet weather; however, the HTP has capacity to treat a maximum daily flow of 450 mgd and peak wet weather flow of 800 mgd.[12] This equals a typical remaining capacity of 175 mgd of wastewater able to be treated at the HTP.

Estimated Project wastewater generation is presented below in Table III-8, Estimated Average Daily Wastewater Generation. As shown, the Project would generate approximately 4,349 net gallons per day (0.004 mgd) of wastewater. Therefore, the HTP would have adequate capacity to serve the Project. As such, the site can be adequately served wastewater treatment facilities, and impacts would be less than significant.

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[10] *State of California, Office of the Governor, Statewide Water Savings Exceed 25 Percent in February; Conservation to Remain a California Way of Life, Press Release, April 7, 2017, website: http://drought.ca.gov/topstory/top-story-72.html, accessed: May 2019.*

[11] *City of Los Angeles, Bureau of Engineering, Public Works Department, NavigateLA, website: http://navigatela.lacity.org/navigatela/, accessed: May 2019.*

[12] *City of Los Angeles Department of Public Works, Bureau of Sanitation, Clean Water, Hyperion Water Reclamation Plant, website: https://www.lacitysan.org/san/faces/home/portal/s-lsh-wwd/s-lsh-wwd-cw/s-lsh-wwd-cw-p/s-lsh-wwd-cw-p-hwrp, accessed: May 2019.*

Table III-8
Estimated Average Daily Wastewater Generation

Land Use	Size	Generation Rate[a]	Total Wastewater Generated (gpd)
Project:			
One-bedroom apartments	32 du	110 gpd/du	3,520
Two-bedroom apartments	7 du	150 gpd/du	1,050
Commercial	1,887 sf	50 gpd/1,000 sf	94
Existing Use:			
Two-bedroom single-family	1 du	185 gpd/du	185
Commercial building	2,603 sf	50 gal/1,000sf	130
		Project Total:	***4,664***
		Existing Uses Total:	*315*
		Project Net Total:	**4,349**

Notes: sf = square feet; du = dwelling units; gpd = gallons per day. Some numbers have been rounded.

[a] *Based on rates provided in City of Los Angeles Bureau of Sanitation, Sewer Generation Rates Table, April 6, 2012.*

Source (table): EcoTierra Consulting, September 2019.

Based on the estimated net wastewater generation of approximately 4,349 net gpd (0.004 mgd), it is reasonably anticipated that the existing sewer lines have excess capacity and would thus be able to accommodate the additional flow given the infill location of the Project Site surrounded by commercial and residential uses that are well-served by existing utility infrastructure. Nonetheless, as part of the building permit process, the City will require detailed gauging and evaluation of the Project's wastewater connection point at the time of connection to the system. If deficiencies are identified at that time, the Project Applicant would be required, at their own cost, to build secondary sewer lines to a connection point in the sewer system with sufficient capacity, in accordance with standard City procedures. The installation of any such secondary lines, if needed, would require minimal trenching and pipeline installation in accordance with all City permitting requirements, which would be a temporary action and would not result in any adverse environmental impacts. Therefore, impacts would be less than significant.

Existing and Projected Water Supply

The City's water supply primarily comes from the Los Angeles Aqueducts, groundwater, State Water Project (supplied by the Metropolitan Water District of Southern California [MWD]), and from the Colorado River (supplied by MWD). MWD uses a land use based planning tool that allocates projected demographic data from SCAG into water service areas for each of MWD's member agencies. MWD's demographic projections use data reported in SCAG's 2016-2040 RTP/SCS. These sources, along with recycled water, are expected to supply the City's water needs in the years to come. LADWP's 2015 Urban

Water Management Plan (UWMP) projects a supply of 642,400 AF/Y in 2020, 676,900 AF/Y in 2025, and 709,500 AF/Y in 2040. With LADWP's current water supplies, planned future water conservation, and planned future water supplies, LADWP will be able to reliably provide water to its customers through the 25-year planning period covered by the 2015 UWMP. Any shortfall in LADWP controlled supplies (e.g., groundwater, recycled, conservation, or aqueduct) is offset with MWD purchases to rise to the level of demand.[13] As shown in Table III-7, the Project would consume a net total of approximately 5,219 gallons per day, or approximately 5.85 af/y. This amount represents approximately 0.0009 percent of available 2020 supply, and approximately 0.0008 percent of the projected 2040 supply.

To ensure that the Project reduces its projected water demand to the extent feasible, the Project would be required to comply with Ordinance No. 170,978 (Landscape Ordinance), which imposes numerous water conservation measures in landscaping, installation, and maintenance (e.g, use drip irrigation and soak hoses in lieu of sprinklers to lower the amount of water lost to evaporation and overspray, set automatic sprinkler systems to irrigate during the early morning or evening hours to minimize water loss due to evaporation, and water less in the cooler months and during the rainy season).

Water demand would be further reduced through adherence to the City's regulatory requirements including the following:

- High-efficiency toilets (maximum 1.28 gallons per flush), including dual-flush water closets, and high-efficiency urinals (maximum 0.5 gallons per flush), including no-flush or waterless urinals, in all restrooms as appropriate.
- Restroom faucets with a maximum flow rate of 1.5 gallons per minute and self-closing design.
- Prohibiting the use of single-pass cooling equipment (single-pass cooling refers to the use of potable water to extract heat from process equipment, e.g. vacuum pump, ice machines, by passing the water through equipment and discharging the heated water to the sanitary wastewater system).
- No more than one showerhead per shower stall, having a flow rate no greater than 2.0 gallons per minute.
- Weather-based irrigation controller with rain shutoff.
- Matched precipitation (flow) rates for sprinkler heads.
- Drip/microspray/subsurface irrigation where appropriate.
- Minimum irrigation system distribution uniformity of 75 percent.

[13] *City of Los Angeles Department of Water and Power, Urban Water Management Plan 2015, adopted June 7, 2016.*

- Proper hydro-zoning, turf minimization and use of native/drought tolerant plan materials.

Thus, it is reasonably anticipated that the Project would not create any water system capacity issues, and sufficient reliable water supplies would be available to meet Project demands. Therefore, impacts would be less than significant.

Solid Waste Disposal

Solid waste generated within the City is disposed of at privately-owned landfill facilities throughout Los Angeles County. Private haulers provide waste collection services for most multi-family residential and commercial developments within the City. It is reasonably anticipated, then, that the Project Applicant would contract with a local commercial solid waste hauler following completion of the Project. As is typical for most solid waste haulers in the greater Los Angeles area, the hauler would most likely separate and recycle all reusable material collected from the Project Site at a local materials recovery facility. The remaining solid waste would be disposed of at a variety of landfills, depending on with whom the hauler has contracts. Most commonly, the City is served by the Sunshine Canyon Landfill. This Class III landfill accepts non-hazardous solid waste including construction and demolition ("C&D") waste. Table III-9, Current Landfill Capacity and Intake, details the permitted daily intake and estimated remaining capacity at the Sunshine Canyon Landfill currently.

Table III-9
Current Landfill Capacity and Intake

Landfill Facility	Permitted Daily Intake (tpd)[a]	2015 Average Daily Intake (tpd)	Estimated Total Remaining Permitting Capacity (million tons)
Sunshine Canyon	12,100	7,701	72.6
Notes: tpd = tons per day *Source (table): County Department of Public Works, Countywide Integrated Waste Management Plan 2015 Annual Report.*			

Construction

Implementation of the Project would generate C&D waste. C&D debris includes concrete, asphalt, wood, drywall, metals, concrete rubble, and other miscellaneous and composite materials. Table III-10, Estimated Project Construction and Demolition Solid Waste, presents the Project's estimated C&D waste.

Table III-10
Estimated Project Construction and Demolition Solid Waste

Construction Activity	Size	Generation Rate[a]	Total Solid Waste Generated
Project Construction	33,212 sf	4.39 lbs/sf	145,801 lbs (73 tons)

Table III-10
Estimated Project Construction and Demolition Solid Waste

Construction Activity	Size	Generation Rate[a]	Total Solid Waste Generated
Demolition of Existing Uses	3,945 sf	127 lbs/sf	501,015 lbs (251 tons)
		Total:	**646,816 lbs (323 tons)**

Notes: sf = square feet; lbs = pounds. Numbers have been rounded.

[a] *Source: U.S. Environmental Protection Agency, Estimating 2003 Building-Related Construction and Demolition Material Amounts, March 2009, Table A-1 (Residential Construction) and Table A-3 (Residential Demolition Materials Worksheet), website: https://www.epa.gov/sites/production/files/2017-09/documents/estimating2003buildingrelatedcanddmaterialsamounts.pdf, accessed: May 2019.*

Source (table): EcoTierra Consulting, September 2019.

As shown in Table III-10, the Project would generate approximately 646,816 pounds or 323 tons of C&D debris. Demolition for the Project would occur for approximately five weeks (or 26 work days), thereby generating approximately 9.65 tons per day. Building construction would occur over approximately 12 months, or 264 work days, thereby generating approximately 0.28 tons per day.

This forecasted solid waste generation is a conservative estimate as it assumes no reductions in solid waste generation would occur due to recycling. In order to help meet the landfill diversion goals, the City adopted the Citywide C&D Waste Recycling Ordinance (Ordinance No. 181,519). This ordinance, which became effective January 1, 2011, requires that all haulers and contractors responsible for handling C&D waste obtain a Private Solid Waste Hauler Permit from the Bureau of Sanitation prior to collecting, hauling, and transporting C&D waste. It requires that all C&D waste generated within City limits be taken to City certified C&D waste processors, where the waste would be recycled to the extent feasible. Moreover, there are 60 million tons of remaining capacity available in Los Angeles County for the disposal of inert waste. Some C&D waste may also be landfilled at the Class III landfill identified above. The Project's estimated C&D waste would be approximately 0.002 percent of the remaining capacity in Los Angeles County. Thus, Project-generated C&D waste would represent a very small percentage of the waste disposal capacity in the region, and, as noted, the aggregate amount estimated in the above table would not all be landfilled in compliance with City's recycling requirements to the extent feasible. Therefore, solid waste impacts from C&D activities would be less than significant.

Operation

The Project's estimated operational solid waste generation is presented in Table III-11, Estimated Project Operational Solid Waste.

Table III-11
Estimated Project Operational Solid Waste

Land Use	Size	Generation Rate[a]	Total Solid Waste Generated (lbs/day)
Project:			
Multiple-family Residential	39 units	4 lbs/unit/day	156
Commercial	1,887 sf	0.005 lbs/sf/day	9
Existing Use:			
Single-family Residential	1 du	10 lbs/unit/day	10
Commercial	2,603 sf	0.005 lbs/sf/day	13
		Project Total:	**165**
		Less Existing Uses Total:	*23*
		Project Net Total:	**142**

Notes: lbs = pounds
[a] *L.A. CEQA Thresholds Guide, 2006, page M.3-2.*
Source (table): EcoTierra Consulting, September 2019.

All solid waste-generating activities within the City, including the Project, would continue to be subject to the requirements set forth in The California Integrated Waste Management Act of 1989 (AB 939). AB 939 was enacted to reduce, recycle, and reuse solid waste generated in the state to the maximum extent feasible. Specifically, AB 939 required cities and counties to identify an implementation schedule to divert 50 percent of the total waste stream from landfill disposal by 2000. Therefore, it is estimated that the Project would divert 50 percent of its solid waste generated pursuant to the proposed City and County Specific Plans, thereby diverting this waste from landfills. Furthermore, AB 341 requires multi-family residential developments with five units or more to provide for recycling services on site. Nonetheless, it is conservatively assumed that all 165 pounds per day of the Project's solid waste would be disposed of at regional landfills. The average daily intake of the Sunshine Canyon Landfill is approximately 7,701 tons and the permitted daily intake is 12,100 tons per day. According to the *2015 Annual Report*, the Sunshine Canyon Landfill had approximately 72.6 million tons of remaining capacity.[14] As such, the landfill's permitted daily intake of 12,100 tons per day (tpd) would accommodate the daily operational waste generated by the Project. Therefore, solid waste impacts from operation of the Project would be less than significant.

Natural Gas Existing Infrastructure

Southern California Gas Company ("SCG") provides natural gas service to the City, including the Project Site. The *2018 California Gas Report* presents a comprehensive outlook for natural gas requirements and supplies for California through 2035. SCG

[14] *County of Los Angeles Department of Public Works, Countywide Integrated Management Plan 2015 Annual Report, December 2015, page 31.*

expects its active meter growth to increase by an annual average of 0.84 percent from the period 2018 through 2035; however, SCG expects natural gas demand in its service area will decline at an annual rate of 0.74 percent during this same period. The decline in throughput demand is due to modest economic growth, regulatory-mandated energy efficiency standards and programs, renewable electricity goals, the decline in commercial and industrial demand, and conservation savings linked to Advanced Metering Infrastructure ("AMI"). SCG projects ample capacity is available to meet demand in its service area through the demand and forecast period.[15]

The Project's natural gas consumption would represent an extremely small percentage of SCG's total usage supplied to non-residential buildings. Also, as the Project would be infill redevelopment, there is already a natural gas connection point; expansion for distribution infrastructure would not be required and capacity-enhancing alterations to existing facilities would be highly unlikely. SCG is satisfactorily meeting its obligations to its current customers and projects to meet obligations of its future customers. As such, SCG's existing infrastructure and storage supplies are well-prepared for the long-term forecasts. However, in the event SCG cannot provide service from the existing infrastructure, a system analysis would be conducted by SCG to determine the best method to provide service and appropriate actions such as pressure betterments may be initiated to resolve the issue. Thus, any corrective action, albeit unlikely, would be minimal and temporary, and would not result in any adverse environmental impacts. Therefore, impacts would be less than significant.

Electrical Power Existing Infrastructure

LADWP provides electrical service to the City, including the Project Site. In April 2018, LADWP adopted the *2017 Final Power Strategic Long-Term Resource Plan* ("SLTRP"), which provides a 20-year roadmap to guide LADWP in meeting future energy needs by forecasting demand for energy and determine how that demand will be met by executing new projects and replacement projects and programs. LADWP generates power from a variety of different sources that include renewable energy, hydroelectric, natural gas, nuclear energy, and other fuels. LADWP utilizes renewable energy sources and is committed to meeting the requirement of the Renewable Portfolio Standard ("RPS") Enforcement Program to use at least 65 percent of the State's energy from renewables

[15] *California Gas and Electric Utilities, 2018 California Gas Report, website: https://www.socalgas.com/regulatory/documents/cgr/2018_California_Gas_Report.pdf, accessed: May 2019.*

by 2036.[16] Current installed generation capacity is over 7,531 megawatts of power.[17]

The Project Site is currently served by LADWP for electrical power. LADWP routinely plans capacity additions and changes at existing and new facilities as needed to supply area load. The Project's electrical consumption would be part of the total load growth forecast for the City and has been taken into account in the planned growth of the City's power system. Furthermore, as the Project would be infill redevelopment, there is already an electrical power connection point, and expansion for distribution infrastructure would not be required, nor would capacity-enhancing alterations to existing facilities be required from Project implementation. Therefore, impacts would be less than significant.

Impacts to Project-Serving Public Services

Fire Protection

LAFD considers fire protection services for a project to be adequate if a project is within the maximum response distance for the land use proposed. Pursuant to LAMC Section 57.507.3.3, the maximum response distance between industrial and commercial land uses and a LAFD fire station that houses an engine company is one mile, and 1.5 miles from a station that houses a truck company. If this distance is exceeded, the project in question would be required to install automatic fire sprinkler systems.

The Project would be served primarily by Fire Station No. 56, located immediately adjacent to the site to the east at 2759 Rowena Avenue.[18] Fire Station No. 56 includes an assessment engine, paramedic rescue ambulance, and heavy rescue and backup, and as such, is within the maximum response distance of a fire station that houses an engine company.[19]

The adequacy of fire protection is also based upon the required fire flow, equipment access, and LAFD's safety requirements regarding needs and service for the area. The required fire flow necessary for fire protection varies with the type of development, life hazard, occupancy, and the degree of fire hazard. Pursuant to LAMC Section 57.507.3.1, City-established fire flow requirements vary from 2,000 gpm in low-density residential areas to 12,000 gpm in high-density commercial or industrial areas. In any instance, a minimum residual water pressure of 20 pounds per square inch ("PSI") is to remain in the

[16] *Los Angeles Department of Water and Power, 2017 Final Power Strategic Long-Term Resource Plan, document available at website: https://www.ladwp.com/ladwp/faces/ladwp/aboutus/a-power/a-p-integratedresourceplanning/a-p-irp-documents?_adf.ctrl-state=1ayjwhfhgi_17&_afrLoop=1187926838267902, accessed: May 2019.*

[17] *Los Angeles Department of Water and Power, 2017 Final Power Strategic Long-Term Resource Plan, page 17, adopted April 2018.*

[18] *City of Los Angeles Fire Department, Find Your Station, website: https://www.lafd.org, accessed: May 2019.*

[19] *City of Los Angeles Fire Department, Fire Station Directory, March 2014.*

water system while the required gpm is flowing. LAMC Section 57.507.3.3 identifies a fire flow requirement of 4,000 gallons per minute (gpm) flowing from four hydrants simultaneously for high density residential and neighborhood commercial land uses such as the Project as well as the maximum response distances to engine and truck companies discussed above. Moreover, as noted above, the Project would include automatic fire sprinkler systems as required by the Fire Code. The adequacy of existing water pressure and availability in the Project area with respect to required fire flow would be confirmed by LAFD during the plan check review process. As part of the normal building permit process, the Project would be required to upgrade water service laterals, meters, and related devices, as applicable, in order to provide required fire flow; however, no new water facilities are anticipated. Moreover, such improvements would be conducted as part of the Project either on-site or off-site within the right-of-way, and as such, the construction activities would be temporary and not result in any significant environmental impacts.

Pursuant to LAMC Section 57.507.3.2, an approved fire hydrant must be located within 300 feet. If LAFD were to determine that additional fire hydrants are required during its review of the building design and LAFD requirements, such improvements would be completed as part of the Project either on-site or off-site within the right-of-way under the City's B-Permit process. Construction activities to install any new pipes or pumping infrastructure would be temporary and of short duration and would not result in any significant environmental impacts.

Emergency vehicle access to the Project Site would continue to be provided from local roadways (i.e., Rowena Avenue and Rokeby Street). All improvements proposed would be in compliance with the Fire Code, including any additional access requirements of LAFD. Additionally, emergency access to the Project Site would be maintained at all times during both Project construction and operation.

Therefore, for the reasons stated above, impacts related to adequate proximity to a fire station, fire flow, fire hydrants, and emergency access would be less than significant.

Police Protection

The Project Site is served by the City of Los Angeles Police Department's ("LAPD") Northeast Community Police Station, which is located at 3353 San Fernando Road, approximately 1.9 roadway miles to the northeast from the Project Site.[20] The Northeast

[20] *City of Los Angeles Department of City Planning, Zone Information & Map Access System, website: http://zimas.lacity.org, accessed: May 2019.*

Community Police Station is under the jurisdiction of LAPD's Central Bureau.[21] The Project Site is located in Reporting District 1132.[22]

Construction

Construction sites, if not properly managed, have the potential to attract criminal activity (such as trespassing, theft, and vandalism) and can become a distraction for local law enforcement from more pressing matters that require their attention. However, as required by the City as a regulatory compliance measure, the Project would employ construction safety features including erecting temporary fencing along the periphery of the active construction areas to screen as much of the construction activity from view at the local street level and to deter trespassing, vandalism, short-cut attractions, potential criminal activity, and other nuisances. Therefore, potential impacts to police protection services during the construction of the Project would be less than significant.

Operation

The Project would result in a change from one residential home and a commercial building on the Project Site to 39 residential units and 1,887 square feet of commercial uses on the Project Site. The on-site population would increase as a result. As required by the City as a regulatory compliance measure, the Project would implement principles of the City's *Crime Prevention through Environmental Design Guidelines*.[23] Specifically, the Project would include adequate and strategically positioned lighting to enhance public safety. Visually obstructed and infrequently accessed "dead zones" would be limited, and, where possible, security controlled to limit public access. The building and layout design of the Project would also include nighttime security lighting and secure parking facilities. Additionally, the continuous visible and non-visible presence of residents at all times of the day would provide a sense of security during evening and early morning hours. As such, the Project's residents, visitors, and employees would be able to monitor suspicious activity at the building entry points. These preventative and proactive security measures would decrease the amount of service calls that LAPD would otherwise receive. In light of these features, it is anticipated that any increase in demands upon police protection services would be relatively low, and not necessitate the construction of a new police station, the construction of which may cause significant environmental impacts. Therefore, potential impacts to police protection services during the operation of the Project would be less than significant.

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[21] *City of Los Angeles Department of City Planning, Zone Information & Map Access System, website: http://zimas.lacity.org, accessed: May 2019.*

[22] *City of Los Angeles Department of City Planning, Zone Information & Map Access System, website: http://zimas.lacity.org, accessed: May 2019.*

[23] *City of Los Angeles Police Department, Crime Prevention Section, Design Out Crime Guidelines: Crime Prevention through Environmental Design, November 1997.*

Schools

The Project is in an area that is currently served by the Los Angeles Unified School District ("LAUSD") schools. The Project would demolish one existing single-family home and commercial building, and construct a mixed-use building with 39 residential units and 1,887 square feet of commercial uses. Therefore, the Project would likely result in an increase in the local student population. In addition, pursuant to the California Government Code Section 17620, payment of school fees established by the LAUSD would be required for the Project.

The Leroy F. Greene School Facilities Act of 1998 ("SB 50") sets a maximum level of fees a developer may be required to pay to address a project's impacts on school facilities. The maximum fees authorized under SB 50 apply to zone changes, general plan amendments, zoning permits, and subdivisions. SB 50 is deemed to fully address school facilities impacts, notwithstanding any contrary provisions in CEQA or other State or local law. Therefore, as payment of appropriate school fees to LAUSD is required by law and considered to fully address impacts, impacts would be less than significant.

Parks and Recreation

The Project would be comprised of 39 residential apartment units, including four units set aside as affordable, and 1,887 square feet of commercial uses. The Project would increase the residential population within the Project area and, thus, would increase demand for public parkland based on the standard minimum parkland-to-population ratio identified by the City. Consistent with the LADRP's recommended strategy to help alleviate the burden on existing park and recreational facilities, the Project would provide more than the required amount of open space on the Project Site. The Project would require 4,075 square feet of open space pursuant to the LAMC based on the total number of residential units. The Project includes approximately 4,771 square feet of open space including a rear garden, 6th floor patio, and private balconies. Even so, the Project would result in an increase in the use of parks and recreational facilities that may not have the capacity to serve residents. However, this impact would be reduced to a less than significant level through the required payment of the Park Fee to the City for the construction of a residential for rent development. Monies collected as part of the Park Fee are is placed in an in lieu account and used exclusively for the acquisition and development of park and recreational sites and facilities. Therefore, impacts related to parks and recreation would be less than significant.

Libraries

On March 8, 2011, City voters approved ballot Measure L, which amends the City Charter to incrementally increase the amount the City is required to dedicate annually from its

General Fund to LAPL to an amount equal to 0.03 percent of the assessed value of all property in the City, and incrementally increase LAPL's responsibility for its direct and indirect costs until it pays for all of its direct and indirect costs. The measure was intended to provide neighborhood public libraries with additional funding to help restore library service hours, purchase books, and support library programs, subject to audits, using existing funds with no new taxes. Beginning in fiscal year 2014-2015 and thereafter, LAPL was to be responsible for payment of all of its direct and indirect costs.[24]

Library funding is now mandated under the City Charter to be funded from property taxes. Therefore, impacts to library facilities would be less than significant and no mitigation measures are required.

Summary

Therefore, as demonstrated above, the Project can be adequately served by all required utilities and public services, the Project meets this condition.

Conclusion of Class 32 Categorical Exemption Conditions Consistency

The Project meets all five conditions enumerated for a Class 32 Categorical Exemption under CEQA.

Exceptions to a Categorical Exemption

[State CEQA Guidelines Section] 15300.2. Exceptions

(a) Location. Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located – a project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply all instances, except where the project may impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.

(b) Cumulative Impact. All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.

[24] *Los Angeles Office of the City Clerk, Interdepartmental Correspondence and Attachments Regarding Measure L.*

(c) Significant Effect. A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.

(d) Scenic Highways. A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. This does not apply to improvements which are required as mitigation by an adopted negative declaration or certified EIR.

(e) Hazardous Waste Sites. A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.

(f) Historical Resources. A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.

Project Analysis

Exception (a): Location. Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located – a project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply all instances, except where the project may impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.

This exception does not apply to the Project as the Project is seeking Class 32 Categorical Exemption. Nonetheless, the Project would not impact an environmental resource of hazardous or critical concern (see also the discussion for Exception [e]), below). As discussed under Condition (c), above, the Project Site does not contain any habitat capable of sustaining any species identified as endangered, rare, or threatened. Therefore, the exception is not applicable to the Project.

Exception (b): Cumulative Impact. All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.

Cumulative impacts are two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts (*State CEQA Guidelines* Section 15355).

An overview of each impact discussion is provided below, and as shown, the Project would not result in any Project-specific significant impacts, and would not have any impacts that are individually limited but cumulatively considerable.

Local Land Use Plans and Zoning

Development of related projects in the area is expected to occur in accordance with adopted plans and regulations. It is also reasonably anticipated that most of the development projects occurring at the same time as the Project would be compatible with the zoning and land use designations of each related project site and its existing surrounding uses. In addition, it is reasonable to assume that the related projects under consideration in the surrounding area would implement and support local and regional planning goals and policies. Therefore, cumulative land use impacts would be less than significant.

Endangered, Rare, or Threatened Species

The Project Site is located in an urbanized area. However, it is unknown whether or not any of the properties on which the related projects are located contain biological resources, such as sensitive species that may be listed at the federal or State level as endangered, rare, or threatened. Nonetheless, as the Project would not result in a potentially significant impact to listed species or habitat, there is no potential for the Project to contribute to a cumulative impact.

Traffic

With respect to construction traffic, it is unknown whether or not any of the development projects in the area would have overlapping construction schedules with the Project. However, similar to the Project, and pursuant to existing City regulations and policies, the related projects would be required to submit formal construction staging and traffic control plans for review and approval by the City prior to the issuance of construction permits. These plans, identified as a Work Area Traffic Control Plan herein, would identify all traffic control measures, signs, delineators, and work instructions through the duration of construction activities. It is reasonably anticipated that the related projects would comply with this requirement, similar to the Project, and as such, the cumulative construction traffic impact would be less than significant.

As discussed above, the Project would not result in significant traffic impacts. Therefore, the cumulative traffic operational impact would be less than significant.

Noise

Development of the Project in combination with other development projects in the area would result in an increase in construction noise, traffic noise, as well as on-site stationary noise sources in an already urbanized area of the City. With respect to construction impacts, it is unknown whether or not any of the development projects in the area would have overlapping construction schedules with the Project.

Based on the Project's estimated traffic (vehicular) trip generation, the Project would not double the traffic volumes on any roadway segment or study intersection in the Project site vicinity. As such, the Project and cumulative scenarios would not have the potential to increase roadway noise levels by 3 dBA, and thus traffic generated cumulative noise impacts would be considered less than significant. The Project would not result in a cumulatively considerable contribution to the impact for the reasons described above, and therefore, impacts would be less than significant.

Air Quality

Because the Basin is currently in non-attainment for ozone, PM_{10}, and $PM_{2.5}$, the Project, in combination with other development projects in the vicinity, could exceed an air quality standard or contribute to an existing or projected air quality exceedance. With respect to determining the significance of the Project contribution, SCAQMD neither recommends quantified analyses of construction and/or operational emissions from multiple development projects nor provides methodologies or thresholds of significance to be used to assess the cumulative emissions generated by multiple cumulative projects. Instead, SCAQMD recommends that a project's potential contribution to cumulative impacts be assessed using the same significance criteria as those for project-specific impacts. Furthermore, SCAQMD states that, if an individual development project generates less than significant construction or operational emissions impacts, then the development project would not contribute to a cumulatively considerable increase in emissions for those pollutants for which the Basin is in nonattainment.

As discussed above, the mass daily construction and operational emissions generated by the Project would not exceed any of thresholds of significance recommended by SCAQMD. In addition, as discussed above, the Project would not exceed SCAG projections for the City population and is therefore consistent with the AQMP. Also, localized emissions generated by the Project would not exceed SCAQMD's LSTs. Therefore, the Project would not contribute a cumulatively considerable increase in emissions for the pollutants which the Basin is in nonattainment. Cumulative air quality impacts would be less than significant.

Water Quality

With respect to construction impacts, it is unknown whether or not any of the other development projects in the vicinity would have overlapping construction schedules with the Project. However, similar to the Project, any related projects would be required to comply with the City Building Code, NPDES requirements, etc. Assuming compliance with these regulatory requirements, similar to the Project, the cumulative water quality impact during construction would be less than significant.

With respect to operational impacts, development of the Project in combination with other development projects would result in the further infilling in an already developed area. The Project Site and the surrounding area are served by the existing City storm drain system. Runoff from the Project Site and the adjacent land uses is typically directed into the adjacent streets, where it flows to the drainage system. It is likely that most, if not all, of the related projects would also drain to the surrounding street system or otherwise retain stormwater on-site as all projects would comply with existing stormwater/LID requirements, which would ensure impacts are less than significant.

The runoff associated with the related projects would either be directed in non-erosive drainage devices to landscaped areas or directed to an existing storm drain system and would not encounter exposed soils. The related projects would include a drainage system with pipes that would adequately convey surface water runoff into the existing storm drain or the on-site cisterns. Additionally, all of the related projects would be required to implement BMPs and to conform to the existing NPDES water quality program. Therefore, cumulative hydrology and water quality impacts during operation would be less than significant.

Utilities

Water

Implementation of the Project, along with other projects within the service area of LADWP, would generate demand for additional water supplies. In terms of the City's overall water supply condition, the water demand for any project that is consistent with the City's General Plan has been taken into account in the adopted 2015 UWMP. The 2015 UWMP anticipates that the future water supplies would be sufficient to meeting existing and planned growth in the City to the year 2040 (the planning horizon required of 2015 UWMPs) under wet and dry year scenarios. The Project would be consistent with the General Plan and the site's Community Plan land use designation, and therefore, has been taken into account in the 2015 UWMP. It is unknown whether or not other development in the LADWP service area has been taken into account in the 2015 UWMP. Nonetheless, it can be assumed that any related projects that are not included in the 2015

UWMP would be required to identify water supplies prior to project approval. In addition, larger projects with over 500 residential units would have to prepare a Water Supply Assessment (pursuant to SB 610) to be reviewed and certified by LADWP to demonstrate adequate water supply. Therefore, the cumulative impact would be less than significant.

With respect to water treatment facilities, the daily treating capacity of the LAAFP is 600 mgd. Therefore, the LAAFP would have adequate capacity to serve the additional water demanded by the Project (which would consume 0.005 mgd) and, as such, the Project's demand would not be cumulatively considerable.

With respect to water infrastructure, the potential need for the related projects to upgrade water lines to accommodate their water needs is site-specific and there is little, if any, cumulative relationship between the development of the Project and the related projects. As discussed above, the Project would have a less than significant impact on water infrastructure. Any upgrades to the related projects' water infrastructure would be required to be implemented by the applicants for those projects, and would be conducted in accordance with all applicable regulatory requirements. Therefore, the cumulative impact would be less than significant.

Wastewater

Implementation of the Project in combination with other projects within the service area of the HTP would generate additional wastewater that would be treated at HTP. Currently, the HTP has an average daily flow of 275 mgd in dry weather, which can double in wet weather; however, the HTP has capacity to treat a maximum daily flow of 450 mgd and peak wet weather flow of 800 mgd. This equals a typical remaining capacity of 175 mgd of wastewater able to be treated at the HTP. Therefore, the HTP would have adequate capacity to serve the additional wastewater demanded by the Project (0.004 mgd) and, as such, the Project's demand would not be cumulatively considerable.

With respect to wastewater infrastructure in the City, under the rules and regulations established in the City's Sewer Allocation Ordinance (Ordinance No. 166,060), the Bureau of Sanitation assesses the anticipated wastewater flows from development projects at the time of connection, and makes the appropriate decisions on how best to connect to the local sewer lines at the time of construction. The applicants for each of the related projects will be required to submit a Sewer Capacity Availability Request to verify the anticipated sewer flows and points of connection and to assess the condition and capacity of the sewer lines receiving additional sewer flows from the Project and other cumulative development projects. If it is determined that the sewer system in the local area has insufficient capacity to serve a particular development, the developer of that project would be required to replace or build new sewer lines to a point in the sewer system with sufficient capacity to accommodate that project's increased flows. Each

project would be evaluated on a case-by-case basis and would be required to consult with the Bureau of Sanitation (for projects within the City) and comply with all applicable City and State water conservation programs and sewer allocation ordinances. Therefore, the cumulative impact would be less than significant.

Solid Waste

Implementation of the Project in combination with other projects within the Southern California region that are serviced by area landfills will increase regional demands on landfill capacities. Construction of the Project and related projects generate C&D waste, resulting in a cumulative increase in the demand for inert (unclassified) landfill capacity. Given the requirements of the Citywide C&D Debris Recycling Ordinance (Ordinance No. 181,519), which requires all mixed C&D waste generated within City limits be taken to a City-certified C&D waste processor, it is anticipated that future cumulative development within the City would also implement similar measures to divert C&D waste from landfills. Furthermore, as described above, the Project's estimated C&D waste would be approximately 0.002 percent of the remaining capacity in Los Angeles County. Thus, Project-generated C&D waste would represent a very small percentage of the waste disposal capacity in the region, and, as noted, the aggregate amount estimated in the above table would not all be landfilled in compliance with City's recycling requirements to the extent feasible. Therefore, cumulative impacts from the C&D waste would be less than significant.

Operation of the Project in conjunction with other projects within the Southern California region that are serviced by area landfills would generate municipal solid waste and result in a cumulative increase in the demand for waste disposal capacity at Class III landfills. The countywide demand for landfill capacity is continually evaluated by Los Angeles County through preparation of the County Integrated Waste Management Plan Annual Reports. Each Annual Report assesses future landfill disposal needs over a 15-year planning horizon. As such, the 2016 Annual Report (published September 2017) projects waste generation and available landfill capacity through 2031. Based on the 2016 Annual Report, Los Angeles County has the projected disposal capacity through 2031.[25] The Project's estimated net increase in operational solid waste generation, in conjunction with the related projects, would represent an insignificant portion of the estimated approximately 29.7 million tons that is anticipated to be generated in 2021 (Project build-out year).[26] Moreover, a State-mandated 75 percent landfill diversion rate is required by 2020, which would reduce the amount of solid waste being landfilled for the related

[25] *Los Angeles County Department of Public Works, Countywide Integrated Waste Management Plan, 2016 Annual Report, published September 2017, website: https://dpw.lacounty.gov/epd/swims/ShowDoc.aspx?id=6530&hp=yes&type=PDF, accessed: February 2019.*

[26] *Ibid, Appendix E-2 Table 5.*

projects. Therefore, cumulative impacts from operational solid waste would be less than significant.

Natural Gas

Implementation of the Project, in conjunction with other projects in the vicinity, would increase demands for natural gas. Energy consumption by new buildings in California is regulated by the State Building Energy Efficiency Standards, embodied in Title 24 of the California Code of Regulations. The efficiency standards apply to new construction of both residential and non-residential buildings and regulate insulation, glazing, lighting, shading, and water- and space-heating systems. Building efficiency standards are enforced through the local building permit process. The City has adopted green building standards consistent with Title 24 as the LA Green Building Code. Similar to the Project, related projects and future development must also abide by the same statues, regulations, and programs that mandate or encourage energy conservation. SCG is also required to plan for necessary upgrades and expansion to its systems to ensure that adequate service will be provided for other projects. Specifically, SCG regularly updates its infrastructure reports as required by law. In addition, there is no evidence to suggest that SCG will not be able to serve its service areas in the coming years as SCG has determined it can meet projected demand. Therefore, cumulative impacts are less than significant.

Electrical Power

Implementation of the Project, in conjunction with other projects in the vicinity, would increase demands for electrical power. As discussed above, LADWP utilizes renewable energy sources and is committed to meeting the requirement of the RPS Enforcement Program to use at least 65 percent of the State's energy from renewables by 2036. All new development in California is required to be designed and constructed in conformance with State Building Energy Efficiency Standards outlined in Title 24. It is possible that implementation of other development in the LADWP service area could require the removal of older structures that were not designed and constructed to conform with the more recent and stringent energy efficiency standards. Thus, it is possible that with implementation of development in the LADWP service area, the resulting demand for electricity supply could be the same or less than the existing condition. Nonetheless, the 2017 SLTRP considers a 20-year planning horizon to guide LADWP as it executes major new and replacement projects and programs. Through the SLTRP, LADWP undertakes expansion or modification of electrical service infrastructure and distribution systems to serve future growth in the City as required in the normal process of providing electrical service. Any potential cumulative impacts related to electric power service would be

addressed through this process. Therefore, cumulative impacts related to electricity supply and infrastructure would be less than significant.

Public Services

Fire Protection

Development of the Project in combination with other projects in the vicinity would cumulatively increase the demand for fire protection services. Over time, LAFD would continue to monitor population growth and land development throughout the City and identify additional resource needs including staffing, equipment, trucks and engines, ambulances, other special apparatuses, and possibly station expansions or new station construction that may become necessary to achieve the desired level of service. Through the City's regular budgeting efforts, LAFD's resource needs would be identified and monies allocated according to the priorities at the time. Any new or expanded fire station would be funded via existing mechanisms (e.g., property and sales taxes, government funding, and developer fees) to which the Project and cumulative growth would contribute. Moreover, all of the cumulative development would be reviewed by LAFD in order to ensure adequate fire flow capabilities and adequate emergency access. Compliance with LAFD, City Building Code, and Fire Code requirements related to fire safety, access, and fire flow would ensure that cumulative impacts to fire protection would be less than significant.

Police Protection

It is anticipated that the Project in combination with other projects in the area would increase the demand for police protection services. This cumulative increase in demand for police protection services would increase demand for additional LAPD staffing, equipment, and facilities over time. Similar to the Project, other projects served by LAPD would implement safety and security features according to LAPD recommendations. LAPD would continue to monitor population growth and land development throughout the City and identify additional resource needs including staffing, equipment, vehicles, and possibly station expansions or new station construction that may become necessary to achieve the desired level of service. Through the City's regular budgeting efforts, LAPD's resource needs would be identified and monies allocated according to the priorities at the time. Any new or expanded police station would be funded via existing mechanisms (e.g., property and sales taxes, government funding, and developer fees) to which the Project and cumulative growth would contribute. Therefore, the cumulative impact on police protection services would be less than significant.

Schools

As discussed above, payment of developer impact fees in accordance with SB 50 and pursuant to Section 65995 of the California Government Code would ensure that the impacts of the Project on school facilities would be less than significant. Similar to the Project, the related projects would be required to pay school fees to the appropriate school district wherein their site is located. The payment of school fees would fully address any potential impacts to school facilities. Therefore, cumulative impacts would be less than significant.

Parks and Recreation

As discussed above, the Project would result in a less than significant impact on parks and recreational facilities. Development projects that include residential land uses would be required to pay the Park Fee (for projects within the City) to the City. The payment of fees would address potential impacts to park and recreational facilities. Therefore, the cumulative impact would be less than significant.

Libraries

The related projects within the City and with a residential component could generate additional residents who could increase the demand upon library services. However, library funding is now mandated under the City Charter to be funded from property taxes including those assessed against the Project, which would increase with new development. The Project as well as the related projects within the City would be required to pay these fees as applicable. Therefore, the cumulative impact would be less than significant.

Historical Resources

See the analysis under Exception (f), below, for Project-specific impacts to historic resources.

The Project would result in less than significant impacts to historical resources. It is unknown whether or not any of the properties proposed for development in the area of the Project Site contain historical resources. Any related project sites that contain historical resources would be required to comply with existing regulations and/or safeguard measures as appropriate for that project, including required compliance with CEQA's provisions regarding historical resources. As the Project would not result in a significant impact to historical resources, there is no potential for the Project to contribute to a cumulative impact, and thus, the cumulative impact would be less than significant.

Summary

As no cumulatively significant impacts would result from the Project, the exception is not applicable to the Project.

Exception (c): Significant Effect. A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.

There are no unusual circumstances with the Project Site or the proposed Project that would create a reasonable possibility of significant effects to the environment. The Project Site is located within a highly urbanized setting, and the site would be redeveloped from a single-family and commercial development to a multi-family residential development, which is an urban land use appropriate for the area. Moreover, the Lead Agency has not determined an unusual circumstance is applicable to the Project. Additionally, as in Condition (a), above, the Project would be consistent with the City's underlying zoning and land use designation.

Moreover, as analyzed in Exception (b), above, the Project would not result in any Project-specific or cumulative traffic, noise, air quality, or water quality impacts. The proposed land uses are consistent and compatible with the Project Site's urban setting and are typical for an infill development located near transit and on a major City thoroughfare. Therefore, as there are no unusual circumstances regarding the proposed Project or Project Site, the exception is not applicable to the Project.

Exception (d): Scenic Highways. A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. This does not apply to improvements which are required as mitigation by an adopted negative declaration or certified EIR.

There are no State-designated scenic highways or highways eligible for scenic designation in the Project Site vicinity.[27] There are also no locally-designated scenic highways in the Project Site vicinity.[28] Therefore, as the Project Site is not located along a State- or City-designated scenic highway, the exception is not applicable to the Project.

[27] *California Department of Transportation, California Scenic Highway Mapping System, Los Angeles County, website: http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/index.htm, accessed: May 2019.*

[28] *City of Los Angeles Department of City Planning, Mobility Plan 2035, Citywide General Plan Circulation System, Map A1 – Generalized, May 28, 2015.*

Exception (e): Hazardous Waste Sites. A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.

California Government Code Section 65962.5 requires various State agencies to compile lists of hazardous waste disposal facilities, unauthorized releases from underground storage tanks, contaminated drinking water wells, and solid waste facilities where there is known migration of hazardous waste, and submit such information to the Secretary for Environmental Protection on at least an annual basis. A significant impact may occur if a project site is included on any of the above lists and poses an environmental hazard to surrounding sensitive uses.

There are no known hazardous sites associated with the Project Site as according to California Department of Toxic Substances Control's ("DTSC") EnviroStor database.[29] Therefore, construction and operation of the Project would not pose an environmental hazard to surrounding sensitive uses or the environment in regards to siting the Project on a known hazardous waste site or any other type of site appearing on a list compiled pursuant to Section 65962.5 of the Government Code, and a less than significant impact would occur. Therefore, as the Project Site is not located on a hazardous waste site and no hazardous materials occur at the Project Site, no potentially significant hazardous impacts would result. This exception is not applicable to the Project.

Exception (f): Historical Resources. A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.

Section 15064.5 of the *State CEQA Guidelines* defines a historical resource as:

1) a resource listed in or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources;

2) a resource listed in a local register of historical resources or identified as significant in an historical resource survey meeting certain state guidelines; or

3) an object, building, structure, site, area, place, record or manuscript which a lead agency determines to be significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California, provided that the lead agency's determination is supported by substantial evidence in light of the whole record.

A significant adverse effect would occur if a project were to adversely affect an historical resource meeting one of the above definitions. A substantial adverse change in the

[29] *California Department of Toxic Substances Control, EnviroStor, website: http://www.envirostor.dtsc.ca.gov/public/, accessed: May 2019.*

significance of a historic resource means demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource would be materially impaired.

The Project Site is currently developed with one residential building located at 2812 Rokeby Street constructed in 1957 and one commercial building located at 2771-2775 Rowena Avenue constructed in 1961. Due to the age of the existing buildings, a Historic Resource Evaluation was prepared for the Project by Kaplan Chen Kaplan (KCK) in March 2019 (this report is available in Appendix D).

The subject property at 2812 Rokeby Street and 2771-2775 Rowena Avenue is located in the Ivanhoe Tract that was subdivided and recorded in 1887. The subject property is located in the area that was part of the East Hollywood Annexation and today it is located in the City of Los Angeles' Hollywood Community Plan Area. The Ivanhoe Tract has an irregular street pattern adapted to the naturally hilly topography of the area. However, that pattern of development is typical with commercial uses located along arterial streets and clusters of residential neighborhoods. Most of the "commercial development in the area occurred along Glendale Boulevard, Sunset Boulevard, Rowena Avenue, and Hyperion Avenue and consisted of retail shops and restaurants intended to serve the area's residents."[30]

The residential building at 2812 Rokeby Street was constructed in 1957 for owners Ben and Angie Pacheco with James A. Wilson as the contractor. The one-story building was sited at the rear of the parcel, the narrowest section of the parcel, as an existing dwelling was located at the front of the parcel.

The building has features of a Traditional Custom Ranch style of the Cinderella variation. However, it is squeezed onto the parcel and rather than exhibiting the elongated footprint of a typical ranch style building. The building has compact massing and footprint. In plan view the building is generally "T" shaped in plan. As seen from the street the building appears basically "L" shaped with a cross gable projecting wing at both ends of the "L." the longer leg of the "L" runs north-south and functions as the residence; the short leg runs east-west and functions as the garage with a plain garage door on the south elevation of the short leg. The area in front of the building is paved and serves as the parking area.

The building is one-story and clad with stucco with vertical wood strips applied. On both of the cross-gable wings that face the street, the gable fronts have eaves of scalloped bargeboard and each has a double window with shutters; the area below each window has horizontal siding. The cross gables that face the interior of the parcel are not as steep

[30] *Survey LA, Historic Resources Survey Report Silver Lake-Echo Park-Elysian Valley Community Area, p. 12.*

and have boxed eaves. Where the legs of the “L” meet there is a small recessed entry area with a scalloped canopy. A window with an awning is located next to the entry on the long leg of the “L.”

The original owner of this building, the Pachecho family, resided at 2812 Rokeby Street from its construction in 1957 into at least the 1970s. No biographical information was identified about the family.

The commercial building at 2771-2775 Rowena Avenue was constructed in 1960 as an office building for property owner Ben Pachecho. While the name of an architect, Guy W. Gardner, was typed on the permit for the new building, it was later crossed out. The contractor for the office building was the Custer Construction Company. In 1999 one of the office modules (the easternmost) was changed from office use to a beauty shop.

The parcel is irregular due to the angle of Rowena Avenue. The building was constructed at the front corner of the parcel with the front office modules facing Rowena Avenue. There are three front modules that are staggered, stepping back slightly along Rowena Avenue. Due to the configuration of the parcel, the office/store module closest to Rokeby is the shortest, with the other two modules to the east, extending farther into the parcel.

The one-story commercial vernacular building is stucco clad with a flat roof. A large sign is mounted on the roof near the corner of Rowena Avenue and Rokeby Street. The western storefront module is enframed and slightly recessed. It is clad with flagstone. There are several steps leading to the entrance door at the west end of the module. This module supports medical offices and there is no display window. There is a plaque with the business name mounted on the front elevation to the east of the entry door.

The middle module is a blank wall with no fenestration. The east storefront module has several steps leading to the entrance door; directly adjacent to the door is a small window with signage. While the westernmost module is clad in flagstone, the exterior of the other modules is plain stucco with no architectural details. There are no windows along the west elevation which faces Rokeby Street. There is paved surface parking on the parcel to the east and north (rear) of the commercial building.

Neither of the buildings on the subject parcel have been designated or identified in any previous survey as eligible individual historical resources or as contributing buildings to an historic district under any national, state, or local designation program. The SurveyLA Historic Resources Surveys for the Hollywood Community Plan Area and the Silver Lake-Echo Park-Elysian Valley Community Plan Area did not identify this parcel or its buildings as eligible individual historic resources, nor did it identify them as contributing to any eligible or designated historic district.

The residential building on the parcel with the address of 2812 Rokeby Street was constructed in 1957 in the Cinderella substyle of the Traditional Custom Ranch House style. An existing dwelling was located at the front of the parcel at that time. Thus, the 1957 dwelling was sited on the rear of the parcel, its narrowest section. As a result, the building possesses compact massing and is not representative of the elongated plan of a Ranch House. Exterior elements of the Cinderella style are limited to two bargeboard eaves and a small support at the entry canopy. The building does not meet eligibility standards to be considered an excellent or significant example of the Cinderella substyle of the Traditional Custom Ranch House. The building was not designed by a master architect nor was it the work of a master craftsman.

The commercial building on the parcel with the address of 2771-2775 Rowena Avenue was constructed in 1961. The building is commercial vernacular and not representative of any significant architectural style. The building does not meet eligibility standards to be considered an excellent or significant example of any architectural style. The building was not designed by a master architect nor was it the work of a master craftsman. The building was constructed after the period of significance for Arterial Commercial Development which ends in 1950. The building did not contribute to the commercial development of Rowena Avenue.

No historic persons are associated with either of the buildings on the parcel nor is either building associated with any historic events or patterns of history.

The Historic Resource Evaluation determined that the buildings with the addresses of 2812 Rokeby Street and 2771-2775 Rowena Avenue do not meet the criteria to be eligible for listing in the National Register of Historic Places, the California Register of Historical Resources, or as a City of Los Angeles Historic-Cultural Monument as an individual resource. The Historic Resource Evaluation also determined that there is no eligible historic district that includes the subject properties or the 2800 block of Rokeby Street or the 2700 block of Rowena Avenue.

Therefore, the Project would not result in direct impacts to historical resources because no historical resources were identified on the subject property.

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FORM GEN. 160A (Rev. 1/82)

CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

2771 Rowena Ave
DOT Case No. CEN 18-47679

Date: January 10, 2019

To: Heather Bleemers, Senior City Planner
Department of City Planning

From: Wes Pringle, Transportation Engineer
Department of Transportation

Subject: **TRANSPORTATION ANALYSIS FOR THE PROPOSED MIXED-USE DEVELOPMENT LOCATED AT 2771 ROWENA AVENUE**

The Department of Transportation (DOT) has reviewed the transportation assessment, dated December 13, 2018, prepared by the Rifkin Transportation Planning Group for the proposed mixed-use project as shown in the project site plan (Attachment 1).

The proposed project will replace one single family house and approximately 2,603 square feet (sf) of retail space and construct approximately 1,887 sf of retail space, and 43 apartment units; of which 39 will be market rate apartment units and 4 will be affordable apartment units. The proposed project is estimated to generate a net increase of approximately 252 daily vehicle trips, a net increase of 17 trips during the a.m. peak hour and a net increase of 18 trips during the p.m. peak hour. The trip generation estimates are based on formulas published by the Institute of Transportation Engineers (ITE) Trip Generation, 10th Edition. The affordable family housing dwelling units trip generation rates is based upon LADOT Transportation Impact Study Guidelines, dated December 26, 2018 under Trip Generation rates for Affordable Housing Projects. A copy of the trip generation table can be found (Attachment 2). Access to the site would be provided by a full access driveway on Rokeby Street.

DOT concurs with the conclusion of the analysis that the project's trip generation does not meet or exceed the peak hour trip threshold to require a transportation impact analysis. Therefore, DOT will not require the preparation and submission of a transportation impact analysis for this proposed project.

Please not this DOT assessment does not constitute approval of the driveway dimensions and internal circulation schemes. Those requires separate review and approval and should be coordinated with DOT's Citywide Planning Coordination Section at 201 N. Figueroa Street, 5th Floor, Room 550, at (213) 482-7024.

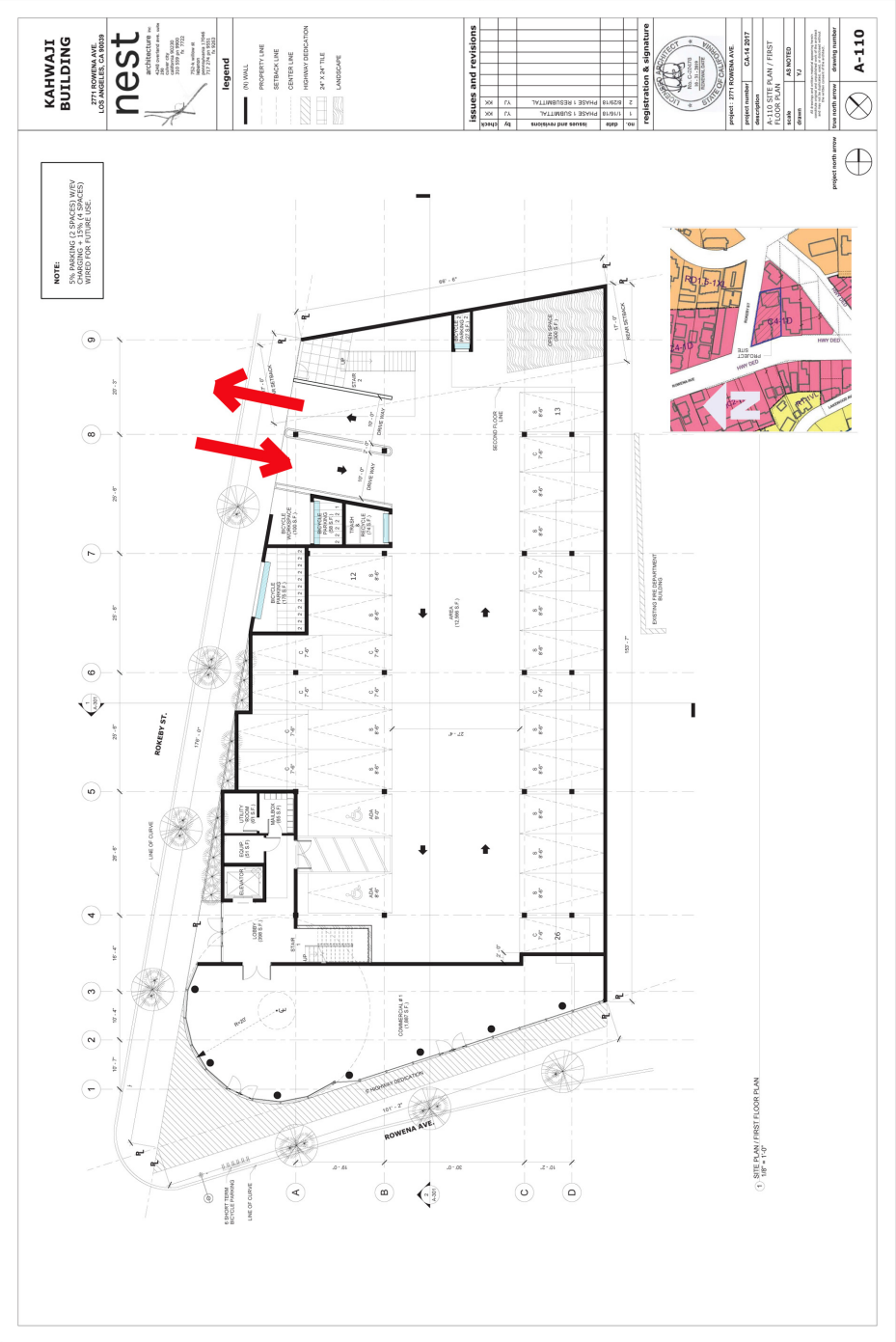
If you have any questions, please contact Eduardo Hermoso of my staff at (213) 972-8451.

Attachments
K:\Letters\2019\CEN18-47679_2771 Rowena_MU_tech memo.doc

c: Emma Howard, Council District No. 4
Matthew Masuda, Central District, BOE
Bhuvan Bajaj, Hollywood-Wilshire District Office, DOT
Taimour Tanavoli, Case Management Office, DOT
Allyn D. Rifkin, Rifkin Transportation Planning Group

ATTACHMENT 1

SITE PLAN



ATTACHMENT 2

TRIP GENERATION ANALYSIS

2771 ROWENA **DRAFT** 12/11/18

SOURCE: ITE - TRIP GENERATION MANUAL - 10TH EDITION

NOTE	ITE CODE	LAND USE	"X"	DAILY TRIP ENDS	AM PEAK HOUR TRIPS	INBOUND	OUTBOUND	PM PEAK HOUR TRIPS	INBOUND	OUTBOUND
note 1	220	APARTMENT	39 DU	285	18	4	14	22	14	8
note 2		AFFORDABLE APARTMENTS	4 DU	16	2	1	1	1	1	0
note 3	820	OTHER RETAIL	1.887 KSQFT	71	2	1	1	7	3	4
		LOCAL COMMERCIAL								
		TOTAL UNADJUSTED PROPOSED USE		373	22	6	16	30	18	12
		TRANSIT DISCOUNT (10%)								
		APARTMENT		-29	-2	-1	-1	-2	-1	-1
		AFFORDABLE APARTMENT		-2	0	0	0	0	0	0
		OTHER RETAIL		-7	0	0	0	-1	0	-1
		TOTAL TRANSIT DISCOUNT		-37	-2	-1	-1	-3	-2	-1
		OTHER DISCOUNTS (AFTER TRANSIT DISCOUNT)								
		MIXED USE (5% OF COMMERCIAL)		-2	0	0	0	0	0	0
		COMMERCIAL DRIVE-BY (50%)		-31	-1	-1	0	-3	-2	-1
		TOTAL OTHER DISCOUNT		-33	-1	-1	0	-3	-2	-1
		DISCOUNTS DUE TO PRIOR USE								
note 4	210	SINGLE FAMILY HOME	1 SFDU	-10	-1	0	-1	-1	-1	0
note 3	820	OTHER RETAIL	2.603 KSQFT	-98	-2	-2	0	-10	-5	-5
		LOCAL COMMERCIAL								
		TRANSIT DISCOUNT (10%)								
			SINGLE FAMILY HOME	1	0	0	0	0	0	0
			OTHER RETAIL	10	0	0	0	0	0	0
		OTHER DISCOUNT								
			MIXED USE (5%) OF COMMERCIAL	4	0	0	0	0	0	0
			COMMERCIAL DRIVEBY (50%)	42	1	1	0	5	2	3
		TOTAL PRIOR USE DISCOUNT		-51	-2	-1	-1	-6	-3	-3
		TOTAL NET TRIP IMPACT		**252**	**17**	**4**	**13**	**18**	**12**	**6**

note 1 - ITE LU 220 - Apartment
daily t=7.32 x DAILY
am pk hour t=0.46 x AM pk hour of adjacent street 23% in; 77% out
pm pk hour t=0.56 x PM pk hour of adjacent street 63% in; 37% out

note 2 - Affordable units- per LADOT policy Traffic Impact Study Guidelines Dec 2016 - Table 5; Family Affordable Units
daily t=4.08 x DAILY
am pk hour t=0.50 x AM pk hour of adjacent street 40% in; 60% out
pm pk hour t=0.34 x PM pk hour of adjacent street 55% in; 45% out

note 3 - ITE LU CODE 820 - OTHER RETAIL
daily t=37.75 x DAILY
am pk hour t=0.94 x AM pk hour of adjacent street 62% in; 38% out
pm peak hour t=3.81 x PM pk hour of adjacent street 48% in; 52% out

note 4 - ITE LU CODE 210 - SINGLE FAMILY HOME
daily t = 9.52 x DAILY
am pk hour t = 0.75 x AM pk hour of adjacent street 25% in; 75% out
pm pk hour t = 1.00 x PM pk hour of adjacent street 63% in; 37% out

Allyn D. Rifkin, PE
RTPG – the Rifkin Transportation Planning Group

Los Feliz Towers
4455 Los Feliz Boulevard Suite 1403
Los Angeles, CA 90027

E-mail allynrifkin@gmail.com
Telephone and fax -- (323) 664-2805
Mobile phone – (323) 697-1594

December 18, 2018

Mr. Wes Pringle, Senior Transportation Engineer
City of Los Angeles, Department of Transportation
100 S. Main Street, 9th Floor
Los Angeles, CA 90012

Trip Generation Analysis for Proposed Development at 2771 Rowena Avenue, Los Angeles, CA 90039 – ENV 2018-5165 EAF

As requested by your staff, I have completed a Trip Generation Analysis consistent with the City of Los Angeles Department of Transportation (LADOT) procedures to determine if a Traffic Impact Study is warranted to support the City's approval of the applicant's development application.

The proposed project is to be located at 2771 Rowena Avenue, in the Silver Lake neighborhood of Los Angeles. The proposed development is to replace existing development of one single family attached house and approximately 2,603 square feet of neighborhood retail development. The proposed use is to develop 43 apartments consisting of 39 market rate apartments and 4 affordable apartments. Attachment 1 is an exhibit of the site plan and showing the location of the project.

Attachment 2 is an exhibit of the Trip Generation Analysis prepared according to the current procedures outlined LADOT Traffic Impact Study Procedures, December 2016. The results of the study, considering the removal of the existing development and applying the appropriate transit and mixed-use discounts can be summarized as follows:

Net AM peak hour trips = 17 vehicles per hour
Net PM peak hour trips = 19 vehicles per hour

Both of these values are less than the criterion of 25 am or pm peak hour vehicle trips as the threshold for requiring a Technical Memorandum. To summarize, according to the Trip Generation Analysis, neither a Technical Memorandum nor a Traffic Study is necessary for this project review.

Please feel free to contact me if you have any questions.

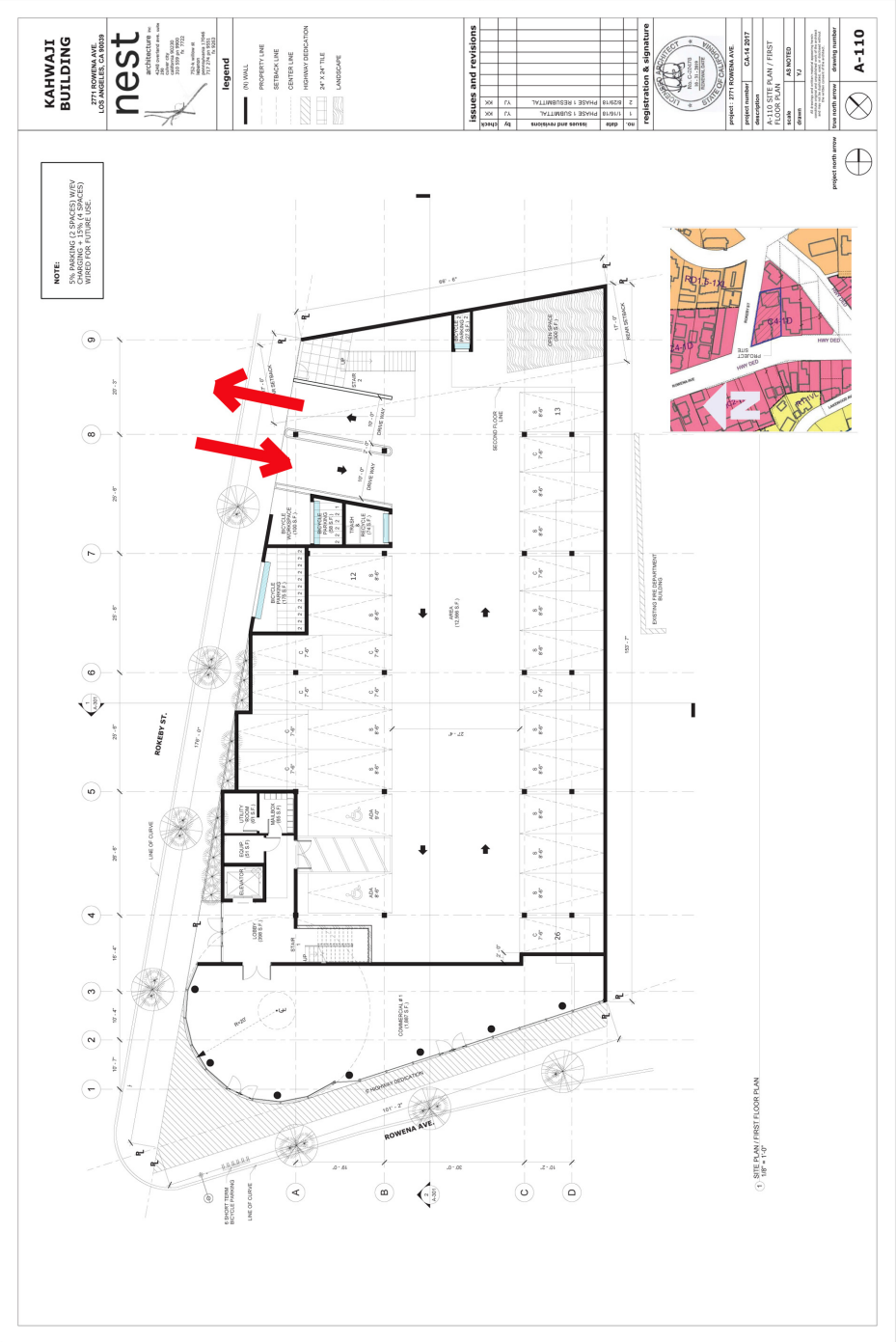
Sincerely yours,

Allyn D. Rifkin, PE



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SITE PLAN



ATTACHMENT 2

TRIP GENERATION ANALYSIS

2771 ROWENA **DRAFT** 12/11/18

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April 1, 2019

Mr. Brad Perrine, Senior Environmental Planner
ECOTIERRA CONSULTING, INC.
633 West 5th Street, 26th Floor
Los Angeles, California 90071

Dear Mr. Perrine:

INTRODUCTION

Ganddini Group, Inc. is pleased to provide this focused noise analysis for the proposed Kahwaji Building Project located in the City of Los Angeles. The project has filed for a Categorical 32 Exemption (Cat32) in which an "Infill" Categorical Exemption (CEQA Guideline Section 15332), exempts infill development within urbanized areas if it meets certain criteria. The class consists of environmentally benign infill projects that are consistent with the local General Plan and Zoning requirements. This class is not intended for projects that would result in any significant traffic, noise, air quality, or water quality impacts. It may apply to residential, commercial, industrial, and/or mixed-use projects.

The intent of this focused noise analysis is to demonstrate the project's compliance with applicable noise regulations and lack of significant noise impacts. To assist the reader with those terms unique to noise analysis, a list of acronyms and a glossary of terms have been provided in Appendix A and Appendix B, respectively.

PROJECT LOCATION

The project is located at 2812 N. Rokeby Street and 2771/2775 W. Rowena Avenue in the Silver Lake community of the City of Los Angeles. A vicinity map showing the project location is provided on Figure 1.

PROJECT DESCRIPTION

The project site is currently developed with an one-story commercial building and a single-family detached residential dwelling unit. The project proposes to demolish the existing buildings and construct a mixed-use five-story building with 39 apartment dwelling units including five affordable housing apartment units and 1,400 square feet of ground-floor commercial. Figure 2 illustrates the proposed site plan.

APPLICABLE STANDARDS

STATE OF CALIFORNIA STANDARDS

State of California Building Code

The State of California Building Code requires that noise levels attributable to exterior sources do not exceed 45 dBA CNEL in any habitable room[1].

[1] *Section 1207.11.2 of California Code of Regulations Title 24 Part 2, Chapter 12*

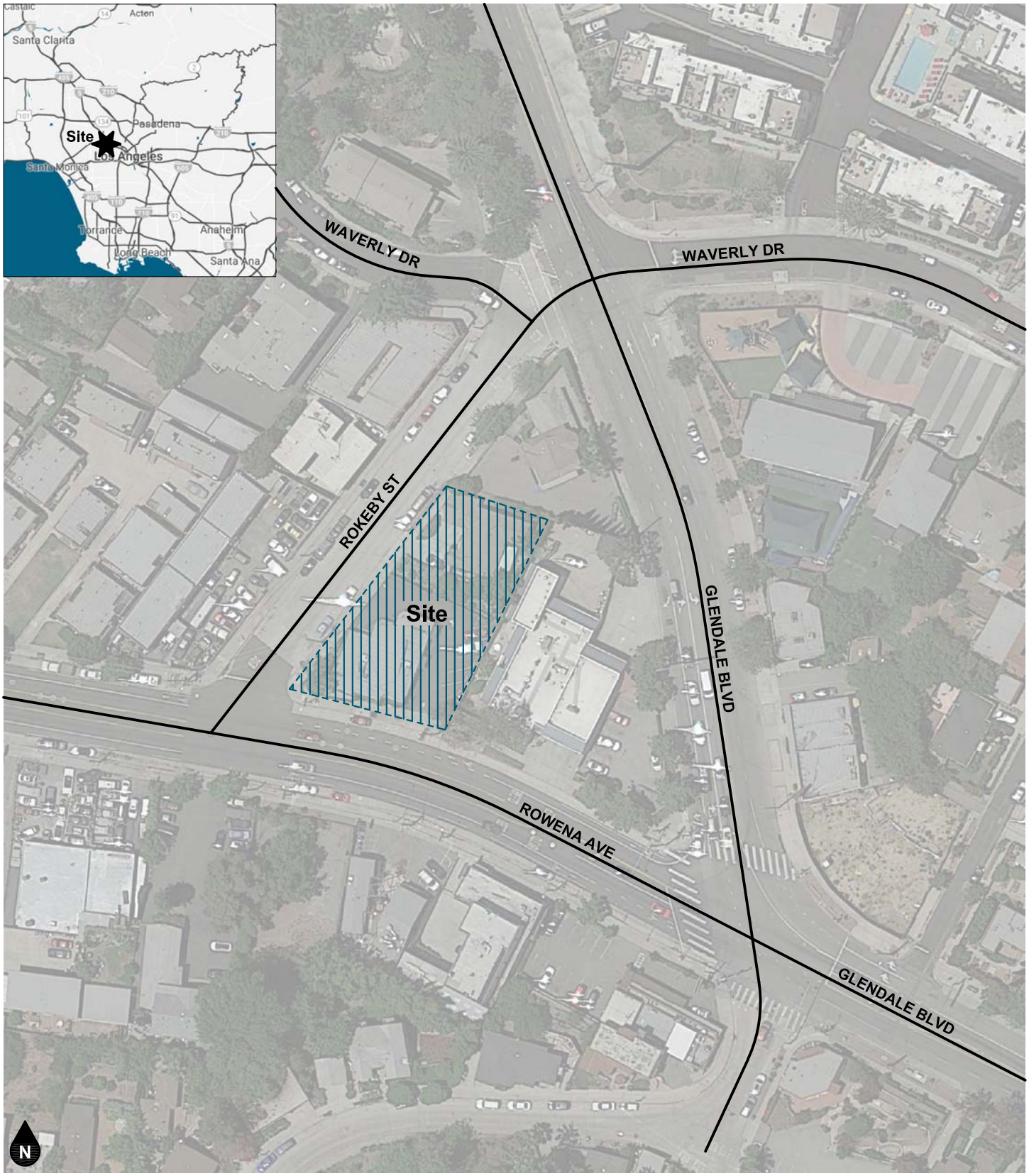


Figure 1
Project Location Map

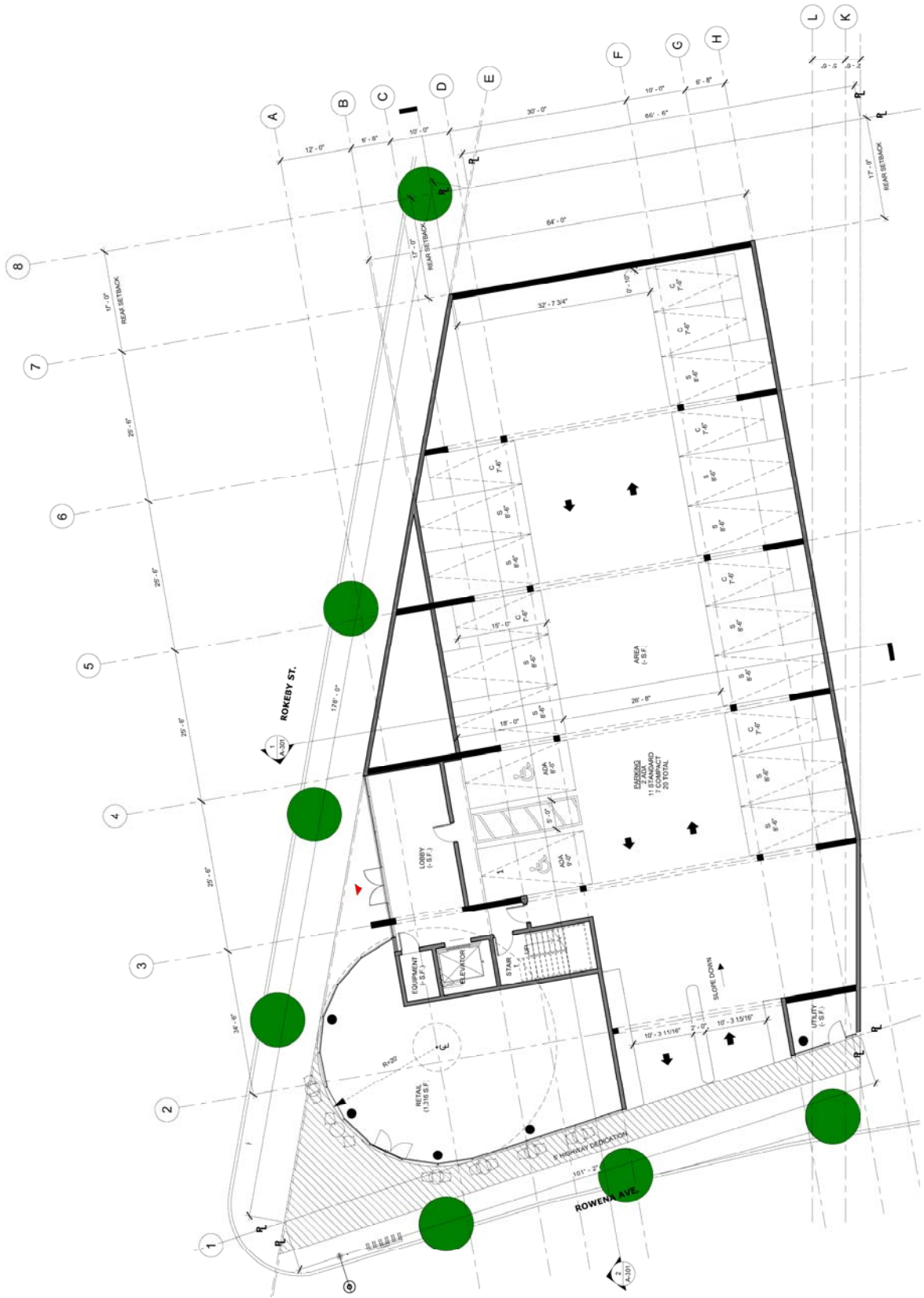


Figure 2
Site Plan

State of California Department of Health Services

The State Department of Health services noise compatibility guidelines, which are used for planning purposes (i.e., they have no regulatory enforcement). These guidelines are intended to assist in land use siting decisions in relation to existing and future exterior noise levels. As shown in Table 1, multi-family attached residential land uses are normally acceptable in environments where the exterior noise level reaches up to 65 dBA CNEL and conditionally acceptable in areas where the noise level reaches up to 70 dBA CNEL; and office buildings and professional commercial land uses are normally acceptable in environments where the exterior noise level reaches up to 70 dBA CNEL and conditionally acceptable in areas where the noise level reaches up to 77 dBA CNEL.

Table 1
Community Noise Exposure Thresholds[1]

Land Use	Community Noise Exposure CNEL, db			
	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Single Family, Duplex, Mobile Homes	50 - 60	55 - 70	70 - 75	above 70
Multi-Family Homes	50 - 65	60 - 70	70 - 75	above 70
Schools, Libraries, Churches, Hospitals, Nursing Homes	50 - 70	60 - 70	70 - 80	above 80
Transient Lodging - Motels, Hotels	50 - 65	60 - 70	70 - 80	above 80
Auditoriums, Concert Halls, Amphitheaters		50 - 70		above 65
Sports Arena, Outdoor Spectator Sports		50 - 75		above 70
Playgrounds, Neighborhood Parks	50 - 70		67 - 75	above 72
Golf Courses, Riding Stables, Water Recreation, Cemeteries	50 - 75		70 - 80	above 80
Office Buildings, Business and Professional Commercial	50 - 70	67 - 77	above 75	
Industrial, Manufacturing, Utilities, Agriculture	50 - 75	70 - 80	above 75	
Normally Acceptable: Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements.				
Conditionally Acceptable: New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.				
Normally Unacceptable: New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.				
Clearly Unacceptable: New construction or development should generally not be undertaken.				

(1) Source: State of California Governor's Office of Planning and Research General Plan Guidelines, Appendix D. 2017.

LOCAL ACOUSTICAL REQUIREMENTS[2]

City of Los Angeles Municipal Ordinance

The City of Los Angeles has several ordinances and enforcement practices that apply to intrusive noise as well as ones that regulate construction activity. The noise ordinance has been reviewed and various sections have been outlined which would apply to the project.

[2] *City of Los Angeles Municipal Code, 2015.*

Section 41.40 Noise Due to Construction, Excavation Work – When Prohibited

(a) No person shall, between the hours of 9:00 PM and 7:00 AM of the following day, perform any construction or repair work of any kind upon, or any excavating for, any building or structure, where any of the foregoing entails the use of any power driven drill, riveting machine excavator or any other machine, tool, device or equipment which makes loud noises to the disturbance of persons occupying sleeping quarters in any dwelling hotel or apartment or other place of residence. In addition, the operation, repair or servicing of construction equipment and the job-site delivering of construction materials in such areas shall be prohibited during the hours herein specified. Any person who knowingly and willfully violates the foregoing provision shall be deemed guilty of a misdemeanor punishable as elsewhere provided in this Code.

(c) No person, other than an individual homeowner engaged in the repair or construction of his single-family dwelling shall perform any construction or repair work of any kind upon, or any earth grading for, any building or structure located on land developed with residential buildings under the provisions of Chapter I of this Code, or perform such work within 500 feet of land so occupied, before 8:00 AM or after 6:00 PM on any Saturday or national holiday nor at any time on any Sunday. In addition, the operation, repair or servicing of construction equipment and the job-site delivering of construction materials in such areas shall be prohibited on Saturdays and on Sundays during the hours herein specified. The provisions of this subsection shall not apply to persons engaged in the emergency repair of:
   a. Any building or structure.
   b. Earth supporting or endangering any building or structure.
   c. Any public utility.
   d. Any public way or adjacent earth.

Section 111.03 Minimum Ambient Noise Level

Presumed ambient noise levels are shown in Table 2. Where the ambient noise level is less than the presumed ambient noise level designated in this section, the presumed ambient noise level in this section shall be deemed to be the minimum ambient noise level for purposes of this chapter. At the boundary line between two zones, the presumed ambient noise level of the quieter zone shall be used.

Table 2
Presumed Ambient Noise Level[1]

Zone	Presumed Ambient Noise Level (dB(A))	
	Day	Night
A1, A2, RA, RE, RS, RD, RW1, RW2, R1, R2, R3, R4, and R5	50	40
P, PB, CR, C1, C1.5, C2, C4, C5, and CM	60	55
M1, MR1, and MR2	60	55

(1) Source: City of Los Angeles Municipal Code, Chapter XI, Table 2.
* In this chart, daytime levels are to be used from 7:00 AM to 10:00 PM and nighttime levels from 10:00 PM to 7:00 AM.

Section 112.01 Radios, Television Sets, and Similar Devices

(a) It shall be unlawful for any person within any zone of the City to use or operate any radio, musical instrument, phonograph, television receiver, or other machine or device for the producing, reproducing or amplification of the human voice, music, or any other sound, in such a manner, as to disturb the peace, quiet, and comfort of neighbor occupants or any reasonable person residing or working in the area.

(b) Any noise level caused by such use or operation which is audible to the human ear at a distance in excess of 150 feet from the property line of the noise source, within any residential zone of the City or within 500 feet thereof, shall be a violation of the provisions of this section.

(c) Any noise level caused by such use or operation which exceeds the ambient noise level on the premises of any other occupied property, or if a condominium, apartment house, duplex, or attached business, within any adjoining unit, by more than five (5) decibels shall be a violation of the provisions of this section.

Section 112.02 Air Conditioning, Refrigeration, Heating, Pumping, Filtering Equipment

(a) It shall be unlawful for any person, within any zone of the city to operate any air conditioning, refrigeration or heating equipment for any residence or other structure or to operate any pumping, filtering or heating equipment for any pool or reservoir in such manner as to create any noise which would cause the noise level on the premises of any other occupied property or if a condominium, apartment house, duplex, or attached business, within any adjoining unit.to exceed the ambient noise level by more than five (5) decibels.

(b) This section shall not be applicable to emergency work as defined in Section 111.01(c) of this chapter, or to periodic maintenance or testing of such equipment reasonably necessary to maintain such equipment in good working order.

Section 112.04 Power Equipment Intended for Repetitive Use in Residential Areas and Other Machinery, Equipment, and Devices.

(d) Between the hours of 10:00 PM and. 7:00 AM of the following day, no person shall operate any lawn mower, backpack blower, lawn edger, riding tractor, or any other machinery, equipment, or other mechanical or electrical device, or any hand tool which creates a loud, raucous or impulsive sound, within any residential zone or within 500 feet of a residence.

(e) Except as to the equipment and operations specifically mentioned and related elsewhere in this Chapter or for emergency work as that term is defined in Section 111.01(d), and except as to aircraft, tow tractors, aircraft auxiliary power units, trains and motor vehicles in their respective operations governed by State or federal regulations, no person shall operate or cause to be operated any machinery, equipment, tools, or other mechanical or electrical device, or engage in any other activity in such manner as to create any noise which would cause the noise level on the premises of any other occupied property, or, if a condominium, apartment house, duplex, or attached business, within any adjoining unit, to exceed the ambient noise level by more than five (5) decibels.

Section 112.05 Maximum Noise Level of Powered Equipment or Powered Hand Tools

Between the hours of 7:00 AM and 10:00 PM, in any residential zone of the City or within 500 feet thereof, no person shall operate or cause to be operated any powered equipment or powered hand tool that produces a maximum noise level exceeding the following noise limits at a distance of 50 feet therefrom:

(a) 75 dB(A) for construction, industrial, and agricultural machinery including crawler-tractors, dozers, rotary drills and augers, loaders, power shovels, cranes, derricks, motor graders, paving machines, off highway trucks, ditchers, trenchers, compactors, scrapers, wagons, pavement breakers, compressors and pneumatic or other powered equipment;

(b) 75 dB(A) for powered equipment of 20 HP or less intended for infrequent use in residential areas, including chain saws, log chippers and powered hand tools;

(c) 65 dB(A) for powered equipment intended for repetitive use in residential areas, including lawn mowers, backpack blowers, small lawn and garden tools and riding tractors; The noise limits for particular equipment listed above in (a), (b) and (c) shall be deemed to be superseded and replaced by noise limits for such equipment from and after their establishment by final regulations adopted by the Federal Environmental Protection Agency and published in the Federal Register. Said noise limitations shall not apply where compliance therewith is technically infeasible. The burden of proving that compliance is technically infeasible shall be upon the person or persons charged with a violation of this section. Technical infeasibility shall mean that said noise limitations cannot be complied with despite the use of mufflers, shields, sound barriers and/or other noise reduction device or techniques during the operation of the equipment.

EXISTING NOISE ENVIRONMENT

EXISTING LAND USES

The project site is bordered by Rokeby Street to the west, Rowena Avenue to the south, and commercial uses to the north and east.

AMBIENT NOISE MEASUREMENTS

An American National Standards Institute (ANSI Section SI4 1979, Type 1) Larson Davis model LxT sound level meter was used to document existing ambient noise levels. In order to document existing ambient noise levels in the project area, five (5) 10-minute daytime noise measurements were taken between 12:18 PM and 2:02 PM on March 7, 2019. In addition, one (1) long-term 24-hour noise measurement was also taken from March 7, 2019 to March 8, 2019. Field worksheets and noise measurement output data are included in Appendix C.

As shown on Figure 3, the noise measurements were taken near the single-family detached residential use at the northern portion of the project site (along Rokeby Street) (NM1); at the multi-family attached residential uses and auto mechanic use to the west of the project site (along Rokeby Street) (NM2) at the commercial use located south of the project site (along Rokeby Street) (NM3), at the fire station to the west of the project site (along Rowena Avenue) (NM4), at the single-family detached residential uses located to the south of the project site (across Rowena Avenue) (NM5), and at the southwest corner of the project site at the intersection of Rowena Avenue and Rokeby Street (LTNM1).

Table 3 provides a summary of the short-term ambient noise data. Table 4 provides hourly interval ambient noise data from the long-term noise measurement. Short-term ambient noise levels were measured between 59.6 and 69.8 dBA L_{eq}. Long-term hourly noise measurement ambient noise levels ranged from 55.9 to 68.4 dBA L_{eq}. The dominant noise sources were from vehicles traveling along Rowena Avenue and Rokeby Street.

Table 3
Short-Term Noise Measurement Summary (dBA)[1,2]

Site Location	Time Started	Leq	Lmax	Lmin	L(2)	L(8)	L(25)	L(50)
NM1	12:18 PM	59.6	73.3	48.3	67.7	63.2	59.0	56.9
NM2	12:34 PM	60.9	85.0	48.9	64.6	60.6	58.1	56.3
NM3	1:00 PM	65.1	80.4	49.6	71.3	68.0	65.6	63.0
NM4	1:24 PM	69.8	82.6	54.1	75.2	73.6	71.6	68.2
NM5	1:52 PM	65.0	74.5	49.7	70.5	68.7	66.8	63.5

(1) See Figure 3 for noise measurement locations. Each noise measurement was performed over a 10-minute duration.

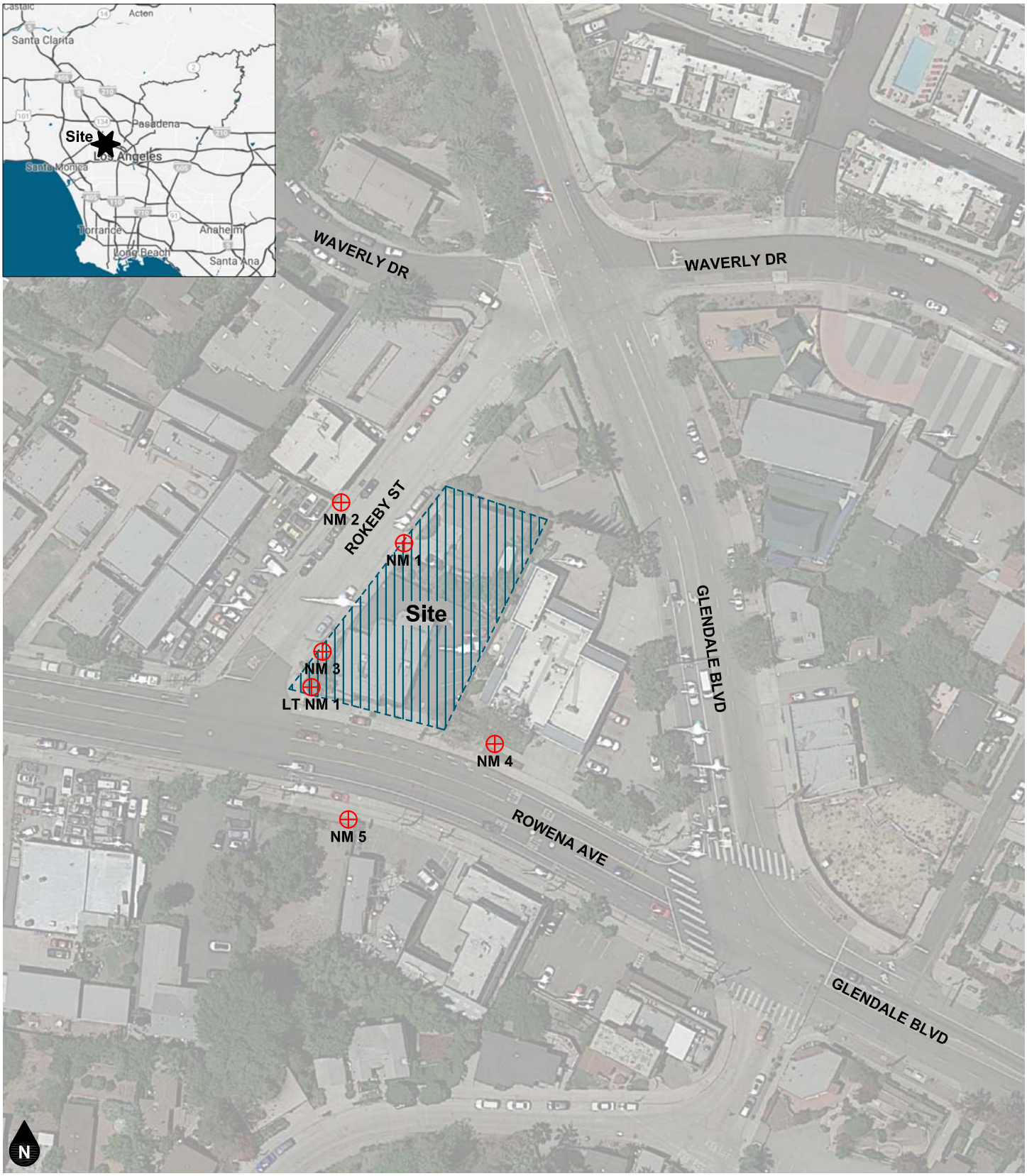
(2) Noise measurements performed on March 7, 2019.

Table 4
Long-Term Noise Measurement Summary (dBA)[1,2]

Hourly Measurements	Time Started	Leq	Lmax	Lmin	L(2)	L(8)	L(25)	L(50)
Overall Summary	4:00 PM	65.2	95.2	37.0	71.3	68.9	66.3	62.3
1	4:00 PM	66.8	90.6	50.2	72.3	68.9	67.0	64.5
2	5:00 PM	65.6	81.0	49.7	71.1	69.0	66.9	64.3
3	6:00 PM	64.8	82.3	50.5	70.1	67.8	65.9	63.1
4	7:00 PM	66.2	87.4	47.6	70.4	68.7	66.9	64.6
5	8:00 PM	64.8	77.5	46.6	70.2	68.4	66.3	63.6
6	9:00 PM	64.4	80.5	44.9	70.0	68.4	65.8	62.8
7	10:00 PM	64.0	76.4	43.0	70.3	68.3	65.3	62.0
8	11:00 PM	62.3	75.8	39.6	69.5	67.0	63.7	59.0
9	12:00 AM	61.1	83.2	39.4	68.4	65.9	60.9	52.5
10	1:00 AM	58.3	77.7	37.7	67.3	63.7	57.0	48.1
11	2:00 AM	57.3	78.1	38.0	66.7	62.8	53.8	45.8
12	3:00 AM	55.9	80.6	37.3	65.7	58.6	47.5	42.2
13	4:00 AM	56.4	73.7	37.0	66.7	62.2	51.6	43.3
14	5:00 AM	61.9	83.5	39.6	70.5	67.1	60.5	51.0
15	6:00 AM	67.2	84.9	43.1	73.5	70.8	68.5	64.9
16	7:00 AM	67.3	84.4	46.6	73.3	70.6	68.4	65.3
17	8:00 AM	66.2	83.1	51.2	71.9	69.5	67.4	64.6
18	9:00 AM	67.3	85.0	48.0	73.3	70.1	68.0	65.7
19	10:00 AM	66.4	81.2	47.2	71.6	69.5	67.7	65.4
20	11:00 AM	66.1	86.4	47.8	71.7	69.5	67.3	64.5
21	12:00 PM	66.9	88.5	50.8	73.0	69.5	67.4	64.7
22	1:00 PM	68.4	95.2	50.7	73.1	69.3	67.0	64.6
23	2:00 PM	66.4	81.8	51.6	72.4	69.4	67.4	65.1
24	3:00 PM	66.5	87.1	51.5	72.6	69.5	67.2	64.3

(1) See Figure 3 for noise measurement locations.

(2) Noise measurement performed from March 7, 2019 to March 8, 2019.



Legend

⊕ Noise Measurement Location

NM 1

Figure 3
Noise Measurement Location Map

ANALYTICAL METHODOLOGY AND MODEL PARAMETERS

SoundPLAN

The SoundPLAN software utilizes algorithms (based on the inverse square law) to calculate noise level projections. The software allows the user to input specific noise sources, spectral content, sound barriers, building placement, topography, and sensitive receptor locations.

The SoundPLAN model was utilized to model traffic noise associated with Rowena Avenue and Glendale Boulevard at the project site. It is a three-dimensional noise modeling software that takes into account the shielding and reflective effects associated with intervening topography and nearby buildings.

Roadway parameters utilized in the noise model include location, traffic volume, speed and vehicle mix (autos, medium trucks, and heavy trucks). The City of Los Angeles Mobility Plan 2035 identifies Rowena Avenue and Glendale Boulevard as an Avenue II Roadways. As the City of Los Angeles and the County of Los Angeles do not provide future buildout roadway capacities, per the County of Riverside Industrial Hygiene Guidelines for Determining and Mitigating Traffic Noise Impacts to Residential Structures and County of Riverside General Plan, Chapter 4, Figure C-3 "Link Volume Capacities/Level of Service for Riverside County Roadways" revised March 2001, future buildout noise levels associated with these roadways were modeled using Average Daily Trip (ADT) Level of Service "C" design capacities (also known as future build-out daily traffic volumes). Rowena Avenue and Glendale Boulevard are expected to accommodate up to 27,300 vehicles per day at the Level of Service C. Speed was modeled as posted and day/night/evening mixes and truck mixes, as recommended by the County of Riverside Department of Industrial Hygiene were utilized for modeling purposes. Avenue II Roadways most closely match up to what the County of Riverside identifies as a Major Roadway. SoundPLAN input and output data for traffic noise to the project is provided in Appendix D.

FTA Construction Noise Model

The construction noise analysis utilizes the Federal Transit Administration (FTA) Noise and Vibration During Construction model/methodology, together with several key construction parameters. Key inputs include distance to the sensitive receiver, equipment usage, percent usage factor, and baseline parameters for the project site. The project was analyzed based on the different construction phases. The FTA has compiled data regarding the noise generated characteristics of typical construction activities and is presented in Table 5.

Table 5
Typical Construction Equipment Noise Levels[1]

Type of Equipment	Typical Noise Level at 50 feet (dBA)
Saw	76
Grader	86
Dozer	85
Loader	80
Backhoe	80
Concrete Mixer	85
Paver	85
Roller	85
Crane, Mobile	83
Air Compressor	80
Forklift[2]	64

(1) Source: Referenced noise levels from the Federal Transit Administration (FTA) Transit Noise and Vibration Impact Assessment Manual (September 2018).
(2) Source: https://www.google.com/url?q=http://www.noisetesting.info/blog/warehouse-forklift-workplace-noise-levels/&sa=D&source=hangouts&ust=1545259247311000&usg=AFQjCNHFcKKoEKUjv5VZMOtw_KO977Em1A

Construction noise is expected to be loudest during the grading and build phases of construction. The construction noise calculation output worksheet is located in Appendix E. Construction assumptions follow the air quality report's assumptions and utilize the same equipment as outlined within said report. The construction noise was modeled as outlined in Table 6.

Table 6
Typical Construction Equipment Noise Levels

Phase Name	Start Date	End Date	Days
Demolition	1/1/2020	2/5/2020	26
Site Preparation	2/6/2020	2/10/2020	3
Grading	2/11/2020	2/19/2020	7
Building Construction	2/20/2020	2/23/2021	264
Paving	2/24/2021	3/12/2021	13
Architectural Coating	3/13/2021	3/31/2021	13

(1) Estimated construction dates per the Kahwaji Building Project Air Quality and Health Risk Assessment Impact Analysis prepared by Ganddini Group, Inc. (March 2019).

DISCUSSION AND RECOMMENDATIONS

TRAFFIC NOISE LEVEL PROJECTIONS

Noise Impacts to Off-Site Receptors Due to Project Generated Trips

The proposed project is expected to generate approximately 252 net average daily vehicle trips which will not noticeably increase ambient noise levels in the project area. Typically, a doubling of traffic volumes is required to result in an increase of 3 dBA, which is considered to be a barely audible change. Based on project trip generation information provided by RTPG. (December 2018), project generated trips will not result in a doubling of traffic volumes along any affected road segment. No further analysis is necessary.

Transportation Noise Impacts to the Proposed Project

Exterior Noise Levels

The State Department of Health services noise compatibility guidelines, which are used for planning purposes (i.e., they have no regulatory enforcement). These guidelines are intended to assist in land use siting decisions in relation to existing and future exterior noise levels. As shown in Table 1, multiple family residential land uses are normally acceptable in environments where the exterior noise level reaches up to 65 dBA CNEL and conditionally acceptable in areas where the noise level reaches up to 70 dBA CNEL; and office buildings and professional commercial land uses are normally acceptable in environments where the exterior noise level reaches up to 70 dBA CNEL and conditionally acceptable in areas where the noise level reaches up to 77 dBA CNEL.

Roadways that may generate enough vehicular noise under buildout conditions to effect the proposed project include Rowena Street and Glendale Boulevard. The City's Mobility Plan 2035 identifies Rowena Avenue and Glendale Boulevard as Avenue II roadways. Per the County of Riverside Industrial Hygiene Guidelines for Determining and Mitigating Traffic Noise Impacts to Residential Structures and County of Riverside General Plan, Chapter 4, Figure C-3 "Link Volume Capacities/Level of Service for Riverside County Roadways" revised March 2001, future buildout noise levels associated with these roadways were modeled in SoundPLAN, using average daily traffic volume Level of Service "C" design capacities (also known as future build-out daily traffic volumes). Rowena Boulevard and Glendale Boulevard are expected to accommodate up to 27,300 vehicles per day at Level of Service C. SoundPLAN modeling data is provided in Appendix D.

As shown on Figure 4, future exterior noise levels at private balconies associated the proposed multi-family attached residential dwelling units located nearest to Rowena Avenue (2nd through 5th floors) are expected to range between 70 and 74 dBA CNEL; between 63 and 68 dBA CNEL at private balconies closest to Glendale Boulevard; and between 61 and 65 dBA CNEL at private balconies closest to Rokeby Street. Upgraded window/sliding glass doors will be necessary to ensure interior noise levels do not exceed 45 dBA CNEL as shown in Table 7.

Noise levels at proposed outdoor recreational uses on the rooftop are not expected to exceed 65 dBA CNEL. Exterior noise levels on the rooftop are expected to fall within the normally acceptable criteria.

Proposed commercial uses at the 1st floor, would be expected to reach up to 73 dBA CNEL along Rowena Boulevard and up to 63 dBA along Glendale Boulevard. These levels would fall into the normally and conditionally acceptable categories of up to 77 dBA CNEL.

PROJECT OPERATIONAL NOISE LEVEL PROJECTIONS

The project includes a lounge and exercise areas on the rooftop. No other noise producing activities (i.e., amplified music or speech, special events or entertainment systems) are proposed. Noise sources on the rooftop would include people exercising and talking.

Speech noise levels range between 60 to 75 dBA (typical talking to yelling, respectively). The approximate distances between the proposed rooftop outdoor activity areas and the adjacent buildings range between 48 to 155 feet. When extrapolating the noise level from the rooftop to the nearest sensitive receptor approximately 48 feet from the property line, the worst-case noise levels will range between 35 to 51 dBA due to attenuation, which is below the City's noise limits. Therefore, the impact is less than significant.

CONSTRUCTION NOISE LEVEL PROJECTIONS

The degree of construction noise may vary for different areas of the project site and also depending on the construction activities. Noise levels associated with the construction will vary with the different phases of construction. Worst-case construction noise levels were modeled at nearby sensitive receptors. Modeling worksheets are presented in Appendix E.

The projected construction noise levels at the uses to the north, south, east and west are presented in Table 8. As a worst-case scenario, the barrier reduction was calculated at the stories for which the sound barriers provide the least amount of reduction (2nd floor). Noise levels are projected from the center of the project site.



Figure 4

Future Traffic Noise Levels at the Proposed Building (CNEL)

Signs and symbols

- Proposed Project
- Receiver on Rooftop
- Receiver at Facade
- Roadway Noise Emission Line
- Level tables (CNEL)

1 : 600

0 3 6 12 18 24 m

Table 7
Recommended Window/Sliding Glass Window STC Ratings

Units Represented by Receptor #	Floor #	Exterior Noise Level	Required STC
1	2	72	30
	3	72	30
	4	71	29
	5	70	28
2	2	74	32
	3	73	31
	4	72	30
	5	72	30
3	1	63	21
	2	65	23
	3	66	24
	4	67	25
	5	68	26
4	1	61	19
	2	63	21
	3	65	23
	4	67	25
	5	68	26
5	1	61	19
	2	63	21
	3	65	23
	4	67	25
	5	67	25
6	1	63	21
	2	66	24
	3	67	25
	4	67	25
	5	68	26
7	1	61	19
	2	62	20
	3	64	22
	4	64	22
	5	64	22
8	1	62	20
	2	63	21
	3	65	23
	4	65	23
	5	64	22

Table 8
Projected Construction Noise Levels (dBA, Leq (15-min))[1]

Location	Phase	Construction Noise Level	Reduction with Sound Barrier[2]	Regulated Noise Level	Regulatory Noise Limit (dBA)	Exceeds Standard?
East (Commercial -Fire Station)	Demolition	83.7	N/A	83.7	N/A	No
	Site Preparation	82.6	N/A	82.6	N/A	No
	Grading	83.7	N/A	83.7	N/A	No
	Building Construction	80.9	N/A	80.9	N/A	No
	Paving	90.2	N/A	90.2	N/A	No
	Architectural Coating	76.4	N/A	76.4	N/A	No
South (Commercial)	Demolition	73.5	N/A	73.5	N/A	No
	Site Preparation	72.4	N/A	72.4	N/A	No
	Grading	73.5	N/A	73.5	N/A	No
	Building Construction	70.7	N/A	70.7	N/A	No
	Paving	80	N/A	80.0	N/A	No
	Architectural Coating	66.2	N/A	66.2	N/A	No
West (Residential & Commercial)	Demolition	77.3	-9.9	67.40	75	No
	Site Preparation	76.2	-9.9	66.30	75	No
	Grading	77.3	-9.9	67.4	75	No
	Building Construction	74.5	N/A	74.5	75	No
	Paving	83.8	-9.9	73.9	75	No
	Architectural Coating	70	N/A	70.0	75	No
North (Commercial)	Demolition	76.9	N/A	76.9	N/A	No
	Site Preparation	75.8	N/A	75.8	N/A	No
	Grading	76.9	N/A	76.9	N/A	No
	Building Construction	74.1	N/A	74.1	N/A	No
	Paving	83.4	N/A	83.4	N/A	No
	Architectural Coating	69.6	N/A	69.6	N/A	No

(1) Construction noise projected from the center of the project site to nearest sensitive use (structure).
(2) Barrier insertion loss calculations are provided in Appendix E.

The project will implement the following construction noise measures to maintain compliance with the City's Noise Ordinance. The worst-case noise levels never reach higher than 75 dBA at the residential properties on any floor, fulfilling Section 112.05 of the municipal code.

1. Construction and demolition shall be restricted to the hours of 7:00 AM to 6:00 PM Monday through Friday, and 8:00 AM to 6:00 PM on Saturday.

2. Demolition and construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.

3. The project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices.

4. During demolition, site preparation, grading, and paving, a temporary sound barrier of at least 16-feet tall on the western property boundary shall be installed. The noise control barrier shall be engineered to

reduce construction-related noise levels at the nearest structures by at least 9 dBA. The supporting structure shall be engineered and erected according to applicable codes. The temporary barrier shall remain in place until all windows have been installed and all activities on the project site are complete.

5. Any stationary equipment such as cranes or generators shall be placed in the center of the project site when possible. Efforts shall be made to bring construction noise as far from the residences as possible.

CONCLUSIONS

The noise impacts from the proposed Kahwaji Building Project are anticipated to be compliant with the City's noise ordinance during construction with the implementation of the identified and required compliance with the State of California Building Code and construction noise measures. In addition, the project will not generate a noise impact during operation.

It has been a pleasure for Ganddini Group, Inc. to service your needs on the Kahwaji Building Project. Should you have any questions or if Ganddini Group, Inc. can be of further assistance, please do not hesitate to call at (714) 795-3100.

Respectfully submitted,



Roma Stromberg, INCE/MS
Senior Noise Analyst

18-0079

APPENDIX A

LIST OF ACRONYMS

TERMS	DEFINITIONS
ADT	Average Daily Traffic volume
ANSI	American National Standard Institute
APN	Assessor's Parcel Number
Caltrans	California Department of Transportation
Calveno	California Vehicle Noise
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
CNEL	Community Noise Equivalent Level
D/E/N	Day/Evening/Night
dB	Decibel
dBA or dB(A)	Decibel "A-Weighted"
EIR	Environmental Impact Report
EPA	Environmental Protection Agency
FAA	Federal Aviation Administration
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
Hz	Hertz
INCE	Institute of Noise Control Engineering
L_{02},L_{08},L_{50},L_{90}	A-weighted Noise Levels at 2 percent, 8 percent, 50 percent, and 90 percent, Respectively, of the time period
DNL	Day-Night Average Noise Level
$L_{eq(x)}$	Equivalent Noise Level for "x" period of Time
L_{max}	Maximum Level of Noise (measured using a sound level meter)
L_{min}	Minimum Level of Noise (measured using a sound level meter)
LOS C	Level of Service C
MPH	Miles Per Hour
NEPA	National Environmental Policy Act
OPR	California Governor's Office of Planning and Research
Peak Hour L_{eq}	Peak Hour Equivalent Sound Level
PPV	Peak Particle Velocity
RCNM	Road Construction Noise Model
RMS	Root Mean Square
SEL	Single Event Level or Sound Exposure Level
SPL	Sound Pressure Level
STC	Sound Transmission Class
VdB	Vibration Velocity Decibels

APPENDIX B

DEFINITIONS OF ACOUSTICAL TERMS

Term	Definition
Ambient Noise Level	The all-encompassing noise environment associated with a given environment, at a specified time, usually a composite of sound from many sources, at many directions, near and far, in which usually no particular sound is dominant.
A-Weighted Sound Level, dBA	The sound level obtained by use of A-weighting. The A-weighting filter de-emphasizes the very low and very high frequency components of the sound in a manner similar to the frequency response of the human ear.
CNEL	Community Noise Equivalent Level. CNEL is a weighted 24-hour noise level that is obtained by adding five decibels to sound levels in the evening (7:00 PM to 10:00 PM), and by adding ten decibels to sound levels at night (10:00 PM to 7:00 AM). This weighting accounts for the increased human sensitivity to noise during the evening and nighttime hours.
Decibel, dB	A logarithmic unit of noise level measurement that relates the energy of a noise source to that of a constant reference level; the number of decibels is 10 times the logarithm (to the base 10) of this ratio.
DNL, Ldn	Day Night Level. The DNL, or Ldn is a weighted 24-hour noise level that is obtained by adding ten decibels to sound levels at night (10:00 PM to 7:00 AM). This weighting accounts for the increased human sensitivity to noise during the nighttime hours.
Equivalent Continuous Noise Level, L_{eq}	A level of steady state sound that in a stated time period, and a stated location, has the same A-weighted sound energy as the time-varying sound.
Fast/Slow Meter Response	The fast and slow meter responses are different settings on a sound level meter. The fast response setting takes a measurement every 100 milliseconds, while a slow setting takes one every second.
Frequency, Hertz	In a function periodic in time, the number of times that the quantity repeats itself in one second (i.e., the number of cycles per second).
L_{02}, L_{08}, L_{50}, L_{90}	The A-weighted noise levels that are equaled or exceeded by a fluctuating sound level, 2 percent, 8 percent, 50 percent, and 90 percent of a stated time period, respectively.
L_{max}, L_{min}	L_{max} is the RMS (root mean squared) maximum level of a noise source or environment measured on a sound level meter, during a designated time interval, using fast meter response. L_{min} is the minimum level.
Offensive/ Offending/ Intrusive Noise	The noise that intrudes over and above the existing ambient noise at a given location. The relative intrusiveness of sound depends on its amplitude, duration, frequency, and time of occurrence, and tonal information content as well as the prevailing ambient noise level.
Root Mean Square (RMS)	A measure of the magnitude of a varying noise source quantity. The name derives from the calculation of the square root of the mean of the squares of the values. It can be calculated from either a series of lone values or a continuous varying function.

APPENDIX C

NOISE MONITORING DATA

Noise Measurement
Field Data

Project Name: Kahwaji Building, City of Los Angeles **Date:** March 7 - 8 2019

Project #: JN 18-0079

Noise Measurement #: LTNM1 24 hour noise measurement (24 x 1 hours) **Technician:** Ian Gallagher

Nearest Address or Cross Street: Business: 2771 Rokeby Street, Los Angeles, California

Site Description (Type of Existing Land Use and any other notable features): Project site: asphalt parking lot and small businesses.
Surrounding: Urban, fire station east, auto mechanic west, businesses south across Rowena Ave, residences & daycare north, 5 Freeway about 320 yards NE. Noise Measurement Site: Rokeby St west, Rowena Ave south, & commercial east.

Weather: Filtered sun by day, ~40% of sky, becoming more cloudy. **Settings:** SLOW FAST

Temperature: 62-47 deg F **Wind:** 0-10 mph **Humidity:** 56-70% **Terrain:** Flat

Start Time: 4:00 PM **End Time:** 4:00 PM **Run Time:** 10 MIN

Leq: 65.2 dB **Primary Noise Source:** Traffic noise from vehicles traveling along Rowena Avenue & Rokeby Street.

Lmax 95.2 dB

L2 71.3 dB **Secondary Noise Sources:** Pedestrians, residential ambiance, breeze through trees and foliage,

L8 68.9 dB bird song by day, traffic ambiance from other roads. Automechanic ambiance.

L25 66.3 dB

L50 62.3 dB

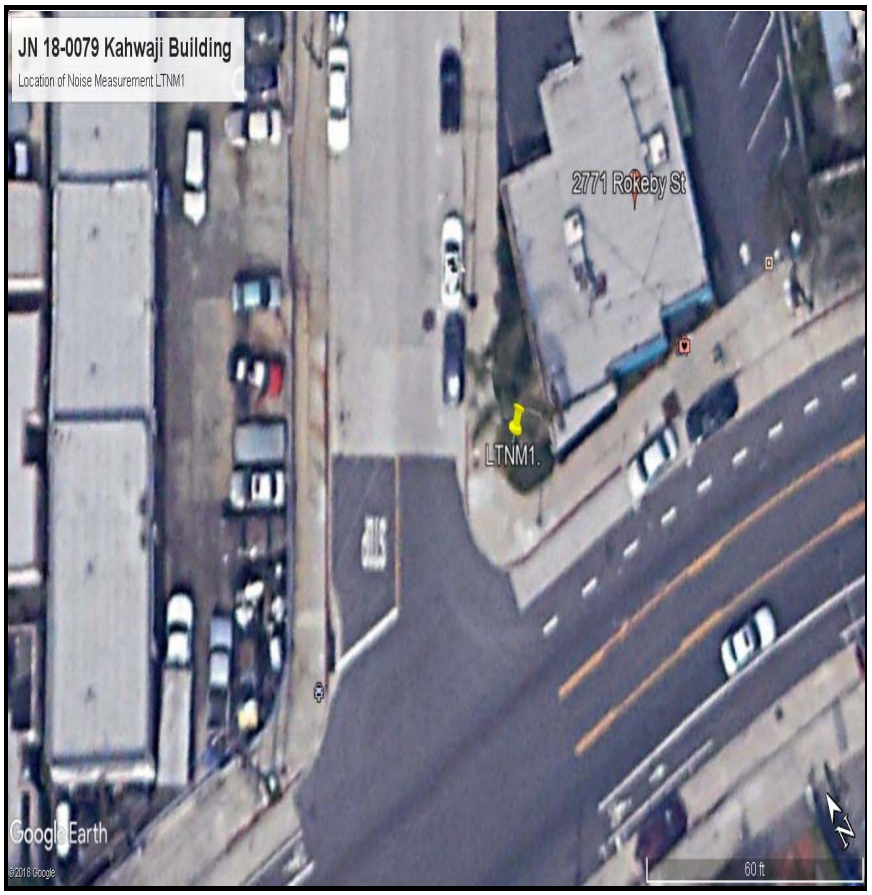
NOISE METER:	SoundTrack LXT Class 1	**CALIBRATOR:**	Larson Davis CAL250
MAKE:	Larson Davis	**MAKE:**	Larson Davis
MODEL:	LXT1	**MODEL:**	Cal 250
SERIAL NUMBER:	3099	**SERIAL NUMBER:**	2733
FACTORY CALIBRATION DATE:	6/23/2017	**FACTORY CALIBRATION DATE:**	6/9/2017
FIELD CALIBRATION DATE:	3/7/2019		

Noise Measurement
Field Data

PHOTOS:



LTNM1 looking down at microphone planted in bush on Rokeby St & Rowena Ave.



Location of LTNM1 on corner of Rokeby Street & Rowena Avenue.

Summary		
File Name on Meter	LxT_Data.213	
File Name on PC	SLM_0003099_LxT_Data_213.00.ldbin	
Serial Number	0003099	
Model	SoundTrack LxT®	
Firmware Version	2.301	
User	Ian Edward Gallagher	
Location	LTNM1 JN 18-0079 2771 Rokeby Street, Los Angeles, California	
Job Description	24 hour noise measurement	
Note	(24 x 1 hours) Kahwaji Building	
Measurement		
Start	2019-03-07 16:00:00	
Stop	2019-03-08 16:00:00	
Duration	24:00:00.0	
Run Time	24:00:00.0	
Pause	00:00:00.0	
Pre Calibration	2019-03-07 14:41:41	
Post Calibration	None	
Overall Settings		
RMS Weight	A Weighting	
Peak Weight	A Weighting	
Detector	Slow	
Preamp	PRMLxT1L	
Microphone Correction	Off	
Integration Method	Linear	
OBA Range	Normal	
OBA Bandwidth	1/1 and 1/3	
OBA Freq. Weighting	A Weighting	
OBA Max Spectrum	Bin Max	
Overload	122.7 dB	
Results		
LA_{eq}	65.2 dB	
LAE	114.6 dB	
EA	31.879 mPa²h	
EA8	10.626 mPa²h	
EA40	53.131 mPa²h	
$LA_{peak\ (max)}$	2019-03-08 13:16:27 107.7 dB	
LAS_{max}	2019-03-08 13:16:27 95.2 dB	
LAS_{min}	2019-03-08 04:19:38 37.0 dB	
SEA	-99.9 dB	

		Statistics	
LC_{eq}	73.6 dB	**LAS2.00**	71.3 dB
LA_{eq}	65.2 dB	**LAS8.00**	68.9 dB
LC_{eq} - LA_{eq}	8.4 dB	**LAS25.00**	66.3 dB
LAI_{eq}	66.9 dB	**LAS50.00**	62.3 dB
LA_{eq}	65.2 dB	**LAS90.00**	44.5 dB
LAI_{eq} - LA_{eq}	1.7 dB	**LAS99.00**	39.0 dB
# Overloads	0		

Record #	Date	Time	Run Duration	Run Time	Pause	LAeq	LASmin	LASmin Time	LASmax	LASmax Time	LAS2.00	LAS8.00	LAS25.00	LAS50.00	LAS90.00	LAS99.00
1	2019-03-07	16:00:00	01:00:00.0	01:00:00.0	00:00:00.0	66.8	50.2	16:29:28	90.6	16:34:51	72.3	68.9	67.0	64.5	56.2	53.1
2	2019-03-07	17:00:00	01:00:00.0	01:00:00.0	00:00:00.0	65.6	49.7	17:53:51	81.0	17:28:17	71.1	69.0	66.9	64.3	55.4	51.7
3	2019-03-07	18:00:00	01:00:00.0	01:00:00.0	00:00:00.0	64.8	50.5	18:50:54	82.3	18:06:52	70.1	67.8	65.9	63.1	56.9	51.9
4	2019-03-07	19:00:00	01:00:00.0	01:00:00.0	00:00:00.0	66.2	47.6	19:20:17	87.4	19:45:45	70.4	68.7	66.9	64.6	55.7	49.8
5	2019-03-07	20:00:00	01:00:00.0	01:00:00.0	00:00:00.0	64.8	46.6	20:58:52	77.5	20:24:29	70.2	68.4	66.3	63.6	55.9	49.8
6	2019-03-07	21:00:00	01:00:00.0	01:00:00.0	00:00:00.0	64.4	44.9	21:57:41	80.5	21:49:47	70.0	68.4	65.8	62.8	52.4	47.5
7	2019-03-07	22:00:00	01:00:00.0	01:00:00.0	00:00:00.0	64.0	43.0	22:40:34	76.4	22:26:02	70.3	68.3	65.3	62.0	52.0	46.4
8	2019-03-07	23:00:00	01:00:00.0	01:00:00.0	00:00:00.0	62.3	39.6	23:25:13	75.8	23:51:04	69.5	67.0	63.7	59.0	48.0	41.7
9	2019-03-08	00:00:00	01:00:00.0	01:00:00.0	00:00:00.0	61.1	39.4	00:07:09	83.2	00:39:04	68.4	65.9	60.9	52.5	43.3	40.7
10	2019-03-08	01:00:00	01:00:00.0	01:00:00.0	00:00:00.0	58.3	37.7	01:19:48	77.7	01:05:40	67.3	63.7	57.0	48.1	40.2	38.4
11	2019-03-08	02:00:00	01:00:00.0	01:00:00.0	00:00:00.0	57.3	38.0	02:49:45	78.1	02:02:40	66.7	62.8	53.8	45.8	40.2	38.9
12	2019-03-08	03:00:00	01:00:00.0	01:00:00.0	00:00:00.0	55.9	37.3	03:31:43	80.6	03:27:09	65.7	58.6	47.5	42.2	39.2	37.9
13	2019-03-08	04:00:00	01:00:00.0	01:00:00.0	00:00:00.0	56.4	37.0	04:19:38	73.7	04:27:49	66.7	62.2	51.6	43.3	38.9	37.8
14	2019-03-08	05:00:00	01:00:00.0	01:00:00.0	00:00:00.0	61.9	39.6	05:39:43	83.5	05:52:56	70.5	67.1	60.5	51.0	42.5	40.3
15	2019-03-08	06:00:00	01:00:00.0	01:00:00.0	00:00:00.0	67.2	43.1	06:00:13	84.9	06:21:13	73.5	70.8	68.5	64.9	51.7	47.3
16	2019-03-08	07:00:00	01:00:00.0	01:00:00.0	00:00:00.0	67.3	46.6	07:00:50	84.4	07:17:25	73.3	70.6	68.4	65.3	58.1	51.3
17	2019-03-08	08:00:00	01:00:00.0	01:00:00.0	00:00:00.0	66.2	51.2	08:59:27	83.1	08:41:59	71.9	69.5	67.4	64.6	58.9	54.4
18	2019-03-08	09:00:00	01:00:00.0	01:00:00.0	00:00:00.0	67.3	48.0	09:31:05	85.0	09:45:20	73.3	70.1	68.0	65.7	59.3	52.3
19	2019-03-08	10:00:00	01:00:00.0	01:00:00.0	00:00:00.0	66.4	47.2	10:57:52	81.2	10:10:12	71.6	69.5	67.7	65.4	57.3	51.5
20	2019-03-08	11:00:00	01:00:00.0	01:00:00.0	00:00:00.0	66.1	47.8	11:13:51	86.4	11:44:08	71.7	69.5	67.3	64.5	56.3	50.9
21	2019-03-08	12:00:00	01:00:00.0	01:00:00.0	00:00:00.0	66.9	50.8	12:13:51	88.5	12:34:52	73.0	69.5	67.4	64.7	57.4	53.1
22	2019-03-08	13:00:00	01:00:00.0	01:00:00.0	00:00:00.0	68.4	50.7	13:17:39	95.2	13:16:27	73.1	69.3	67.0	64.6	57.8	52.8
23	2019-03-08	14:00:00	01:00:00.0	01:00:00.0	00:00:00.0	66.4	51.6	14:00:26	81.8	14:21:03	72.4	69.4	67.4	65.1	58.3	53.8
24	2019-03-08	15:00:00	01:00:00.0	01:00:00.0	00:00:00.0	66.5	51.5	15:57:54	87.1	15:42:48	72.6	69.5	67.2	64.3	56.9	52.5

Noise Measurement
Field Data

Project Name: Kahwaji Building, City of Los Angeles **Date:** March 7, 2019

Project #: JN 18-0079

Noise Measurement #: NM1 **Technician:** Ian Gallagher

Nearest Address or Cross Street: Residence: 2812 Rokeby Street, Los Angeles, California.

Site Description (Type of Existing Land Use and any other notable features): Project site: asphalt parking lot and small businesses.
Surrounding: Urban, fire station east, auto mechanic west, businesses south across Rowena Ave, residences & daycare north, 5 Freeway about 320 yards NE. Noise Measurement Site: residential to east, Rowena Ave west, automechanic SW, commercial south.

Weather: Filtered sun, cloud about 40% of sky. **Settings:** SLOW FAST

Temperature: 61 deg F **Wind:** 5-10 mph **Humidity:** 60% **Terrain:** Flat

Start Time: 12:18 PM **End Time:** 12:28 PM **Run Time:** 10 MIN

Leq: 59.6 dB **Primary Noise Source:** Traffic noise from vehicles traveling along Rowena Avenue & Rokeby Street.

Lmax 73.3 dB 232 vehicles passed by along Rowena Ave, 7 vehicles along Rokeby St.

L2 67.7 dB **Secondary Noise Sources:** Pedestrians, residential ambiance, breeze through trees and foliage,

L8 63.2 dB bird song, traffic ambiance from other roads. Auto mechanic ambiance.

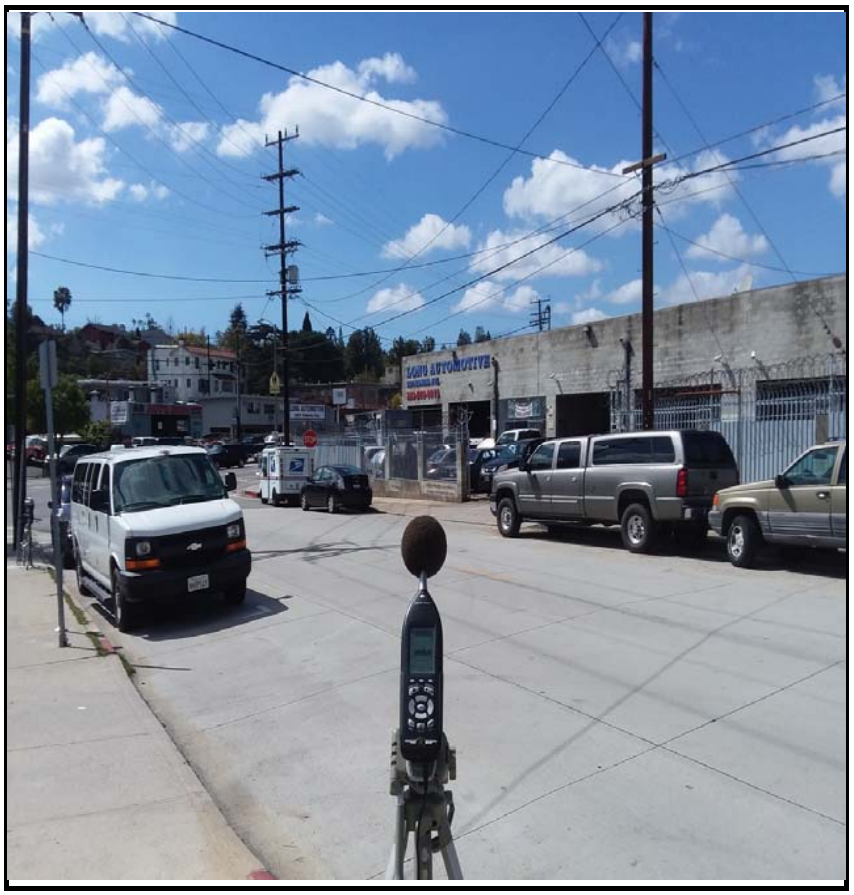
L25 59.0 dB

L50 56.9 dB

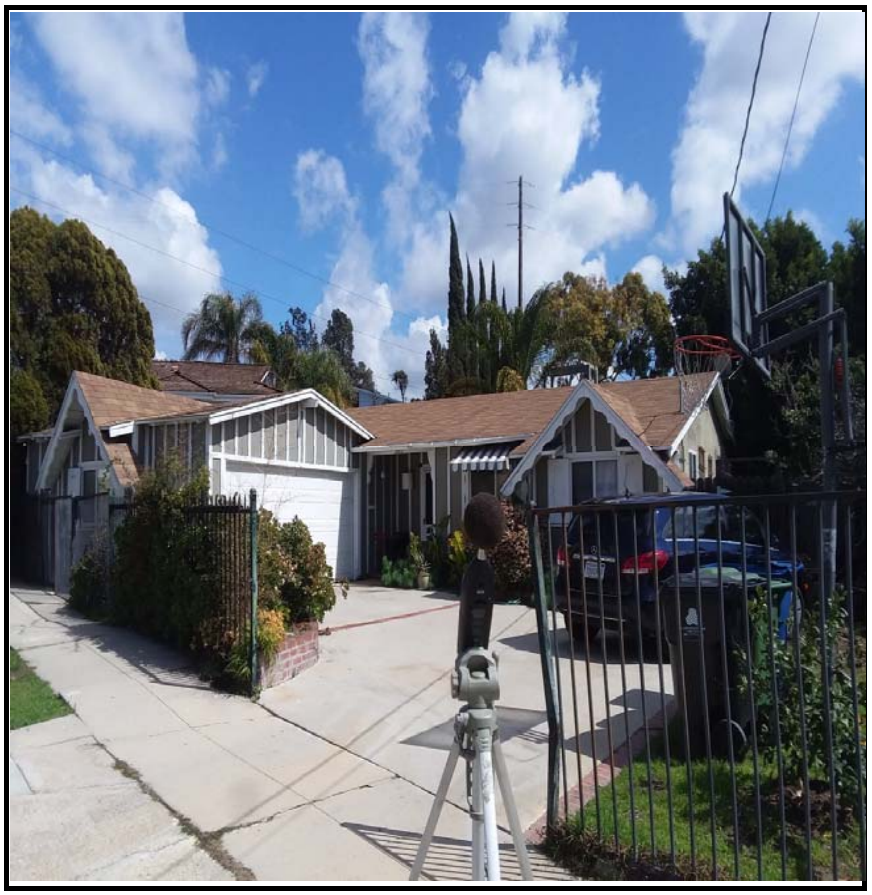
NOISE METER:	SoundTrack LXT Class 1	**CALIBRATOR:**	Larson Davis CAL250
MAKE:	Larson Davis	**MAKE:**	Larson Davis
MODEL:	LXT1	**MODEL:**	Cal 250
SERIAL NUMBER:	;28:42	**SERIAL NUMBER:**	2733
FACTORY CALIBRATION DATE:	6/23/2017	**FACTORY CALIBRATION DATE:**	6/9/2017
FIELD CALIBRATION DATE:	3/7/2019		

Noise Measurement
Field Data

PHOTOS:



NM1 looking SW across Rokeby St towards automotive shop & Rowena Blvd.



NM1 looking NE towards residence 2812 Rokeby Street, Los Angeles.

Summary				
File Name on Meter	LxT_Data.208			
File Name on PC	SLM_0003099_LxT_Data_208.00.ldbin			
Serial Number	0003099			
Model	SoundTrack LxT®			
Firmware Version	2.301			
User	Ian Edward Gallagher			
Location	NM1 JN 18-0079 2812 Rokeby Street, Los Angeles, California			
Job Description	10 minute noise measurement			
Note	(1 x 10 minutes) Kahwaji Building			
Measurement				
Start	2019-03-07 12:18:42			
Stop	2019-03-07 12:28:42			
Duration	00:10:00.0			
Run Time	00:10:00.0			
Pause	00:00:00.0			
Pre Calibration	2019-03-07 12:15:09			
Post Calibration	None			
Overall Settings				
RMS Weight	A Weighting			
Peak Weight	Z Weighting			
Detector	Slow			
Preamp	PRMLxT1L			
Microphone Correction	Off			
Integration Method	Linear			
OBA Range	Low			
OBA Bandwidth	1/1 and 1/3			
OBA Freq. Weighting	Z Weighting			
OBA Max Spectrum	Bin Max			
Overload	122.7 dB			
Results				
LA_{eq}	59.6 dB			
LAE	87.3 dB			
EA	60.134 µPa²h			
EA8	2.886 mPa²h			
EA40	14.432 mPa²h			
$LZ_{peak\ (max)}$	2019-03-07 12:27:45	103.1 dB		
LAS_{max}	2019-03-07 12:23:20	73.3 dB		
LAS_{min}	2019-03-07 12:28:11	48.3 dB		
SEA	-99.9 dB			
			Statistics	
LCe_{q}	71.1 dB		**LAS2.00**	67.7 dB
LA_{eq}	59.6 dB		**LAS8.00**	63.2 dB
LCe_{q} - LA_{eq}	11.5 dB		**LAS25.00**	59.0 dB
LAl_{eq}	62.0 dB		**LAS50.00**	56.9 dB
LA_{eq}	59.6 dB		**LAS66.60**	55.5 dB
LAl_{eq} - LA_{eq}	2.4 dB		**LAS90.00**	52.4 dB
# Overloads	0			

Noise Measurement
Field Data

Project Name: Kahwaji Building, City of Los Angeles **Date:** March 7, 2019

Project #: JN 18-0079

Noise Measurement #: NM2 **Technician:** Ian Gallagher

Nearest Address or Cross Street: Residences: 2819 Rokeby Street, Los Angeles, California.

Site Description (Type of Existing Land Use and any other notable features): Project site: asphalt parking lot and small businesses
Surrounding: Urban, fire station east, auto mechanic west, businesses south across Rowena Ave, residences & daycare north, 5 Freeway about 320 yards NE. Noise Measurement Site: Auto mechanic southwest, Rokeby St east, & residential northwest.

Weather: Filtered sun, cloud about 40% of sky. **Settings:** SLOW FAST

Temperature: 61 deg F **Wind:** 5-10 mph **Humidity:** 60% **Terrain:** Flat

Start Time: 12:34 PM **End Time:** 12:44 PM **Run Time:** 10 MIN

Leq: 60.9 dB **Primary Noise Source:** Traffic noise from vehicles traveling along Rowena Avenue & Rokeby Street.

Lmax 85 dB 215 vehicles passed by along Rowena Ave, 12 vehicles along Rokeby St

L2 64.6 dB **Secondary Noise Sources:** Pedestrians, residential ambiance, breeze through trees and foliage,

L8 60.6 dB bird song, traffic ambiance from other roads. Auto mechanic ambiance.

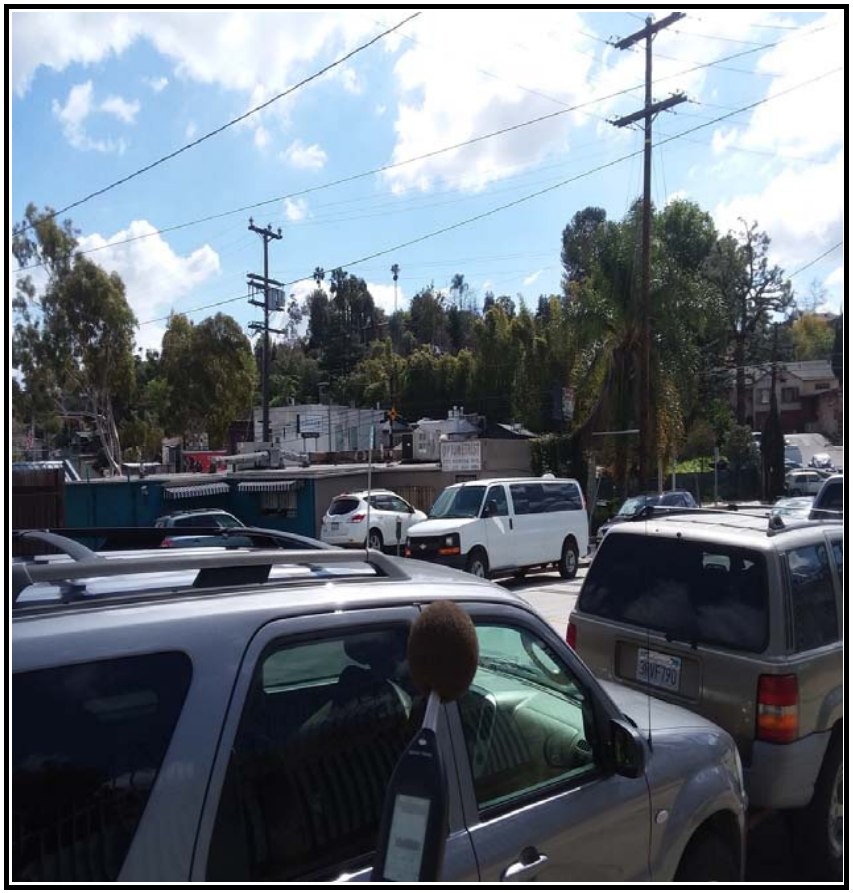
L25 58.1 dB

L50 56.3 dB

NOISE METER:	SoundTrack LXT Class 1	**CALIBRATOR:**	Larson Davis CAL250
MAKE:	Larson Davis	**MAKE:**	Larson Davis
MODEL:	LXT1	**MODEL:**	Cal 250
SERIAL NUMBER:	3099	**SERIAL NUMBER:**	2733
FACTORY CALIBRATION DATE:	6/23/2017	**FACTORY CALIBRATION DATE:**	6/9/2017
FIELD CALIBRATION DATE:	3/7/2019		

Noise Measurement
Field Data

PHOTOS:



NM2 looking South across Rokeby Street towards business 2771 Rokeby Street.



NM2 looking SW down sidewalk of Rokeby Street towards Rowena Boulevard.

Note : L(max) 85dB caused by dog barking from passing car window.

Summary	
File Name on Meter	LxT_Data.209
File Name on PC	SLM_0003099_LxT_Data_209.00.ldbin
Serial Number	0003099
Model	SoundTrack LxT®
Firmware Version	2.301
User	Ian Edward Gallagher
Location	NM2 JN 18-0079 Residences 2819 Rokeby Street, Los Angeles, California
Job Description	10 minute noise measurement
Note	(1 x 10 minutes) Kahwaji Building

Measurement	
Start	2019-03-07 12:34:30
Stop	2019-03-07 12:44:30
Duration	00:10:00.0
Run Time	00:10:00.0
Pause	00:00:00.0
Pre Calibration	2019-03-07 12:34:13
Post Calibration	None

Overall Settings	
RMS Weight	A Weighting
Peak Weight	Z Weighting
Detector	Slow
Preamp	PRMLxT1L
Microphone Correction	Off
Integration Method	Linear
OBA Range	Low
OBA Bandwidth	1/1 and 1/3
OBA Freq. Weighting	Z Weighting
OBA Max Spectrum	Bin Max
Overload	123.0 dB

Results			
LA_{eq}	60.9 dB		
LAE	88.7 dB		
EA	81.497 µPa²h		
EA8	3.912 mPa²h		
EA40	19.559 mPa²h		
$LZ_{peak\ (max)}$	2019-03-07 12:42:04	104.2 dB	
LAS_{max}	2019-03-07 12:42:04	85.0 dB	
LAS_{min}	2019-03-07 12:41:28	48.9 dB	
SEA	-99.9 dB		

		Statistics	
LC_{eq}	72.6 dB	**LAS2.00**	64.6 dB
LA_{eq}	60.9 dB	**LAS8.00**	60.6 dB
LC_{eq} - LA_{eq}	11.7 dB	**LAS25.00**	58.1 dB
LAI_{eq}	69.8 dB	**LAS50.00**	56.3 dB
LA_{eq}	60.9 dB	**LAS66.60**	55.1 dB
LAI_{eq} - LA_{eq}	8.9 dB	**LAS90.00**	51.5 dB
# Overloads	0		

Noise Measurement
Field Data

Project Name: Kahwaji Building, City of Los Angeles **Date:** March 7, 2019

Project #: JN 18-0079

Noise Measurement #: NM3 **Technician:** Ian Gallagher

Nearest Address or Cross Street: Business: 2771 Rokeby Street, Los Angeles, California

Site Description (Type of Existing Land Use and any other notable features): Project site: asphalt parking lot and small businesses
Surrounding: Urban, fire station east, auto mechanic west, businesses south across Rowena Ave, residences & daycare north, 5 Freeway about 320 yards NE. Noise Measurement Site: Rokeby St west, commercail/project site east, & Rowena Ave south.

Weather: Filtered sun, cloud about 40% of sky. **Settings:** SLOW FAST

Temperature: 61 deg F **Wind:** 5-10 mph **Humidity:** 60% **Terrain:** Flat

Start Time: 1:00 PM **End Time:** 1:10 PM **Run Time:** 10 MIN

Leq: 65.1 dB
Lmax 80.4 dB
L2 71.3 dB
L8 68.0 dB
L25 65.6 dB
L50 63.0 dB

Primary Noise Source: Traffic noise from vehicles traveling along Rowena Avenue & Rokeby Street.
257 vehicles passed by along Rowena Aved, 6 vehicles along Rokeby St.
Secondary Noise Sources: Pedestrians, residential ambiance, breeze through trees and foliage,
bird song, traffic ambiance from other roads. Auto mechanic ambiance.

NOISE METER:	SoundTrack LXT Class 1	**CALIBRATOR:**	Larson Davis CAL250
MAKE:	Larson Davis	**MAKE:**	Larson Davis
MODEL:	LXT1	**MODEL:**	Cal 250
SERIAL NUMBER:	3099	**SERIAL NUMBER:**	2733
FACTORY CALIBRATION DATE:	6/23/2017	**FACTORY CALIBRATION DATE:**	6/9/2017
FIELD CALIBRATION DATE:	3/7/2019		

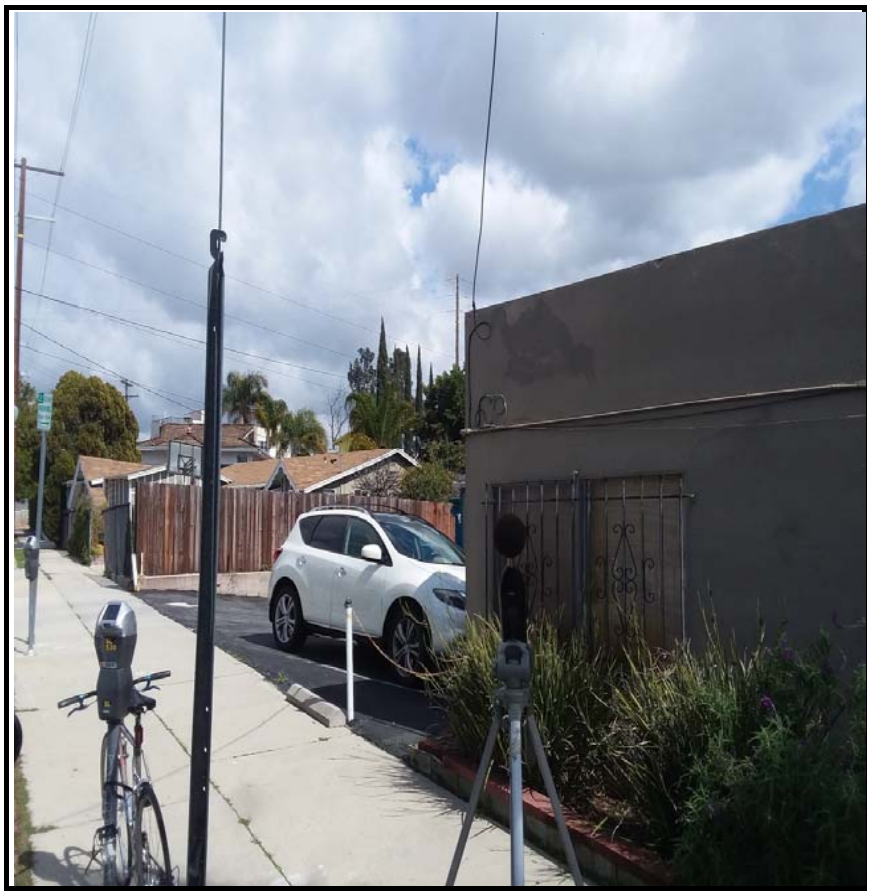
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Noise Measurement
Field Data

PHOTOS:



NM3 looking SW down Rokeby Street sidewalk towards Rowena Ave.



NM3 looking north up Rokeby Street towards back of building 2771 Rokeby Street.

Summary	
File Name on Meter	LxT_Data.210
File Name on PC	SLM_0003099_LxT_Data_210.00.ldbin
Serial Number	0003099
Model	SoundTrack LxT®
Firmware Version	2.301
User	Ian Edward Gallagher
Location	NM3 JN 18-0079 2771 Rokeby Street, Los Angeles, California
Job Description	10 minute noise measurement
Note	(1 x 10 minutes) Kahwaji Building

Measurement	
Start	2019-03-07 13:00:08
Stop	2019-03-07 13:10:08
Duration	00:10:00.0
Run Time	00:10:00.0
Pause	00:00:00.0
Pre Calibration	2019-03-07 12:55:23
Post Calibration	None

Overall Settings	
RMS Weight	A Weighting
Peak Weight	Z Weighting
Detector	Slow
Preamp	PRMLxT1L
Microphone Correction	Off
Integration Method	Linear
OBA Range	Low
OBA Bandwidth	1/1 and 1/3
OBA Freq. Weighting	Z Weighting
OBA Max Spectrum	Bin Max
Overload	122.9 dB

Results			
LA_{eq}	65.1 dB		
LAE	92.9 dB		
EA	216.379 µPa²h		
EA8	10.386 mPa²h		
EA40	51.931 mPa²h		
$LZ_{peak\ (max)}$	2019-03-07 13:01:18	103.0 dB	
LAS_{max}	2019-03-07 13:04:08	80.4 dB	
LAS_{min}	2019-03-07 13:01:54	49.6 dB	
SEA	-99.9 dB		

		Statistics	
LC_{eq}	74.2 dB	**LAS2.00**	71.3 dB
LA_{eq}	65.1 dB	**LAS8.00**	68.0 dB
LC_{eq} - LA_{eq}	9.1 dB	**LAS25.00**	65.6 dB
LAI_{eq}	66.4 dB	**LAS50.00**	63.0 dB
LA_{eq}	65.1 dB	**LAS66.60**	61.2 dB
LAI_{eq} - LA_{eq}	1.3 dB	**LAS90.00**	57.0 dB
# Overloads	0		

Noise Measurement
Field Data

Project Name: Kahwaji Building, City of Los Angeles **Date:** March 7, 2019

Project #: JN 18-0079

Noise Measurement #: NM4 **Technician:** Ian Gallagher

Nearest Address or Cross Street: Fire Station No. 56. 2759 Rowena Avenue, Los Angeles, California

Site Description (Type of Existing Land Use and any other notable features): Project site: asphalt parking lot and small businesses
Surrounding: Urban, fire station east, auto mechanic west, businesses south across Rowena Ave, residences & daycare north, 5 Freeway about 320 yards NE. Noise Measurement Site: Fire station north, Rowena Ave south, commercial west.

Weather: Filtered sun, cloud about 40% of sky. **Settings:** SLOW FAST

Temperature: 61 deg F **Wind:** 5-10 mph **Humidity:** 60% **Terrain:** Flat

Start Time: 1:24 PM **End Time:** 1:34 PM **Run Time:** 10 MIN

Leq:	69.8	dB
Lmax	82.6	dB
L2	75.2	dB
L8	73.6	dB
L25	71.6	dB
L50	68.2	dB

Primary Noise Source: Traffic noise from vehicles traveling along Rowena Ave.
249 vehicles passed by along Rowena Ave during measurement.
Secondary Noise Sources: Pedestrians, residential ambiance, breeze through trees and foliage, bird song, traffic ambiance from other roads.

NOISE METER:	SoundTrack LXT Class 1	**CALIBRATOR:**	Larson Davis CAL250
MAKE:	Larson Davis	**MAKE:**	Larson Davis
MODEL:	LXT1	**MODEL:**	Cal 250
SERIAL NUMBER:	3099	**SERIAL NUMBER:**	2733
FACTORY CALIBRATION DATE:	6/23/2017	**FACTORY CALIBRATION DATE:**	6/9/2017
FIELD CALIBRATION DATE:	3/7/2019		

gandini

Noise Measurement
Field Data

PHOTOS:



NM4 looking NE at Fire Station No. 56, 2759 Rowena Avenue, Los Angeles.



NM4 looking east down Rowena Ave towards Glendale Boulevard intersection.

File Name on Meter	LxT_Data.211
File Name on PC	SLM_0003099_LxT_Data_211.00.ldbin
Serial Number	0003099
Model	SoundTrack LxT®
Firmware Version	2.301
User	Ian Edward Gallagher
Location	NM4 JN 18-0079 Fire Station #56 2759 Rowena Avenue, Los Angeles, CA
Job Description	10 minute noise measurement
Note	(1 x 10 minutes) Kahwaji Building

Measurement

Start	2019-03-07 13:24:25
Stop	2019-03-07 13:34:25
Duration	00:10:00.0
Run Time	00:10:00.0
Pause	00:00:00.0
Pre Calibration	2019-03-07 13:22:11
Post Calibration	None

Overall Settings

RMS Weight	A Weighting
Peak Weight	Z Weighting
Detector	Slow
Preamp	PRMLxT1L
Microphone Correction	Off
Integration Method	Linear
OBA Range	Low
OBA Bandwidth	1/1 and 1/3
OBA Freq. Weighting	Z Weighting
OBA Max Spectrum	Bin Max
Overload	122.8 dB

Results

L_{Aeq}	69.8 dB		
LAE	97.5 dB		
EA	631.197 µPa²h		
EA8	30.297 mPa²h		
EA40	151.487 mPa²h		
$LZ_{peak\ (max)}$	2019-03-07 13:26:18	108.0 dB	
LAS_{max}	2019-03-07 13:26:18	82.6 dB	
LAS_{min}	2019-03-07 13:32:45	54.1 dB	
SEA	-99.9 dB		

		Statistics	
LC_{eq}	79.2 dB	**LAS2.00**	75.2 dB
LA_{eq}	69.8 dB	**LAS8.00**	73.6 dB
LC_{eq} - LA_{eq}	9.4 dB	**LAS25.00**	71.6 dB
LAI_{eq}	70.7 dB	**LAS50.00**	68.2 dB
LA_{eq}	69.8 dB	**LAS66.60**	63.8 dB
LAI_{eq} - LA_{eq}	1.0 dB	**LAS90.00**	57.4 dB
# Overloads	0		

Noise Measurement
Field Data

Project Name: Kahwaji Building, City of Los Angeles **Date:** March 7, 2019

Project #: JN 18-0079

Noise Measurement #: NM5 **Technician:** Ian Gallagher

Nearest Address or Cross Street: Residence: 2772 Rowena Avenue, Los Angeles, California

Site Description (Type of Existing Land Use and any other notable features): Project site: asphalt parking lot and small businesses
Surrounding: Urban, fire station east, auto mechanic west, businesses south across Rowena Ave, residences & day care north, 5 Freeway about 320 yards NE. Noise Measurement Site: Resdiential south, Rowena Ave north, commercial east.

Weather: Filtered sun, cloud about 40% of sky. **Settings:** SLOW FAST

Temperature: 61 deg F **Wind:** 5-10 mph **Humidity:** 60% **Terrain:** Flat

Start Time: 1:52 PM **End Time:** 2:02 PM **Run Time:** 10 MIN

Leq:	65	dB
Lmax	74.5	dB
L2	70.5	dB
L8	68.7	dB
L25	66.8	dB
L50	63.5	dB

Primary Noise Source: Traffic noise from vehicles traveling along Rowena Ave.
245 vehicles passed by along Rowena Ave during measurement.
Secondary Noise Sources: Pedestrians, residential ambiance, breeze through trees and foliage, bird song, traffic ambiance from other roads. Auto mechanic ambiance.

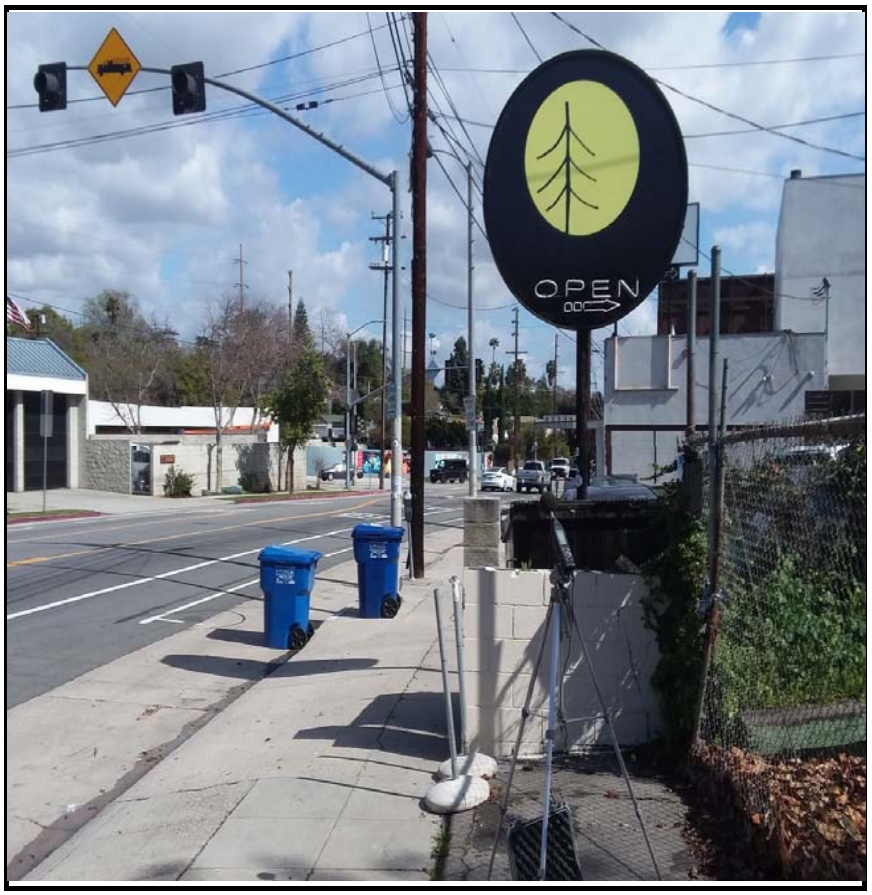
NOISE METER:	SoundTrack LXT Class 1	**CALIBRATOR:**	Larson Davis CAL250
MAKE:	Larson Davis	**MAKE:**	Larson Davis
MODEL:	LXT1	**MODEL:**	Cal 250
SERIAL NUMBER:	3099	**SERIAL NUMBER:**	2733
FACTORY CALIBRATION DATE:	6/23/2017	**FACTORY CALIBRATION DATE:**	6/9/2017
FIELD CALIBRATION DATE:	3/7/2019		

Noise Measurement
Field Data

PHOTOS:



NM5 looking south towards residence 2772 Rowena Avenue, Los Angeles.



NM5 looking east down Rowena Ave towards Glendale Boulevard intersection.

Summary	
File Name on Meter	LxT_Data.212
File Name on PC	SLM_0003099_LxT_Data_212.00.ldbin
Serial Number	0003099
Model	SoundTrack LxT®
Firmware Version	2.301
User	Ian Edward Gallagher
Location	NM5 JN 18-0079 2772 Rowena Avenue, Los Angeles, California
Job Description	10 minute noise measurement
Note	(1 x 10 minutes) Kahwaji Building

Measurement	
Start	2019-03-07 13:52:33
Stop	2019-03-07 14:02:33
Duration	00:10:00.0
Run Time	00:10:00.0
Pause	00:00:00.0
Pre Calibration	2019-03-07 13:48:20
Post Calibration	None

Overall Settings	
RMS Weight	A Weighting
Peak Weight	Z Weighting
Detector	Slow
Preamp	PRMLxT1L
Microphone Correction	Off
Integration Method	Linear
OBA Range	Low
OBA Bandwidth	1/1 and 1/3
OBA Freq. Weighting	Z Weighting
OBA Max Spectrum	Bin Max
Overload	122.7 dB

Results			
LA_{eq}	65.0 dB		
LAE	92.8 dB		
EA	211.906 µPa²h		
EA8	10.172 mPa²h		
EA40	50.858 mPa²h		
$LZ_{peak\ (max)}$	2019-03-07 13:53:40	102.9 dB	
LAS_{max}	2019-03-07 13:53:41	74.5 dB	
LAS_{min}	2019-03-07 13:58:29	49.7 dB	
SEA	-99.9 dB		

		Statistics	
LC_{eq}	73.7 dB	**LAS2.00**	70.5 dB
LA_{eq}	65.0 dB	**LAS8.00**	68.7 dB
LC_{eq} - LA_{eq}	8.7 dB	**LAS25.00**	66.8 dB
LAI_{eq}	66.2 dB	**LAS50.00**	63.5 dB
LA_{eq}	65.0 dB	**LAS66.60**	61.2 dB
LAI_{eq} - LA_{eq}	1.2 dB	**LAS90.00**	55.3 dB
# Overloads	0		

APPENDIX D

SOUNDPLAN DATA

Noise emissions of road traffic

Station km	ADT Veh/24	Traffic values: Vehicles type	Vehicle name	day Veh/h	evenin Veh/h	night Veh/h	Speed km/h	Control device	Constr Speed km/h	Affect. veh. %	Road surface	Gradien Min / M %
1		Traffic direction: In entry direction										
0+111	27956	Total	-	1659	1189	413	-	none	-	-	Average (of DGAC and PCC)	0.0
		Automobiles	-	1571	1174	291	64					
		Medium trucks	-	33	6	46	64					
		Heavy trucks	-	55	9	76	64					
		Buses	-	-	-	-	-					
		Motorcycles	-	-	-	-	-					
		Auxiliary vehicle	-	-	-	-	-					
0+280	-							-	-	-	-	-
2		Traffic direction: In entry direction										
0+111	27956	Total	-	1659	1189	413	-	none	-	-	Average (of DGAC and PCC)	0.0
		Automobiles	-	1571	1174	291	64					
		Medium trucks	-	33	6	46	64					
		Heavy trucks	-	55	9	76	64					
		Buses	-	-	-	-	-					
		Motorcycles	-	-	-	-	-					
		Auxiliary vehicle	-	-	-	-	-					
0+294	-							-	-	-	-	-

Receiver list

No.	Receiver name	Building side	Floor	Limit Lden dB(A)	Level Lden dB(A)	Conflict Lden dB
1	1	South west	GF	-	72.3	-
			1.Fl	-	72.2	-
			2.Fl	-	71.7	-
			3.Fl	-	71.0	-
			4.Fl	-	70.3	-
2	2	South	GF	-	73.8	-
			1.Fl	-	73.8	-
			2.Fl	-	73.1	-
			3.Fl	-	72.4	-
			4.Fl	-	71.9	-
3	3	East	GF	-	63.2	-
			1.Fl	-	65.5	-
			2.Fl	-	65.7	-
			3.Fl	-	67.3	-
			4.Fl	-	68.1	-
4	4	East	GF	-	60.9	-
			1.Fl	-	63.2	-
			2.Fl	-	64.9	-
			3.Fl	-	66.5	-
			4.Fl	-	67.7	-
5	5	East	GF	-	60.5	-
			1.Fl	-	62.7	-
			2.Fl	-	65.3	-
			3.Fl	-	66.7	-
			4.Fl	-	67.2	-
6	6	East	GF	-	63.1	-
			1.Fl	-	65.6	-
			2.Fl	-	67.1	-
			3.Fl	-	67.2	-
			4.Fl	-	67.6	-
7	7	North west	GF	-	60.9	-
			1.Fl	-	62.4	-
			2.Fl	-	63.6	-
			3.Fl	-	63.9	-
			4.Fl	-	63.7	-
8	8	North west	GF	-	61.6	-
			1.Fl	-	63.3	-
			2.Fl	-	64.5	-
			3.Fl	-	64.5	-
			4.Fl	-	64.2	-
9	Rooftop Receiver	-	GF	-	58.9	-

Contribution levels of the receivers

Source name		Traffic lane	Level Lden dB(A)
1	GF		72.3
1		-	72.3
2		-	22.4
1	1.Fl		72.2
1		-	72.2
2		-	22.4
1	2.Fl		71.7
1		-	71.7
2		-	24.3
1	3.Fl		71.0
1		-	71.0
2		-	27.0
1	4.Fl		70.3
1		-	70.3
2		-	34.0
2	GF		73.8
1		-	73.8
2		-	52.5
2	1.Fl		73.8
1		-	73.7
2		-	53.8
2	2.Fl		73.1
1		-	73.0
2		-	55.6
2	3.Fl		72.4
1		-	72.3
2		-	56.6
2	4.Fl		71.9
1		-	71.8
2		-	57.0
3	GF		63.2
1		-	62.9
2		-	51.6
3	1.Fl		65.5
1		-	65.2
2		-	53.6
3	2.Fl		65.7
1		-	64.8
2		-	58.5
3	3.Fl		67.3
1		-	65.6
2		-	62.4
3	4.Fl		68.1
1		-	65.8
2		-	64.4
4	GF		60.9
1		-	59.7
2		-	54.5
4	1.Fl		63.2
1		-	62.2
2		-	56.6
4	2.Fl		64.9
1		-	62.8
2		-	60.7

Contribution levels of the receivers

Source name		Traffic lane	Level Lden dB(A)
4	3.Fl		66.5
1		-	62.6
2		-	64.3
4	4.Fl		67.7
1		-	63.9
2		-	65.4
5	GF		60.5
1		-	57.4
2		-	57.6
5	1.Fl		62.7
1		-	59.6
2		-	59.8
5	2.Fl		65.3
1		-	61.0
2		-	63.3
5	3.Fl		66.7
1		-	60.7
2		-	65.5
5	4.Fl		67.2
1		-	61.4
2		-	65.9
6	GF		63.1
1		-	54.4
2		-	62.5
6	1.Fl		65.6
1		-	56.5
2		-	65.1
6	2.Fl		67.1
1		-	58.7
2		-	66.4
6	3.Fl		67.2
1		-	59.2
2		-	66.5
6	4.Fl		67.6
1		-	59.6
2		-	66.9
7	GF		60.9
1		-	59.0
2		-	56.5
7	1.Fl		62.4
1		-	60.5
2		-	57.8
7	2.Fl		63.6
1		-	62.0
2		-	58.6
7	3.Fl		63.9
1		-	62.2
2		-	59.0
7	4.Fl		63.7
1		-	61.8
2		-	59.1
8	GF		61.6
1		-	60.5
2		-	55.0

Contribution levels of the receivers

Source name		Traffic lane	Level Lden dB(A)
8	1.Fl		63.3
1		-	62.4
2		-	56.2
8	2.Fl		64.5
1		-	63.7
2		-	57.1
8	3.Fl		64.5
1		-	63.5
2		-	57.6
8	4.Fl		64.2
1		-	63.0
2		-	58.0
Rooftop Receiver	GF		58.9
1		-	54.4
2		-	57.0

APPENDIX E

CONSTRUCTION NOISE MODELING OUTPUT AND BARRIER LOSS CALCULATIONS

Receptor - Fire Station Uses to East

A	B	C	D	E	F	G	H	I	J
Construction Phase Equipment Item	# of Items	Item Lmax at 50 feet, dBA[1, 2]	Distance to Receptor[3]	Item Usage Percent	Usage Factor	Dist. Correction dB	Usage Adj. dB	Receptor Item Lmax, dBA	Receptor Item Leq, dBA
Demolition									
Concrete/Industrial Saw	1	76	48	20	0.20	0.4	-7.0	75.6	69.4
Rubber Tired Dozers	1	85	48	40	0.40	0.4	-4.0	84.6	81.4
Tractors/Loaders/Backhoes	2	80	48	40	0.80	0.4	-1.0	79.6	79.4
							Log Sum		83.7
Site Preparation									
Graders	1	85	48	40	0.4	0.4	-4.0	84.6	81.4
Tractors/Loaders/Backhoes	1	80	48	40	0.4	0.4	-4.0	79.6	76.4
							Log Sum		82.6
Grading									
Concrete/Industrial Saws	1	76	48	20	0.20	0.4	-7.0	75.6	69.4
Rubber Tired Dozers	1	85	48	40	0.40	0.4	-4.0	84.6	81.4
Tractors/Loaders/Backhoes	2	80	48	40	0.80	0.4	-1.0	79.6	79.4
							Log Sum		83.7
Building Construction									
Cranes	1	83	48	16	0.16	0.4	-8.0	82.6	75.4
Forklifts	2	64	48	40	0.80	0.4	-1.0	63.6	63.4
Tractors/Loaders/Backhoes	2	80	48	40	0.80	0.4	-1.0	79.6	79.4
							Log Sum		80.9
Paving									
Cement and Mortar Mixers	4	85	48	50	2.00	0.4	3.0	84.6	88.4
Pavers	1	85	48	50	0.50	0.4	-3.0	84.6	82.3
Rollers	1	85	48	40	0.40	0.4	-4.0	84.6	81.4
Tractors/Loaders/Backhoes	1	80	48	40	0.40	0.4	-4.0	79.6	76.4
							Log Sum		90.2
Architectural Coating									
Air Compressors	1	80	48	40	0.40	0.4	-4.0	79.6	76.4
							Log Sum		76.4

Notes:

(1) Source: Referenced noise levels from the Federal Transit Administration (FTA) Transit Noise and Vibration Impact Assessment Manual (September 2018).

(2) Source: https://www.google.com/url?q=http://www.noisetesting.info/blog/warehouse-forklift-workplace-noise-levels/&sa=D&source=hangouts&ust=1545259247311000&usg=AFQjCNHFcKKoEKUjv5VZMOtw_KO977Em1A

(3) Distance to receptor calculated from center of site. Construction noise projected from the center of the project site to nearest sensitive use (structure).

Receptor - Commercial Uses to South

A	B	C	D	E	F	G	H	I	J
Construction Phase Equipment Item	# of Items	Item Lmax at 50 feet, dBA[1, 2]	Distance to Receptor[3]	Item Usage Percent	Usage Factor	Dist. Correction dB	Usage Adj. dB	Receptor Item Lmax, dBA	Receptor Item Leq, dBA
Demolition									
Concrete/Industrial Saw	1	76	155	20	0.20	-9.8	-7.0	85.8	59.2
Rubber Tired Dozers	1	85	155	40	0.40	-9.8	-4.0	94.8	71.2
Tractors/Loaders/Backhoes	2	80	155	40	0.80	-9.8	-1.0	89.8	69.2
							Log Sum		73.5
Site Preparation									
Graders	1	85	155	40	0.4	-9.8	-4.0	94.8	71.2
Tractors/Loaders/Backhoes	1	80	155	40	0.4	-9.8	-4.0	89.8	66.2
							Log Sum		72.4
Grading									
Concrete/Industrial Saws	1	76	155	20	0.20	-9.8	-7.0	85.8	59.2
Rubber Tired Dozers	1	85	155	40	0.40	-9.8	-4.0	94.8	71.2
Tractors/Loaders/Backhoes	2	80	155	40	0.80	-9.8	-1.0	89.8	69.2
							Log Sum		73.5
Building Construction									
Cranes	1	83	155	16	0.16	-9.8	-8.0	92.8	65.2
Forklifts	2	64	155	40	0.80	-9.8	-1.0	73.8	53.2
Tractors/Loaders/Backhoes	2	80	155	40	0.80	-9.8	-1.0	89.8	69.2
							Log Sum		70.7
Paving									
Cement and Mortar Mixers	4	85	155	50	2.00	-9.8	3.0	94.8	78.2
Pavers	1	85	155	50	0.50	-9.8	-3.0	94.8	72.2
Rollers	1	85	155	40	0.40	-9.8	-4.0	94.8	71.2
Tractors/Loaders/Backhoes	1	80	155	40	0.40	-9.8	-4.0	89.8	66.2
							Log Sum		80.0
Architectural Coating									
Air Compressors	1	80	155	40	0.40	-9.8	-4.0	89.8	66.2
							Log Sum		66.2

Notes:

(1) Source: Referenced noise levels from the Federal Transit Administration (FTA) Transit Noise and Vibration Impact Assessment Manual (September 2018).

(2) Source: https://www.google.com/url?q=http://www.noisetesting.info/blog/warehouse-forklift-workplace-noise-levels/&sa=D&source=hangouts&ust=1545259247311000&usg=AFQjCNHFcKKoEKUjv5VZMOtw_KO977Em1A

(3) Distance to receptor calculated from center of site. Construction noise projected from the center of the project site to nearest sensitive use (structure).

Receptor - Residential Uses to West

A	B	C	D	E	F	G	H	I	J
Construction Phase Equipment Item	# of Items	Item Lmax at 50 feet, dBA[1, 2]	Distance to Receptor[3]	Item Usage Percent	Usage Factor	Dist. Correction dB	Usage Adj. dB	Receptor Item Lmax, dBA	Receptor Item Leq, dBA
Demolition									
Concrete/Industrial Saw	1	76	100	20	0.20	-6.0	-7.0	82.0	63.0
Rubber Tired Dozers	1	85	100	40	0.40	-6.0	-4.0	91.0	75.0
Tractors/Loaders/Backhoes	2	80	100	40	0.80	-6.0	-1.0	86.0	73.0
							Log Sum		77.3
Site Preparation									
Graders	1	85	100	40	0.4	-6.0	-4.0	91.0	75.0
Tractors/Loaders/Backhoes	1	80	100	40	0.4	-6.0	-4.0	86.0	70.0
							Log Sum		76.2
Grading									
Concrete/Industrial Saws	1	76	100	20	0.20	-6.0	-7.0	82.0	63.0
Rubber Tired Dozers	1	85	100	40	0.40	-6.0	-4.0	91.0	75.0
Tractors/Loaders/Backhoes	2	80	100	40	0.80	-6.0	-1.0	86.0	73.0
							Log Sum		77.3
Building Construction									
Cranes	1	83	100	16	0.16	-6.0	-8.0	89.0	69.0
Forklifts	2	64	100	40	0.80	-6.0	-1.0	70.0	57.0
Tractors/Loaders/Backhoes	2	80	100	40	0.80	-6.0	-1.0	86.0	73.0
							Log Sum		74.5
Paving									
Cement and Mortar Mixers	4	85	100	50	2.00	-6.0	3.0	91.0	82.0
Pavers	1	85	100	50	0.50	-6.0	-3.0	91.0	76.0
Rollers	1	85	100	40	0.40	-6.0	-4.0	91.0	75.0
Tractors/Loaders/Backhoes	1	80	100	40	0.40	-6.0	-4.0	86.0	70.0
							Log Sum		83.8
Architectural Coating									
Air Compressors	1	80	100	40	0.40	-6.0	-4.0	86.0	70.0
							Log Sum		70.0

Notes:

(1) Source: Referenced noise levels from the Federal Transit Administration (FTA) Transit Noise and Vibration Impact Assessment Manual (September 2018).

(2) Source: https://www.google.com/url?q=http://www.noisetesting.info/blog/warehouse-forklift-workplace-noise-levels/&sa=D&source=hangouts&ust=1545259247311000&usg=AFQjCNHFcKKoEKUjv5VZMOtw_KO977Em1A

(3) Distance to receptor calculated from center of site. Construction noise projected from the center of the project site to nearest sensitive use (structure).

Receptor - Commercial Uses to North

A	B	C	D	E	F	G	H	I	J
Construction Phase Equipment Item	# of Items	Item Lmax at 50 feet, dBA[1, 2]	Distance to Receptor[3]	Item Usage Percent	Usage Factor	Dist. Correction dB	Usage Adj. dB	Receptor Item Lmax, dBA	Receptor Item Leq, dBA
Demolition									
Concrete/Industrial Saw	1	76	105	20	0.20	-6.4	-7.0	82.4	62.6
Rubber Tired Dozers	1	85	105	40	0.40	-6.4	-4.0	91.4	74.6
Tractors/Loaders/Backhoes	2	80	105	40	0.80	-6.4	-1.0	86.4	72.6
							Log Sum		76.9
Site Preparation									
Graders	1	85	105	40	0.4	-6.4	-4.0	91.4	74.6
Tractors/Loaders/Backhoes	1	80	105	40	0.4	-6.4	-4.0	86.4	69.6
							Log Sum		75.8
Grading									
Concrete/Industrial Saws	1	76	105	20	0.20	-6.4	-7.0	82.4	62.6
Rubber Tired Dozers	1	85	105	40	0.40	-6.4	-4.0	91.4	74.6
Tractors/Loaders/Backhoes	2	80	105	40	0.80	-6.4	-1.0	86.4	72.6
							Log Sum		76.9
Building Construction									
Cranes	1	83	105	16	0.16	-6.4	-8.0	89.4	68.6
Forklifts	2	64	105	40	0.80	-6.4	-1.0	70.4	56.6
Tractors/Loaders/Backhoes	2	80	105	40	0.80	-6.4	-1.0	86.4	72.6
							Log Sum		74.1
Paving									
Cement and Mortar Mixers	4	85	105	50	2.00	-6.4	3.0	91.4	81.6
Pavers	1	85	105	50	0.50	-6.4	-3.0	91.4	75.5
Rollers	1	85	105	40	0.40	-6.4	-4.0	91.4	74.6
Tractors/Loaders/Backhoes	1	80	105	40	0.40	-6.4	-4.0	86.4	69.6
							Log Sum		83.4
Architectural Coating									
Air Compressors	1	80	105	40	0.40	-6.4	-4.0	86.4	69.6
							Log Sum		69.6

Notes:

(1) Source: Referenced noise levels from the Federal Transit Administration (FTA) Transit Noise and Vibration Impact Assessment Manual (September 2018).

(2) Source: https://www.google.com/url?q=http://www.noisetesting.info/blog/warehouse-forklift-workplace-noise-levels/&sa=D&source=hangouts&ust=1545259247311000&usg=AFQjCNHFcKKoEKUjv5VZMOtw_KO977Em1A

(3) Distance to receptor calculated from center of site. Construction noise projected from the center of the project site to nearest sensitive use (structure).

Barrier insertion loss For Flat Ground

Receiver - West Residential Use - P/L C = sqrt(A^2 + B^2)

Enter Variables here:

Source Height H_s(ft)		8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
Receiver Height H_R(ft)		15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15
Barrier Height H_B(ft)		16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
Distance Source to barrier (ft) (A)		38	38	38	38	38	38	38	38	38	38	38	38	38	38	38	38
Distance Receiver to Barrier (ft) (B)		62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62
Soft Ground = 1; Hard Ground = 0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Calculations

A		38.832976	39.051248	39.293765	39.560081	39.849718	40.162171	40.496913	40.853396	41.231056	41.629317	42.047592	42.485292	42.941821	43.416587	43.908997	44.418465
B		62.008064	62.032250	62.072538	62.128898	62.201286	62.289646	62.393910	62.513998	62.649820	62.801274	62.968246	63.150614	63.348244	63.560994	63.788714	64.031242
C		100.244701	100.244701	100.244701	100.244701	100.244701	100.244701	100.244701	100.244701	100.244701	100.244701	100.244701	100.244701	100.244701	100.244701	100.244701	100.244701
P (=A + B - C)		0.5963391	0.8387974	1.1216030	1.4442785	1.8063032	2.2071167	2.6461228	3.1226943	3.6361761	4.1858899	4.7711374	5.3912046	6.0453644	6.7328804	7.4530099	8.2050064
Ground type H_{eff} (with barrier)		0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Ground type H_{eff} (no barrier)		0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
H_{eff} (with barrier)		27.5	28.5	29.5	30.5	31.5	32.5	33.5	34.5	35.5	36.5	37.5	38.5	39.5	40.5	41.5	42.5
H_{eff} no barrier		11.5	11.5	11.5	11.5	11.5	11.5	11.5	11.5	11.5	11.5	11.5	11.5	11.5	11.5	11.5	11.5
G_B		0.26	0.24	0.22	0.21	0.19	0.17	0.15	0.13	0.12	0.10	0.08	0.06	0.04	0.03	0.01	-0.01
G_{NB}		0.54	0.54	0.54	0.54	0.54	0.54	0.54	0.54	0.54	0.54	0.54	0.54	0.54	0.54	0.54	0.54
$A_{barrier}$		10.76612	12.234965	13.493237	14.590368	15	15	15	15	15	15	15	15	15	15	15	15
	$IL_{barrier}$	9.9	11.3	12.5	13.6	13.9	13.9	13.8	13.8	13.7	13.7	13.6	13.5	13.5	13.4	13.4	13.3

Barrier Height (ft)	IL (dBA)
16	10
17	11
18	13
19	14
20	14
21	14
22	14
23	14
24	14
25	14
26	14
27	14
28	13
29	13
30	13
31	13

KAHWAJI BUILDING PROJECT AIR QUALITY AND HEALTH RISK ASSESSMENT IMPACT ANALYSIS

City of Los Angeles

May 3, 2019



Traffic Engineering ● Transportation Planning ● Parking ● Noise & Vibration
Air Quality ● Global Climate Change ● Health Risk Assessment

KAHWAJI BUILDING PROJECT AIR QUALITY AND HEALTH RISK ASSESSMENT IMPACT ANALYSIS

City of Los Angeles

May 3, 2019

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18-0079

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EXECUTIVE SUMMARY

The purpose of this air quality impact analysis is to provide an assessment of the impacts resulting from development of the proposed Kahwaji Building project and to identify measures that may be necessary to reduce potentially significant impacts.

CONSTRUCTION-SOURCE EMISSIONS

Project construction-source emissions would not exceed applicable regional thresholds of significance established by the SCAQMD. For localized emissions, the project will not exceed applicable Localized Significance Thresholds (LSTs) established by the SCAQMD.

Project construction-source emissions would not conflict with the Basin Air Quality Management Plan (AQMP). As discussed herein, the project will comply with all applicable SCAQMD construction-source emission reduction rules and guidelines. Project construction source emissions would not cause or substantively contribute to violation of the California Ambient Air Quality Standards (CAAQS) or National Ambient Air Quality Standards (NAAQS).

Established requirements addressing construction equipment operations, and construction material use, storage, and disposal requirements act to minimize odor impacts that may result from construction activities. Moreover, construction-source odor emissions would be temporary, short-term, and intermittent in nature and would not result in persistent impacts that would affect substantial numbers of people. Potential construction-source odor impacts are therefore considered less than significant.

OPERATIONAL-SOURCE EMISSIONS

The project operational-sourced emissions would not exceed applicable regional thresholds of significance established by the SCAQMD. Project operational-source emissions would not result in or cause a significant localized air quality impact as discussed in the Operations-Related Local Air Quality Impacts section of this report. Additionally, project-related trips will not cause or result in CO concentrations exceeding applicable state and/or federal standards (CO "hotspots). The project is a mixed-use project with residential and commercial uses, and will not be a significant source of TACs and would also not be exposed to significant DPM TAC emissions or cancer risk from nearby freeway volumes. Therefore, project operational-source emissions would not adversely affect sensitive receptors within the vicinity of the project.

Project operational-source emissions would not conflict with the Basin Air Quality Management Plan (AQMP). The project's emissions meet SCAQMD regional thresholds and will not result in a significant cumulative impact. The project does not propose any such uses or activities that would result in potentially significant operational-source odor impacts. Potential operational-source odor impacts are therefore considered less than significant.

1. INTRODUCTION

This section describes the purpose of this air quality impact analysis, project location, proposed development, and study area. Figure 1 shows the project location map and Figure 2 illustrates the project site plan.

PURPOSE AND OBJECTIVES

This study was performed to address the possibility of regional/local air quality impacts from project related air emissions. The objectives of the study include:

- documentation of the atmospheric setting
- discussion of criteria pollutants
- discussion of the air quality regulatory framework
- discussion of the air quality and cancer risk thresholds of significance
- analysis of the construction related air quality emissions
- analysis of the operations-related air quality emissions
- analysis of the conformity of the proposed project with the SCAQMD AQMP
- recommendations for mitigation measures

The City of Los Angeles is the lead agency for this air quality analysis, in accordance with the California Environmental Quality Act authorizing legislation. Although this is a technical report, every effort has been made to write the report clearly and concisely. To assist the reader with terms unique to air quality, a definition of terms has been provided in Appendix A.

PROJECT LOCATION

The project is located at 2812 N. Rokeby Street and 2771/2775 W. Rowena Avenue in the Silver Lake community of the City of Los Angeles. A vicinity map showing the project location is provided on Figure 1.

PROJECT DESCRIPTION

The project site is currently developed with an one-story commercial building and a single-family residence. The project proposes to demolish the existing buildings and construct a mixed-use five-story building with 39 apartment dwelling units including five affordable housing apartment units and 1,400 square feet of ground-floor commercial. Figure 2 illustrates the proposed site plan.

PHASING AND TIMING

The proposed project is anticipated for opening in 2021. The project is anticipated to be built in one phase with construction anticipated to begin no sooner than January 2020 and being completed in 15 months.

SENSITIVE RECEPTORS IN PROJECT VICINITY

Those who are sensitive to air pollution include children, the elderly, and persons with preexisting respiratory or cardiovascular illness. For purposes of CEQA, the SCAQMD considers a sensitive receptor to be a location where a sensitive individual could remain for 24 hours, such as residences, hospitals, or convalescent facilities (South Coast Air Quality Management District 2008). Commercial and industrial facilities are not included in the definition because employees do not typically remain on-site for 24 hours.

The nearest sensitive receptors to the project site include the multi-family attached residential dwelling units located approximately 50 feet west (across Rokeby Street) and 230 feet northeast (across the Waverly Drive and Glendale Boulevard intersection) and single-family detached residential dwelling units located

approximately 175 feet south (along Lakewood Avenue N) and 235 feet east (along Waverly Drive) of the project site.

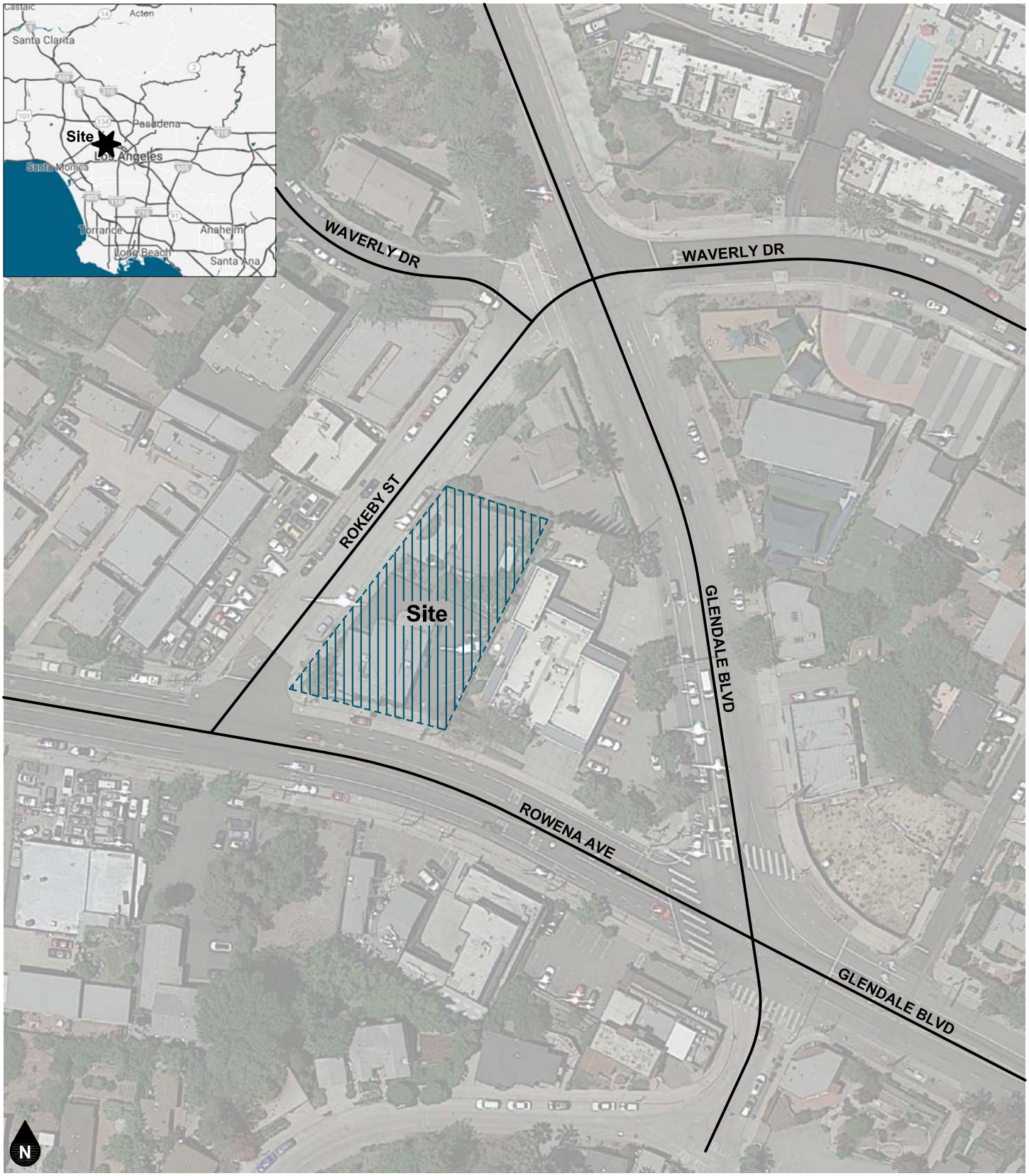


Figure 1
Project Location Map

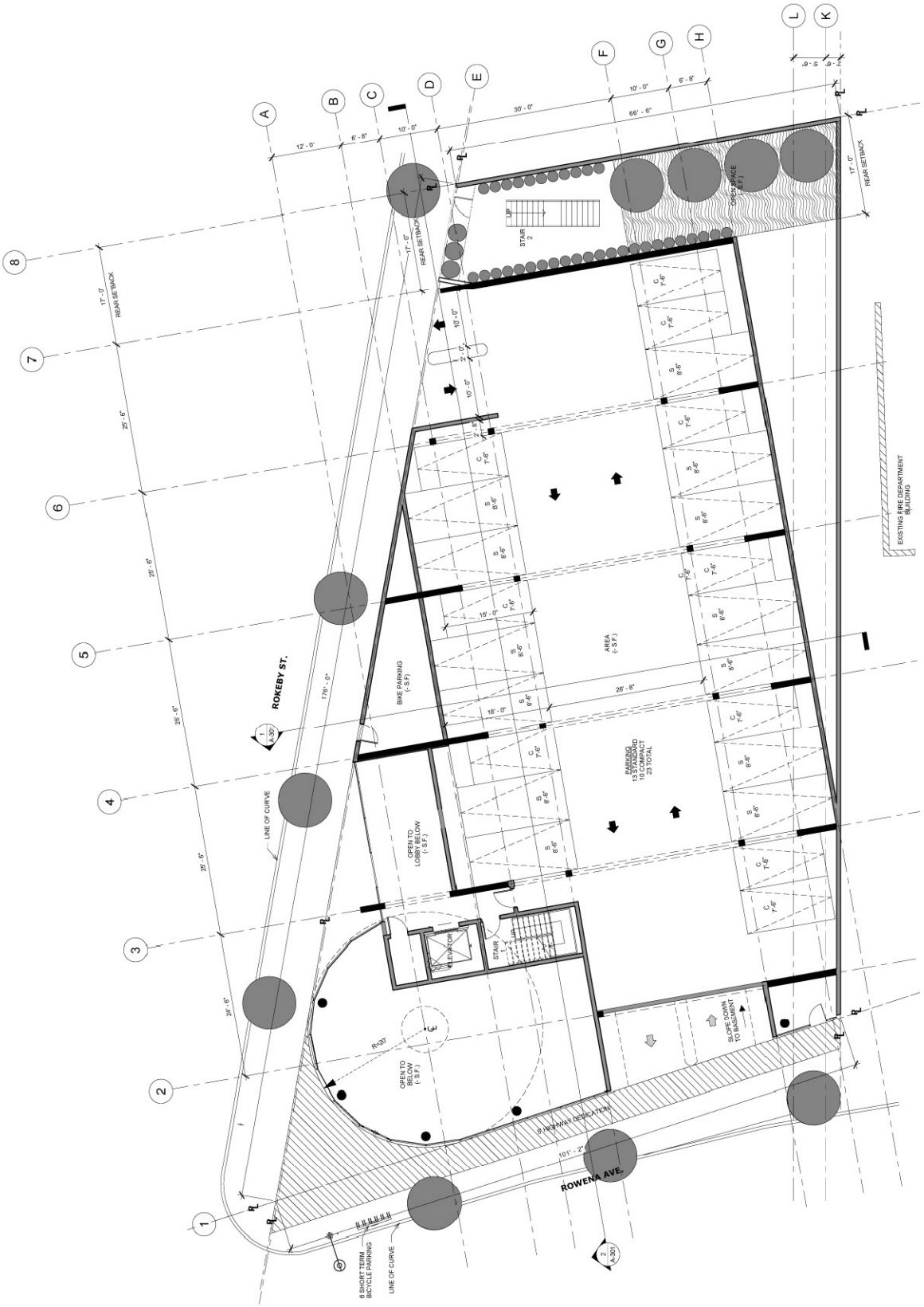


Figure 2
Site Plan

2. ATMOSPHERIC SETTING

LOCAL AIR QUALITY

The project site is located within the City of Los Angeles, in the southern portion of Los Angeles County, which is part of the South Coast Air Basin (SCAB) that includes all of Orange County as well as the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties. The South Coast Air Basin is located on a coastal plain with connecting broad valleys and low hills to the east. Regionally, the South Coast Air Basin is bounded by the Pacific Ocean to the southwest and high mountains to the east forming the inland perimeter.

Dominant airflows provide the driving mechanism for transport and dispersion of air pollution. The mountains surrounding the region form natural horizontal barriers to the dispersion of air contaminants. Air pollution created in the coastal areas and around the Los Angeles area is transported inland until it reaches the mountains where the combination of mountains and inversion layers generally prevent further dispersion. This poor ventilation results in a gradual degradation of air quality from the coastal areas to inland areas. Air stagnation may occur during the early evening and early morning periods of transition between day and nighttime flows. The region also experiences periods of hot, dry winds from the desert, known as Santa Ana winds. If the Santa Ana winds are strong, they can surpass the sea breeze, which blows from the ocean to the land, and carry the suspended dust and pollutants out to the ocean. If the winds are weak, they are opposed by the sea breeze and cause stagnation, resulting in high pollution events.

The annual average temperature varies little throughout much of the basin, ranging from the low to middle 60s, measured in degrees Fahrenheit (°F). With more pronounced oceanic influence, coastal areas show less variability in annual minimum and maximum temperatures than inland areas where the project site is located. The majority of the annual rainfall in the basin occurs between November and April. Summer rainfall is minimal and is generally limited to scattered thunderstorms in the coastal regions and slightly heavier showers in the eastern portion of the basin along the coastal side of the mountains. Year-to-year patterns in rainfall are unpredictable because of fluctuations in the weather.

Temperature inversions limit the vertical depth through which pollution can be mixed. Among the most common temperature inversions in the basin are radiation inversions, which form on clear winter nights when cold air off mountains sink to the valley floor while the air aloft over the valley remains warm. These inversions, in conjunction with calm winds, trap pollutants near the source. Other types of temperature inversions that affect the basin include marine, subsidence, and high-pressure inversions.

Summers are often periods of hazy visibility and occasionally unhealthful air. Strong temperature inversions may occur that limit the vertical depth through which air pollution can be dispersed. Air pollutants concentrate because they cannot rise through the inversion layer and disperse. These inversions are more common and persistent during the summer months. Over time, sunlight produces photochemical reactions within this inversion layer that creates ozone, a particularly harmful air pollutant. Occasionally, strong thermal convections occur which allows the air pollutants to rise high enough to pass over the mountains and ultimately dilute the smog cloud.

In the winter, light nocturnal winds result mainly from the drainage of cool air off of the mountains toward the valley floor while the air aloft over the valley remains warm. This forms a type of inversion known as a radiation inversion. Such winds are characterized by stagnation and poor local mixing and trap pollutants such as automobile exhaust near their source. While these inversions may lead to air pollution “hot spots” in heavily developed coastal areas of the basin, there is not enough vehicular volumes to cause any winter air pollution problems. Despite light wind conditions, especially at night and in the early morning, winter is generally a period of good air quality in the project vicinity.

The temperature and precipitation levels for the City of Los Angeles, are shown below in Table 1. Table 1 shows that August is typically the warmest month and December is typically the coolest month. Rainfall in the

project area varies considerably. Almost all the annual rainfall comes from the fringes of mid-latitude storms from late November to early April, with summers being almost completely dry.

Table 1
Local Monthly Climate Data[1]

Descriptor	Month of Year											
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Avg. Max. Temperature	68.5	68.9	70.5	73.1	75.1	78.7	83.4	84.7	83.2	78.9	70.8	68.3
Avg. Min. Temperature	49.5	51.1	53.0	55.5	59.0	62.0	65.1	65.8	64.5	60.4	52.1	49.4
Avg. Total Precipitation (in.)	3.07	3.73	2.42	0.97	0.31	0.08	0.01	0.05	0.21	0.66	1.04	2.44

Notes:

(1) Source: https://wrcc.dri.edu/cgi-bin/cliMAIN.pl?ca5115.

Data taken from the Los Angeles DWTN USC Campus, CA station (045115).

3. POLLUTANTS

Pollutants are generally classified as either criteria pollutants or non-criteria pollutants. Federal ambient air quality standards have been established for criteria pollutants, whereas no ambient standards have been established for non-criteria pollutants. For some criteria pollutants, separate standards have been set for different periods. Most standards have been set to protect public health. For some pollutants, standards have been based on other values (such as protection of crops, protection of materials, or avoidance of nuisance conditions). A summary of federal and state ambient air quality standards is provided in the Regulatory Framework section.

CRITERIA POLLUTANTS

The criteria pollutants consist of: ozone, nitrogen dioxide, carbon monoxide, sulfur dioxide, lead, and particulate matter. These pollutants can harm your health and the environment, and cause property damage. The Environmental Protection Agency (EPA) calls these pollutants "criteria" air pollutants because it regulates them by developing human health-based and/or environmentally-based criteria for setting permissible levels. The following provides descriptions of each of the criteria pollutants.

Nitrogen Dioxides

Nitrogen Oxides (NOx) is the generic term for a group of highly reactive gases which contain nitrogen and oxygen. While most NOx are colorless and odorless, concentrations of nitrogen dioxide (NO_2) can often be seen as a reddish-brown layer over many urban areas. NOx form when fuel is burned at high temperatures, as in a combustion process. The primary manmade sources of NOx are motor vehicles, electric utilities, and other industrial, commercial, and residential sources that burn fuel. NOx reacts with other pollutants to form, ground-level ozone, nitrate particles, acid aerosols, as well as NO_2, which cause respiratory problems. NOx and the pollutants formed from NOx can be transported over long distances, following the patterns of prevailing winds. Therefore controlling NOx is often most effective if done from a regional perspective, rather than focusing on the nearest sources.

Ozone

Ozone (O_3) is not usually emitted directly into the air but at ground-level is created by a chemical reaction between NOx and volatile organic compounds (VOC) in the presence of sunlight. Motor vehicle exhaust, industrial emissions, gasoline vapors, chemical solvents as well as natural sources emit NOx and VOC that help form ozone. Ground-level ozone is the primary constituent of smog. Sunlight and hot weather cause ground-level ozone to form with the greatest concentrations usually occurring downwind from urban areas. Ozone is subsequently considered a regional pollutant. Ground-level ozone is a respiratory irritant and an oxidant that increases susceptibility to respiratory infections and can cause substantial damage to vegetation and other materials. Because NOx and VOC are ozone precursors, the health effects associated with ozone are also indirect health effects associated with significant levels of NOx and VOC emissions.

Carbon Monoxide

Carbon monoxide (CO) is a colorless, odorless gas that is formed when carbon in fuel is not burned completely. It is a component of motor vehicle exhaust, which contributes about 56 percent of all CO emissions nationwide. In cities, 85 to 95 percent of all CO emissions may come from motor vehicle exhaust. Other sources of CO emissions include industrial processes (such as metals processing and chemical manufacturing), residential wood burning, and natural sources such as forest fires. Woodstoves, gas stoves, cigarette smoke, and unvented gas and kerosene space heaters are indoor sources of CO. The highest levels of CO in the outside air typically occur during the colder months of the year when inversion conditions are more frequent. The air pollution becomes trapped near the ground beneath a layer of warm air. CO is described as having only a local influence because it dissipates quickly. Since CO concentrations are strongly associated with motor

vehicle emissions, high CO concentrations generally occur in the immediate vicinity of roadways with high traffic volumes and traffic congestion, active parking lots, and in automobile tunnels. Areas adjacent to heavily traveled and congested intersections are particularly susceptible to high CO concentrations.

CO is a public health concern because it combines readily with hemoglobin and thus reduces the amount of oxygen transported in the bloodstream. The health threat from lower levels of CO is most serious for those who suffer from heart disease such as angina, clogged arteries, or congestive heart failure. For a person with heart disease, a single exposure to CO at low levels may cause chest pain and reduce that person's ability to exercise; repeated exposures may contribute to other cardiovascular effects. High levels of CO can affect even healthy people. People who breathe high levels of CO can develop vision problems, reduced ability to work or learn, reduced manual dexterity, and difficulty performing complex tasks. At extremely high levels, CO is poisonous and can cause death.

Sulfur Dioxide

Sulfur Oxide (SOx) gases (including sulfur dioxide [SO2]) are formed when fuel containing sulfur, such as coal and oil is burned, and from the refining of gasoline. SOx dissolves easily in water vapor to form acid and interacts with other gases and particles in the air to form sulfates and other products that can be harmful to people and the environment.

Lead

Lead (Pb) is a metal found naturally in the environment as well as manufactured products. The major sources of lead emissions have historically been motor vehicles and industrial sources. Due to the phase out of leaded gasoline, metal processing is now the primary source of lead emissions to the air. High levels of lead in the air are typically only found near lead smelters, waste incinerators, utilities, and lead-acid battery manufacturers. Exposure of fetuses, infants and children to low levels of lead can adversely affect the development and function of the central nervous system, leading to learning disorders, distractibility, inability to follow simple commands, and lower intelligence quotient. In adults, increased lead levels are associated with increased blood pressure.

Particulate Matter

Particulate matter (PM) is the term for a mixture of solid particles and liquid droplets found in the air. Particulate matter is made up of a number of components including acids (such as nitrates and sulfates), organic chemicals, metals, and soil or dust particles. The size of particles is directly linked to their potential for causing health problems. Particles that are less than 10 micrometers in diameter (PM10) are the particles that generally pass through the throat and nose and enter the lungs. Once inhaled, these particles can affect the heart and lungs and cause serious health effects. Particles that are less than 2.5 micrometers in diameter (PM2.5) have been designated as a subset of PM10 due to their increased negative health impacts and its ability to remain suspended in the air longer and travel further.

Reactive Organic Gases (ROG)

Although not a criteria pollutant, reactive organic gases (ROGs), or VOCs, are defined as any compound of carbon—excluding carbon monoxide, carbon dioxide, carbonic acid, metallic carbides or carbonates, and ammonium carbonate—that participates in atmospheric photochemical reactions. Although there are slight differences in the definition of ROGs and VOCs, the two terms are often used interchangeably. Indoor sources of VOCs include paints, solvents, aerosol sprays, cleansers, tobacco smoke, etc. Outdoor sources of VOCs are from combustion and fuel evaporation. A reduction in VOC emissions reduces certain chemical reactions that contribute to the formulation of ozone. VOCs are transformed into organic aerosols in the atmosphere, which contribute to higher PM10 and lower visibility.

OTHER POLLUTANTS OF CONCERN

Toxic Air Contaminants

In addition to the above-listed criteria pollutants, toxic air contaminants (TACs) are another group of pollutants of concern. Sources of toxic air contaminants include industrial processes such as petroleum refining and chrome plating operations, commercial operations such as gasoline stations and dry cleaners, and motor vehicle exhaust. Cars and trucks release at least forty different toxic air contaminants. The most important of these toxic air contaminants, in terms of health risk, are diesel particulates, benzene, formaldehyde, 1,3-butadiene, and acetaldehyde. Public exposure to toxic air contaminants can result from emissions from normal operations as well as from accidental releases. Health effects of toxic air contaminants include cancer, birth defects, neurological damage, and death.

Toxic air contaminants are less pervasive in the urban atmosphere than criteria air pollutants, however they are linked to short-term (acute) or long-term (chronic or carcinogenic) adverse human health effects. There are hundreds of different types of toxic air contaminants with varying degrees of toxicity. Sources of toxic air contaminants include industrial processes, commercial operations (e.g., gasoline stations and dry cleaners), and motor vehicle exhaust.

According to the 2013 California Almanac of Emissions and Air Quality, the majority of the estimated health risk from toxic air contaminants can be attributed to relatively few compounds, the most important of which is diesel particulate matter (DPM). Diesel particulate matter is a subset of PM2.5 because the size of diesel particles are typically 2.5 microns and smaller. The identification of diesel particulate matter as a toxic air contaminant in 1998 led the California Air Resources Board (CARB) to adopt the Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-fueled Engines and Vehicles in September 2000. The plan's goals are a 75-percent reduction in diesel particulate matter by 2010 and an 85-percent reduction by 2020 from the 2000 baseline. Diesel engines emit a complex mixture of air pollutants, composed of gaseous and solid material. The visible emissions in diesel exhaust are known as particulate matter or PM, which includes carbon particles or "soot". Diesel exhaust also contains a variety of harmful gases and over 40 other cancer-causing substances. California's identification of diesel particulate matter as a toxic air contaminant was based on its potential to cause cancer, premature deaths, and other health problems. Exposure to diesel particulate matter is a health hazard, particularly to children whose lungs are still developing and the elderly who may have other serious health problems. Overall, diesel engine emissions are responsible for the majority of California's potential airborne cancer risk from combustion sources.

Asbestos

Asbestos is listed as a TAC by the ARB and as a Hazardous Air Pollutant by the EPA. Asbestos occurs naturally in mineral formations and crushing or breaking these rocks, through construction or other means, can release asbestiform fibers into the air. Asbestos emissions can result from the sale or use of asbestos-containing materials, road surfacing with such materials, grading activities, and surface mining. The risk of disease is dependent upon the intensity and duration of exposure. When inhaled, asbestos fibers may remain in the lungs and with time may be linked to such diseases as asbestosis, lung cancer, and mesothelioma. Naturally occurring asbestos is not present in Los Angeles County. The nearest likely locations of naturally occurring asbestos, as identified in the General Location Guide for Ultramafic Rocks in California prepared by the California Division of Mines and Geology, is located in Santa Barbara County. Due to the distance to the nearest natural occurrences of asbestos, the project site is not likely to contain asbestos.

4. AIR QUALITY MANAGEMENT

REGULATORY SETTING

The proposed project is addressed through the efforts of various international, federal, state, regional, and local government agencies. These agencies work jointly, as well as individually, to improve air quality through legislation, regulations, planning, policy-making, education, and a variety of programs. The agencies responsible for improving the air quality are discussed below.

Federal – United States Environmental Protection Agency

The United States Environmental Protection Agency (EPA) is responsible for setting and enforcing the National Ambient Air Quality Standards (NAAQS) for atmospheric pollutants. It regulates emission sources that are under the exclusive authority of the federal government, such as aircraft, ships, and certain locomotives. The National Ambient Air Quality Standards (NAAQS) pollutants were identified using medical evidence and are shown below in Table 2.

The EPA and the California Air Resource Board (CARB) designate air basins where ambient air quality standards are exceeded as "nonattainment" areas. If standards are met, the area is designated as an "attainment" area. If there is inadequate or inconclusive data to make a definitive attainment designation, they are considered "unclassified". National nonattainment areas are further designated as marginal, moderate, serious, severe, or extreme as a function of deviation from standards. Each standard has a different definition, or 'form' of what constitutes attainment, based on specific air quality statistics. For example, the Federal 8-hour CO standard is not to be exceeded more than once per year; therefore, an area is in attainment of the CO standard if no more than one 8-hour ambient air monitoring values exceeds the threshold per year. In contrast, the Federal annual PM2.5 standard is met if the three-year average of the annual average PM2.5 concentration is less than or equal to the standard. Attainment status is shown in Table 3.

As part of its enforcement responsibilities, the EPA requires each state with federal nonattainment areas to prepare and submit a State Implementation Plan (SIP) that demonstrates the means to attain the national standards. The State Implementation Plan (SIP) must integrate federal, state, and local components and regulations to identify specific measures to reduce pollution, using a combination of performance standards and market-based programs within the timeframe identified in the State Implementation Plan (SIP).

As indicated below in Table 3, the Basin has been designated by the EPA as a non-attainment area for ozone (O_3) and suspended particulates (PM2.5). Currently, the Basin is in attainment with the ambient air quality standards for carbon monoxide (CO), lead, sulfur dioxide (SO_2), suspended particulate matter (PM-10), and nitrogen dioxide (NO_2).

State – California Air Resources Board

The California Air Resources Board (CARB), which is a part of the California Environmental Protection Agency, is responsible for the coordination and administration of both federal and state air pollution control programs within California. In this capacity, the CARB conducts research, sets the California Ambient Air Quality Standards (CAAQS), compiles emission inventories, develops suggested control measures, provides oversight of local programs, and prepares the State Implementation Plan (SIP). The California Ambient Air Quality Standards (CAAQS) for criteria pollutants are shown in Tables 2 and 4. In addition, the CARB establishes emission standards for motor vehicles sold in California, consumer products (e.g., hairspray, aerosol paints, and barbeque lighter fluid), and various types of commercial equipment. It also sets fuel specifications to further reduce vehicular emissions.

The South Coast Air Basin has been designated by the CARB as a nonattainment area for ozone, PM10 and PM2.5. Currently, the South Coast Air Basin is in attainment with the ambient air quality standards for CO, lead, SO2, NO2, and sulfates and is unclassified for visibility reducing particles and Hydrogen Sulfide.

On June 20, 2002, the CARB revised the PM10 annual average standard to 20 µg/m3 and established an annual average standard for PM2.5 of 12 µg/m3. These standards were approved by the Office of Administrative Law in June 2003 and are now effective. On September 27, 2007 CARB approved the South Coast Air Basin and the Coachella Valley 2007 Air Quality Management Plan for Attaining the Federal 8-hour Ozone and PM2.5 Standards. The plan projected attainment for the 8-hour Ozone standard by 2024 and the PM2.5 standard by 2015.

On December 12, 2008 the CARB adopted Resolution 08-43, which limits NOx, PM10 and PM2.5 emissions from on-road diesel truck fleets that operate in California. On October 12, 2009 Executive Order R-09-010 was adopted that codified Resolution 08-43 into Section 2025, Title 13 of the California Code of Regulations. This regulation requires that by the year 2023 all commercial diesel trucks that operate in California shall meet model year 2010 (Tier 4) or latter emission standards. In the interim period, this regulation provides annual interim targets for fleet owners to meet. This regulation also provides a few exemptions including a onetime per year 3-day pass for trucks registered outside of California.

The CARB is also responsible for regulations pertaining to toxic air contaminants. The Air Toxics "Hot Spots" Information and Assessment Act (AB 2588, 1987, Connelly) was enacted in 1987 as a means to establish a formal air toxics emission inventory risk quantification program. AB 2588, as amended, establishes a process that requires stationary sources to report the type and quantities of certain substances their facilities routinely release into the South Coast Air Basin. The data is ranked by high, intermediate, and low categories, which are determined by: the potency, toxicity, quantity, volume, and proximity of the facility to nearby receptors.

Senate Bill X7-7

Senate Bill X7-7 (SB X7-7), enacted on November 9, 2009, mandates water conservation targets and efficiency improvements for urban and agricultural water suppliers. SB X7-7 requires the Department of Water Resources (DWR) to develop a task force and technical panel to develop alternative best management practices for the water sector. In addition SB X7-7 required the DWR to develop criteria for baseline uses for residential, commercial, and industrial uses for both indoor and landscaped area uses. The DWR was also required to develop targets and regulations that achieve a statewide 20 percent reduction in water usage.

Assembly Bill 939 and Senate Bill 1374

Assembly Bill 939 (AB 939) requires that each jurisdiction in California to divert at least 50 percent of its waste away from landfills, whether through waste reduction, recycling or other means. Senate Bill 1374 (SB 1374) requires the California Integrated Waste Management Board to adopt a model ordinance by March 1, 2004 suitable for adoption by any local agency to require 50 to 75 percent diversion of construction and demolition of waste materials from landfills.

California Code of Regulations (CCR) Title 24, Part 6

CCR Title 24, Part 6: California's Energy Efficiency Standards for Residential and Nonresidential Buildings (Title 24) were first established in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods. Although it was not originally intended to reduce GHG emissions, electricity production by fossil fuels results in GHG emissions and energy efficient buildings require less electricity. Therefore, increased energy efficiency results in decreased GHG emissions.

The Energy Commission adopted 2008 Standards on April 23, 2008 and Building Standards Commission approved them for publication on September 11, 2008. These updates became effective on August 1, 2009.

CalEEMod modeling defaults to 2008 standards. 2013 Standards have been approved and are effective July 1, 2014.

California Code of Regulations (CCR) Title 24, Part 11

CCR Title 24, Part 6: California's Energy Efficiency Standards for Residential and Nonresidential Buildings (Title 24) were first established in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods. Although it was not originally intended to reduce GHG emissions, electricity production by fossil fuels results in GHG emissions and energy efficient buildings require less electricity. Therefore, increased energy efficiency results in decreased GHG emissions.

The Energy Commission adopted 2008 Standards on April 23, 2008 and Building Standards Commission approved them for publication on September 11, 2008. These updates became effective on August 1, 2009. 2013 Standards have been approved and were effective July 1, 2014. 2016 Standards were adopted January 1, 2017.

All buildings for which an application for a building permit is submitted on or after January 1, 2017 must follow the 2016 standards. The 2016 residential standards are estimated to be approximately 28 percent more efficient than the 2013 standards. Energy efficient buildings require less electricity; therefore, increased energy efficiency reduces fossil fuel consumption and decreases greenhouse gas emissions.

California Green Building Standards

On January 12, 2010, the State Building Standards Commission unanimously adopted updates to the California Green Building Standards Code, which went into effect on January 1, 2011.

2016 CALGreen Code: During the 2016-2017 fiscal year, the Department of Housing and Community Development (HCD) updated CALGreen through the 2015 Triennial Code Adoption Cycle. HCD adopted three new definitions related to electric vehicle charging regulations. These definitions provided clarity to the code user as to the differences between an electric vehicle charging space and an electric vehicle charging station. HCD replaced the term "electric vehicle charging stations" with "electric vehicle charging spaces" since the term "electric vehicle charging space" better describes a space available for future installation of electric vehicle supply equipment, but with no electric vehicle charger installed.

HCD also increased the required construction waste reduction from 50 percent to 65 percent of the total building site waste. This increase aids in meeting CalRecycle's statewide solid waste recycling goal of 75 percent for 2020 as stated in Chapter 476, Statutes of 2011 (AB 341). HCD adopted new regulations requiring recycling areas for multifamily projects of five or more dwelling units. This regulation requires developers to provide readily accessible areas adequate in size to accommodate containers for depositing, storage and collection of non-hazardous materials (including organic waste) for recycling. This requirement assists businesses that were required as of April 1, 2016, to meet the requirements of Chapter 727, Statutes of 2014 (AB 1826).

HCD adopted new regulations to require information on photovoltaic systems and electric vehicle chargers to be included in operation and maintenance manuals. Currently, CALGreen section 4.410.1 Item 2(a) requires operation and maintenance instructions for equipment and appliances. Photovoltaic systems and electric vehicle chargers are systems that play an important role in many households in California, and their importance is increasing every day. HCD incorporated these two terms in the existing language in order to provide clarity to code users as to additional systems requiring operation and maintenance instructions.

HCD updated the reference to Clean Air Standards of the United States Environmental Protection Agency applicable to woodstoves and pellet stoves. HCD also adopted a new requirement for woodstoves and pellet stoves to have a permanent label indicating they are certified to meet the emission limits. This requirement

provides clarity to the code user and is consistent with the United States Environmental Protection Agency's New Source Performance Standards. HCD updated the list of standards which can be used for verification of compliance for exterior grade composite wood products. This list now includes four standards from the Canadian Standards Association (CSA): CSA O121, CSA O151, CSA O153 and CSA O325. HCD updated heating and air-conditioning system design references to the ANSI/ACCA 2 Manual J, ANSI/ACCA 1 Manual D, and ANSI/ACCA 3 Manual S to the most recent versions approved by ANSI. HCD adopted a new elective measure for hot water recirculation systems for water conservation. The United States Department of Energy estimates that 3,600 to 12,000 gallons of water per year can be saved by the typical household (with four points of hot water use) if a hot water recirculation system is installed.

Executive Order B-29-15

Executive Order B-29-15, mandates a statewide 25 percent reduction in potable water usage. EO B-29-15 signed into law on April 1, 2015.

Executive Order B-37-16

Executive Order B-37-16, continuing the State's adopted water reductions, was signed into law on May 9, 2016. The water reductions build off the mandatory 25 percent reduction called for in EO B-29-15.

SBX1 2

Signed into law in April 2011, SBX1 2, requires one-third of the state's electricity to come from renewable sources. The legislation increases California's current 20 percent renewables portfolio standard target in 2010 to a 33 percent renewables portfolio standard by December 31, 2020.

Senate Bill 350

Signed into law October 7, 2015, SB 350 increases California's renewable electricity procurement goal from 33 percent by 2020 to 50 percent by 2030. This will increase the use of Renewables Portfolio Standard (RPS) eligible resources, including solar, wind, biomass, geothermal, and others. In addition, SB 350 requires the state to double statewide energy efficiency savings in electricity and natural gas end uses by 2030. To help ensure these goals are met and the greenhouse gas emission reductions are realized, large utilities will be required to develop and submit Integrated Resource Plans (IRPs). These IRPs will detail how each entity will meet their customers resource needs, reduce greenhouse gas emissions and ramp up the deployment of clean energy resources.

AB 617 Nonvehicular air pollution: criteria air pollutants and toxic air contaminants

This bill requires the state board to develop a uniform statewide system of annual reporting of emissions of criteria air pollutants and toxic air contaminants for use by certain categories of stationary sources. The bill requires those stationary sources to report their annual emissions of criteria air pollutants and toxic air contaminants, as specified. This bill required the state board, by October 1, 2018, to prepare a monitoring plan regarding technologies for monitoring criteria air pollutants and toxic air contaminants and the need for and benefits of additional community air monitoring systems, as defined. The bill requires the state board to select, based on the monitoring plan, the highest priority locations in the state for the deployment of community air monitoring systems. The bill requires an air district containing a selected location, by July 1, 2019, to deploy a system in the selected location. The bill would authorize the air district to require a stationary source that emits air pollutants in, or that materially affect, the selected location to deploy a fence-line monitoring system, as defined, or other specified real-time, on-site monitoring. The bill authorizes the state board, by January 1, 2020, and annually thereafter, to select additional locations for the deployment of the systems. The bill would require air districts that have deployed a system to provide to the state board air quality data produced by the system. By increasing the duties of air districts, this bill would impose a state-mandated local program. The bill requires the state board to publish the data on its Internet Web site.

REGIONAL

The SCAQMD is the agency principally responsible for comprehensive air pollution control in the South Coast Air Basin. To that end, as a regional agency, the SCAQMD works directly with the Southern California Association of Governments (SCAG), county transportation commissions, and local governments and cooperates actively with all federal and state agencies.

South Coast Air Quality Management District

The SCAQMD develops rules and regulations, establishes permitting requirements for stationary sources, inspects emission sources, and enforces such measures through educational programs or fines, when necessary. The SCAQMD is directly responsible for reducing emissions from stationary, mobile, and indirect sources. It has responded to this requirement by preparing a sequence of AQMPs. On June 30, 2016, the SCAQMD released its Draft 2016 AQMP. The 2016 AQMP is a regional blueprint for achieving the federal air quality standards and healthful air.

The 2016 AQMP includes both stationary and mobile source strategies to ensure that rapidly approaching attainment deadlines are met, that public health is protected to the maximum extent feasible, and that the region is not faced with burdensome sanctions if the Plan is not approved or if the NAAQS are not met on time. As with every AQMP, a comprehensive analysis of emissions, meteorology, atmospheric chemistry, regional growth projections, and the impact of existing control measures is updated with the latest data and methods. The most significant air quality challenge in the Basin is to reduce nitrogen oxide (NOx) emissions sufficiently to meet the upcoming ozone standard deadlines. On March 23, 2017 CARB approved the 2016 AQMP. The primary goal of this Air Quality Management Plan is to meet clean air standards and protect public health, including ensuring benefits to environmental justice and disadvantaged communities. Now that the Plan has been approved by CARB, it has been forwarded to the U.S. Environmental Protection Agency for its review. The Plan was approved by the EPA on June 15, 2017.

A revised draft of the 2012 AQMP was released on September, 2012, was adopted by the SCAQMD Board on December 7, 2012, and was adopted by CARB via Resolution 13-3 on January 25, 2013. The 2012 AQMP was prepared in order to meet the federal Clean Air Act requirement that all 24-hour PM2.5 non-attainment areas prepare a SIP, that were required to be submitted to the U.S. EPA by December 14, 2012 and demonstrate attainment with the 24-hour PM2.5 standard by 2014. The 2012 AQMP demonstrates attainment of the federal 24-hour PM2.5 standard by 2014 in the Basin through adoption of all feasible measures, and therefore, no extension of the attainment date is needed. The 2012 AQMP built upon the approaches taken in the 2007 AQMP for the attainment of federal PM and ozone standards, and highlights the significant amount of reductions needed and the need to engage in interagency coordinated planning of mobile sources to meet all of the federal criteria pollutant standards. Compared with the 2007 AQMP, the 2012 AQMP utilizes revised emissions inventory projections that use 2008 as the base year. On-road emissions are calculated using CARB EMFAC2011 emission factors and the transportation activity data provided by SCAG from their 2012 Regional Transportation Plan (2012 RTP). Off-road emissions were updated using CARB's 2011 In-Use Off-Road Fleet Inventory Model. Since the 2007 AQMP was finalized new area source categories such as liquid propane gas (LPG) transmission losses, storage tank and pipeline cleaning and degassing, and architectural colorants, were created and included in the emissions inventories. The 2012 AQMP also includes analysis of several additional sources of GHG emissions such as landfills and could also assist in reaching the GHG target goals in the AB32 Scoping Plan.

During construction and operation, the project must comply with applicable rules and regulations. The following are rules the project may be required to comply with, either directly, or indirectly:

SCAQMD Rule 402

Prohibits a person from discharging from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.

SCAQMD Rule 403

Governs emissions of fugitive dust during construction and operation activities. Compliance with this rule is achieved through application of standard Best Management Practices, such as application of water or chemical stabilizers to disturbed soils, covering haul vehicles, restricting vehicle speeds on unpaved roads to 15 miles per hour, sweeping loose dirt from paved site access roadways, cessation of construction activity when winds exceed 25 mph, and establishing a permanent ground cover on finished sites.

Rule 403 requires that fugitive dust be controlled with best available control measures so that the presence of such dust does not remain visible in the atmosphere beyond the property line of the emission source. In addition, SCAQMD Rule 403 requires implementation of dust suppression techniques to prevent fugitive dust from creating a nuisance off-site. Applicable dust suppression techniques from Rule 403 are summarized below. Implementation of these dust suppression techniques can reduce the fugitive dust generation (and thus the PM_{10} component). Compliance with these rules would reduce impacts on nearby sensitive receptors. Rule 403 measures may include but are not limited to the following:

- Apply nontoxic chemical soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for 10 days or more).
- Water active sites at least three times daily. (Locations where grading is to occur will be thoroughly watered prior to earthmoving.)
- Cover all trucks hauling dirt, sand, soil, or other loose materials, or maintain at least 0.6 meters (2 feet) of freeboard (vertical space between the top of the load and top of the trailer) in accordance with the requirements of California Vehicle Code section 23114.
- Reduce traffic speeds on all unpaved roads to 15 miles per hour (mph) or less.
- Suspension of all grading activities when wind speeds (including instantaneous wind gusts) exceed 25 mph.
- Bumper strips or similar best management practices shall be provided where vehicles enter and exit the construction site onto paved roads or wash off trucks and any equipment leaving the site each trip.
- Replanting disturbed areas as soon as practical.
- During all construction activities, construction contractors shall sweep on-site and off-site streets if silt is carried to adjacent public thoroughfares, to reduce the amount of particulate matter on public streets. All sweepers shall be compliant with SCAQMD Rule 1186.1, Less Polluting Sweepers.

SCAQMD Rule 445

Prohibits permanently installed wood burning devices into any new development. A wood burning device means any fireplace, wood burning heater, or pellet-fueled wood heater, or any similarly enclosed, permanently installed, indoor or outdoor device burning any solid fuel for aesthetic or space-heating purposes, which has a heat input of less than one million British thermal units per hour.

SCAQMD Rule 481

Applies to all spray painting and spray coating operations and equipment. The rule states that a person shall not use or operate any spray painting or spray coating equipment unless one of the following conditions is met:

(1) The spray coating equipment is operated inside a control enclosure, which is approved by the Executive Officer. Any control enclosure for which an application for permit for new construction, alteration, or change of ownership or location is submitted after the date of adoption of this rule shall be exhausted only through filters at a design face velocity not less than 100 feet per minute nor greater than 300 feet per minute, or through a water wash system designed to be equally effective for the purpose of air pollution control.
(2) Coatings are applied with high-volume low-pressure, electrostatic and/or airless spray equipment.
(3) An alternative method of coating application or control is used which has effectiveness equal to or greater than the equipment specified in the rule.

SCAQMD Rule 1108

Governs the sale, use, and manufacturing of asphalt and limits the volatile organic compound (VOC) content in asphalt used in the South Coast Air Basin. This rule would regulate the VOC content of asphalt used during construction. Therefore, all asphalt used during construction of the project must comply with SCAQMD Rule 1108.

SCAQMD Rule 1113

Governs the sale, use, and manufacturing of architectural coating and limits the VOC content in paints and paint solvents. This rule regulates the VOC content of paints available during construction. Therefore, all paints and solvents used during construction and operation of the project must comply with SCAQMD Rule 1113.

SCAQMD Rule 1143

Governs the manufacture, sale, and use of paint thinners and solvents used in thinning of coating materials, cleaning of coating application equipment, and other solvent cleaning operations by limiting their VOC content. This rule regulates the VOC content of solvents used during construction. Solvents used during the construction phase must comply with this rule.

SCAQMD Rule 1186

Limits the presence of fugitive dust on paved and unpaved roads and sets certification protocols and requirements for street sweepers that are under contract to provide sweeping services to any federal, state, county, agency or special district such as water, air, sanitation, transit, or school district.

SCAQMD Rule 1303

Governs the permitting of re-located or new major emission sources, requiring Best Available Control Measures and setting significance limits for PM_{10} among other pollutants.

SCAQMD Rule 1401

New Source Review of Toxic Air Contaminants, specifies limits for maximum individual cancer risk, cancer burden, and non-cancer acute and chronic hazard index from new permit units, relocations, or modifications to existing permit units, which emit toxic air contaminants.

SCAQMD Rule 1403

Asbestos Emissions from Demolition/Renovation Activities, specifies work practice requirements to limit asbestos emissions from building demolition and renovation activities, including the removal and associated disturbance of asbestos-containing materials (ACM).

SCAQMD Rule 2202

On-Road Motor Vehicle Mitigation Options, is to provide employers with a menu of options to reduce mobile source emissions generated from employee commutes, to comply with federal and state Clean Air Act requirements, Health & Safety Code Section 40458, and Section 182(d)(1)(B) of the federal Clean Air Act. It applies to any employer who employs 250 or more employees on a full or part-time basis at a worksite for a consecutive six-month period calculated as a monthly average.

Although the SCAQMD is responsible for regional air quality planning efforts, it does not have the authority to directly regulate air quality issues associated with plans and new development projects throughout the South Coast Air Basin. Instead, this is controlled through local jurisdictions in accordance with the California Environmental Quality Act (CEQA). In order to assist local jurisdictions with air quality compliance issues the CEQA Air Quality Handbook (SCAQMD CEQA Handbook) prepared by the SCAQMD (1993) with the most current updates found at http://www.aqmd.gov/ceqa/hdbk.html, was developed in accordance with the projections and programs of the AQMP. The purpose of the SCAQMD CEQA Handbook is to assist Lead Agencies, as well as consultants, project proponents, and other interested parties in evaluating a proposed project's potential air quality impacts. Specifically, the SCAQMD CEQA Handbook explains the procedures that the SCAQMD recommends be followed for the environmental review process required by CEQA. The SCAQMD CEQA Handbook provides direction on how to evaluate potential air quality impacts, how to determine whether these impacts are significant, and how to mitigate these impacts. SCAQMD is in the process of developing an "Air Quality Analysis Guidance Handbook" to replace the CEQA Air Quality Handbook approved by the AQMD Governing Board in 1993. The 1993 CEQA Air Quality Handbook is still available but not online. In addition, there are sections of the 1993 Handbook that are obsolete. In order to assist the CEQA practitioner in conducting an air quality analysis while the new Handbook is being prepared, supplemental information regarding: significance thresholds and analysis, emissions factors, cumulative impacts emissions analysis, and other useful subjects, are available at the SCAQMD website[1].

Southern California Association of Governments

The SCAG is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino and Imperial Counties and addresses regional issues relating to transportation, the economy, community development and the environment. SCAG is the Federally designated MPO for the majority of the southern California region and is the largest MPO in the nation. With respect to air quality planning, SCAG has prepared the Regional Transportation Plan and Regional Transportation Improvement Plan (RTIP), which addresses regional development and growth forecasts. These plans form the basis for the land use and transportation components of the AQMP, which are utilized in the preparation of air quality forecasts and in the consistency analysis included in the AQMP. The Regional Transportation Plan, Regional Transportation Improvement Plan, and AQMP are based on projections originating within the City and County General Plans.

On April 7, 2016, SCAG's Regional Council adopted the 2016-2040 Regional Transportation Plan/ Sustainable Communities Strategy (2016 RTP/SCS or Plan). The Plan is a long-range visioning plan that balances future mobility and housing needs with economic, environmental and public health goals. The Plan charts a course for closely integrating land use and transportation – so that the region can grow smartly and sustainably. It outlines more than $556.5 billion in transportation system investments through 2040. The Plan was prepared through a collaborative, continuous, and comprehensive process with input from local governments, county transportation commissions, tribal governments, non-profit organizations, businesses and local stakeholders within the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura. In June 2016, SCAG received its conformity determination from the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) indicating that all air quality conformity requirements for the 2016 RTP/SCS and associated 2015 FTIP Consistency Amendment through Amendment 15-12 have been met.

[1] http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook.

Local – City of Los Angeles

Local jurisdictions, such as the City of Los Angeles, have the authority and responsibility to reduce air pollution through its police power and decision-making authority. Specifically, the City is responsible for the assessment and mitigation of air emissions resulting from its land use decisions. The City is also responsible for the implementation of transportation control measures as outlined in the 2016 AQMP. Examples of such measures include bus turnouts, energy-efficient streetlights, and synchronized traffic signals. In accordance with CEQA requirements and the CEQA review process, the City assesses the air quality impacts of new development projects, requires mitigation of potentially significant air quality impacts by conditioning discretionary permits, and monitors and enforces implementation of such mitigation.

The City relies on the expertise of the SCAQMD and utilizes the SCAQMD CEQA Air Quality Handbook as the guidance document for the environmental review of plans and development proposals within its jurisdiction.

The City of Los Angeles General Plan Air Quality Element, adopted November 24, 1992 contains the following air quality-related goals, objectives, and policies that are applicable to the proposed project:

Goal 1 Good air quality and mobility in an environment of continued population growth and healthy economic structure.

Objective 1.1 It is the objective of the City of Los Angeles to reduce air pollutants consistent with the Regional Air Quality Management Plan (AQMP), increase traffic mobility, and sustain economic growth citywide.

Objective 1.2 It is the objective of the City of Los Angeles to demonstrate the City's commitment to air quality improvement through the development and revision of the City's General Plan Elements as appropriate, and to work cooperatively with federal, state, regional, and other local jurisdiction in attaining clean air.

Policy 1.2.1 Implement the Air Quality Element policies set forth in this Chapter through adoption of the Clean Air Program which shall be amended as Council sees necessary without General Plan Amendment.

Policy 1.2.2 Pursue the City's air quality objectives in cooperation with regional and other local jurisdictions

Objective 1.3 It is the objective of the City of Los Angles to reduce particulate air pollutants emanating from unpaved areas, parking lots, and construction sites.

Policy 1.3.1 Minimize particulate emissions from construction sites.

Policy 1.3.2 Minimize particulate emissions from unpaved roads and parking lots which are associated with vehicular traffic.

Goal 2 Less reliance on single-occupant vehicles with fewer commute and non-work trips.

Objective 2.1 It is the objective of the City of Los Angeles to reduce work trips as a step towards attaining trip reduction objective necessary to achieve regional air quality goals.

Goal 4 Minimal impact of existing land use pattern and future land use development on air quality by addressing the relationship between land use, transportation, and air quality.

Objective 4.1 It is the objective of the City of Los Angeles to include regional attainment of ambient air quality standards as a primary consideration in land use planning.

Objective 4.2 It is the objective of the City of Los Angeles to reduce vehicle trips and vehicle miles traveled associated with land use patterns.

Goal 5 Energy efficiency through land use and transportation planning, the use of renewable resources and less-polluting fuels, and the implementation of conservation measures including passive methods such as site orientation and tree planting.

Objective 5.1 It is the objective of the City of Los Angeles to increase energy efficiency of City facilities and private developments.

Objective 5.3 It is the objective of the City of Los Angeles to reduce the use of polluting fuels in stationary sources.

MONITORED AIR QUALITY

The air quality at any site is dependent on the regional air quality and local pollutant sources. Regional air quality is determined by the release of pollutants throughout the air basin. Estimates of the existing emissions in the Basin provided in the Final 2016 Air Quality Management Plan prepared by SCAQMD (March 2017) indicate that collectively, mobile sources account for 60 percent of the VOC, 90 percent of the NOx emissions, 95 percent of the CO emissions and 34 percent of directly emitted PM2.5, with another 13 percent of PM2.5 from road dust.

The EPA and the ARB designate air basins where ambient air quality standards are exceeded as "nonattainment" areas. If standards are met, the area is designated as an "attainment" area. If there is inadequate or inconclusive data to make a definitive attainment designation, they are considered "unclassified". National nonattainment areas are further designated as marginal, moderate, serious, severe, or extreme as a function of deviation from standards. Each standard has a different definition, or 'form' of what constitutes attainment, based on specific air quality statistics. For example, the Federal 8-hour CO standard is not to be exceeded more than once per year; therefore, an area is in attainment of the CO standard if no more than one 8-hour ambient air monitoring values exceeds the threshold per year. In contrast, the Federal annual PM2.5 standard is met if the three-year average of the annual average PM2.5 concentration is less than or equal to the standard. Attainment status is shown in Table 3.

The SCAQMD has divided the South Coast Air Basin into 38 air-monitoring areas with a designated ambient air monitoring station representative of each area. The project site is located in the Central Los Angeles Air Monitoring Area (Area 1), which is located in Los Angeles County and covers from the Slauson Avenue on the South, the I-710 Freeway on the east, Glendale on the north, and Beverly Hills and Culver City on the east. The nearest air monitoring station to the project site is the Los Angles – North Main Street Monitoring Station (Los Angeles Station). The Los Angeles Station is located approximately 3.52 miles southeast of the project site at 1630 North Main Street, Los Angeles. Table 4 presents the monitored pollutant levels from the Los Angeles Station. However, it should be noted that due to the air monitoring station distance from the project site, recorded air pollution levels at the air monitoring station reflect with varying degrees of accuracy, local air quality conditions at the project site.

Table 4 summarizes 2015 through 2017 published monitoring data, which is the most recent 3-year period available. The data shows that during the past few years, the project area has exceeded the ozone and Particulate Matter (PM10 and PM2.5) standards.

Ozone

During the 2015 to 2017 monitoring period, the State 1-hour concentration standard for ozone was exceeded between two and six days each year at the Los Angeles Station. The State 8-hour ozone standard has been exceeded between four and 16 days each year over the past three years at the Los Angeles Station. The Federal 8-hour ozone standard was exceeded between four and 14 days each year over the past three years at the Los Angeles Station.

Ozone is a secondary pollutant as it is not directly emitted. Ozone is the result of chemical reactions between other pollutants, most importantly hydrocarbons and NO_2, which occur only in the presence of bright sunlight. Pollutants emitted from upwind cities react during transport downwind to produce the oxidant concentrations experienced in the area. Many areas of the SCAQMD contribute to the ozone levels experienced at the monitoring station, with the more significant areas being those directly upwind.

Carbon Monoxide

CO is another important pollutant that is due mainly to motor vehicles. The Los Angeles Station did not record an exceedance of the state or federal 8-hour CO standard for the last three years.

Nitrogen Dioxide

The Los Angeles Station did not record an exceedance of the State or Federal NO_2 standards for the last three years.

Particulate Matter

The State 24-hour concentration standards for PM10 were exceeded between 21 and 40 days each year over the past three years at the Los Angeles Station. Over the past three years, the Los Angeles Station did not record an exceedance of the Federal 24-hour standards for PM10.

The Federal 24 hour standards for PM2.5 were exceeded between two and seven days each year over the past three years at the Los Angeles Station.

According to the EPA, some people are much more sensitive than others to breathing fine particles (PM10 and PM2.5). People with influenza, chronic respiratory and cardiovascular diseases, and the elderly may suffer worsening illness and premature death due to breathing these fine particles. People with bronchitis can expect aggravated symptoms from breathing in fine particles. Children may experience decline in lung function due to breathing in PM10 and PM2.5. Other groups considered sensitive are smokers and people who cannot breathe well through their noses. Exercising athletes are also considered sensitive, because many breathe through their mouths during exercise.

Table 2
State and Federal Criteria Pollutant Standards [1]

Air Pollutant	Concentration / Averaging Time		Most Relevant Effects
	California Standards	Federal Primary Standards	
Ozone (O_3)	0.09 ppm/1-hour 0.07 ppm/8-hour	0.070 ppm/8-hour	(a) Decline in pulmonary function and localized lung edema in humans and animals; (b) Risk to public health implied by alterations in pulmonary morphology and host defense in animals; (c) Increased mortality risk; (d) Risk to public health implied by altered connective tissue metabolism and altered pulmonary morphology in animals after long-term exposures and pulmonary function decrements in chronically exposed humans; (e) Vegetation damage; and (f) Property damage.
Carbon Monoxide (CO)	20.0 ppm/1-hour 9.0 ppm/8-hour	35.0 ppm/1-hour 9.0 ppm/8-hour	(a) Aggravation of angina pectoris and other aspects of coronary heart disease; (b) Decreased exercise tolerance in persons with peripheral vascular disease and lung disease; (c) Impairment of central nervous system functions; and (d) Possible increased risk to fetuses.
Nitrogen Dioxide (NO_2)	0.18 ppm/1-hour 0.03 ppm/annual	100 ppb/1-hour 0.053 ppm/annual	(a) Potential to aggravate chronic respiratory disease and respiratory symptoms in sensitive groups; (b) Risk to public health implied by pulmonary and extra-pulmonary biochemical and cellular changes and pulmonary structural changes; and (c) Contribution to atmospheric discoloration.
Sulfur Dioxide (SO_2)	0.25 ppm/1-hour 0.04 ppm/24-hour	75 ppb/1-hour 0.14 ppm/annual	(a) Bronchoconstriction accompanied by symptoms which may include wheezing, shortness of breath and chest tightness, during exercise or physical activity in persons with asthma.
Suspended Particulate Matter (PM_{10})	50 µg/m^3/24-hour 20 µg/m^3/annual	150 µg/m^3/24-hour	(a) Exacerbation of symptoms in sensitive patients with respiratory or cardiovascular disease; (b) Declines in pulmonary function growth in children; (c) Increased risk of premature death from heart or lung diseases in elderly.
Suspended Particulate Matter ($PM_{2.5}$)	12 µg/m^3 / annual	35 µg/m^3/24-hour 12 µg/m^3/annual	
Sulfates	25 µg/m^3/24-hour	No Federal Standards	(a) Decrease in ventilatory function; (b) Aggravation of asthmatic symptoms; (c) Aggravation of cardio-pulmonary disease; (d) Vegetation damage; (e) Degradation of visibility; (f) property damage.
Lead	1.5 µg/m^3/30-day	0.15 µg/m^3/3-month rolling	(a) Learning disabilities; (b) Impairment of blood formation and nerve conduction.
Visibility Reducing Particles	Extinction coefficient of 0.23 per kilometer-visibility of 10 miles or more due to particles when humidity is less than 70 percent.	No Federal Standards	Visibility impairment on days when relative humidity is less than 70 percent.

Notes:

(1) Source: http://www.arb.ca.gov/research/aaqs/aaqs2.pdf.

Table 3
South Coast Air Basin Attainment Status[1]

Pollutant	State Status	National Status
Ozone	Nonattainment	Nonattainment (Extreme)
Carbon monoxide	Attainment	Attainment/Unclassified
Nitrogen dioxide	Attainment	Attainment/Unclassified
Sulfur dioxide	Attainment	Attainment/Unclassified
PM10	Nonattainment	Attainment (Maintenance)
PM2.5	Nonattainment	Nonattainment (Moderate)

Notes:

(1) Source of Federal and State status: California Air Resources Board October 2018.

Table 4
Air Quality Monitoring Summary[1]

Pollutant (Standard)[2]		Year		
		2015	2016	2017
Ozone:	Maximum 1-Hour Concentration (ppm)	0.104	0.103	0.116
	Days > CAAQS (0.09 ppm)	2	2	6
	Maximum 8-Hour Concentration (ppm)	0.074	0.078	0.086
	Days > NAAQS (0.070 ppm)	6	4	14
	Days > CAAQS (0.070 ppm)	6	4	16
Carbon Monoxide:	Maximum 8-Hour Concentration (ppm)	*	*	*
	Days > CAAQS (9 ppm)	0	0	0
	Days > NAAQS (9 ppm)	0	0	0
Nitrogen Dioxide:	Maximum 1-Hour Concentration (ppm)	0.079	0.065	0.081
	Days > CAAQS (0.18 ppm)	0	0	0
Inhalable Particulates (PM10):	Maximum 24-Hour Concentration (µg/m^3)	88.5	74.6	96.2
	Days > NAAQS (150 µg/m3)	0	0	0
	Days > CAAQS (50 µg/m3)	30	21	40
	Annual Average (µg/m3)	27.1	25.8	25.7
Ultra-Fine Particulates (PM2.5):	Maximum 24-Hour Concentration (µg/m3)	70.3	49.4	61.7
	Days > NAAQS (35 µg/m3)	7	2	6
	Annual Average (µg/m3)	12.3	11.7	12

Notes:

(1) Source: http://www.arb.ca.gov/adam/topfour/topfour1.php

Data from the Los Angeles - North Main Street Monitoring Station unless otherwise noted.

(2) CAAQS = California Ambient Air Quality Standard; NAAQS = National Ambient Air Quality Standard; ppm = parts per million

* Means there was insufficient data available to determine value.

5. AIR QUALITY STANDARDS

SIGNIFICANCE THRESHOLDS

Appendix G of the State CEQA Guidelines

Appendix G of the State CEQA Guidelines states that, where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make a significance determination. Pursuant to Appendix G, the project would result in a significant impact related to air quality if it would:

- Conflict with or obstruct the implementation of the applicable air quality plan;
- Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard;
- Expose sensitive receptors to substantial pollutant concentrations; or
- Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

The CEQA Guidelines Section 15064.7 provides the significance criteria established by the applicable air quality management district or air pollution control district, when available, may be relied upon to make determinations of significance. The potential air quality impacts of the Project are, therefore, evaluated according to thresholds developed by SCAQMD in their CEQA Air Quality Handbook, Air Quality Analysis Guidance Handbook, and subsequent guidance, which are listed below[2]. Therefore, the project would result in a potentially significant impact to air quality if it would:

AIR-1: Conflict with or obstruct the implementation of the applicable air quality plan;

AIR-2: Violate any air quality standard or contribute substantially to an existing or projected air quality violation as a result of:

- Criteria pollutant emissions during construction (direct and indirect) in excess of the SCAQMD's regional significance thresholds,
- Criteria pollutant emissions during operation (direct and indirect) in excess of the SCAQMD's regional significance thresholds.

AIR-3: Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors);

AIR-4: Expose sensitive receptors to substantial pollutant concentrations that would:

- Exceed SCAQMD's localized significance thresholds,
- Cause or contribute to the formation of CO hotspots.

AIR-5: Create objectionable odors affecting a substantial number of people.

[2] While the SCAQMD CEQA Air Quality Handbook contains significance thresholds for lead, Project construction and operation would not include sources of lead emissions and would not exceed the established thresholds for lead. Unleaded fuel and unleaded paints have virtually eliminated lead emissions from industrial land use projects such as the project. As a result, lead emissions are not further evaluated herein.

LA CEQA Thresholds Guide

The LA CEQA Thresholds Guide defers to threshold guidance established by the SCAQMD, in particular to the CEQA Air Quality Handbook, with respect to construction-related air quality emissions. Further, the LA CEQA Thresholds Guide provides guidance in the application of the SCAQMD guidance, identifying the following factors to be considered in the evaluation of construction air quality impacts:

- Combustion emissions from construction equipment
- Fugitive dust
- Grading, excavation, and hauling
- Heavy-duty equipment travel on unpaved roads
- Other Mobile Source Emissions

The SCAQMD is in the process of developing an Air Quality Analysis Guidance Handbook to replace the CEQA Air Quality Handbook. In the interim, supplemental guidance has been adopted by the SCAQMD. The potential air quality impacts of the project are, therefore, evaluated according to numeric indicators developed by the SCAQMD in the CEQA Air Quality Handbook and supplemental guidance from the SCAQMD[3].

REGIONAL AIR QUALITY

Many air quality impacts that derive from dispersed mobile sources, which are the dominate pollution generators in the basin, often occurs hours later and miles away after photochemical processes have converted primary exhaust pollutants into secondary contaminants such as ozone. The incremental regional air quality impact of an individual project is generally very small and difficult to measure. Therefore, the SCAQMD has developed significance thresholds based on the volume of pollution emitted rather than on actual ambient air quality because the direct air quality impact of a project is not quantifiable on a regional scale. The SCAQMD CEQA Handbook states that any project in the South Coast Air Basin with daily emissions that exceed any of the identified significance thresholds should be considered as having an individually and cumulatively significant air quality impact. For the purposes to this air quality impact analysis, a regional air quality impact would be considered significant if emissions exceed the SCAQMD significance thresholds identified in Table 5.

LOCAL AIR QUALITY

Project-related construction air emissions may have the potential to exceed the State and Federal air quality standards in the project vicinity, even though these pollutant emissions may not be significant enough to create a regional impact to the South Coast Air Basin. In order to assess local air quality impacts the SCAQMD has developed Localized Significant Thresholds (LSTs) to assess the project-related air emissions in the project vicinity. The SCAQMD has also provided Final Localized Significant Threshold Methodology (LST Methodology), June 2003, which details the methodology to analyze local air emission impacts. The Localized Significant Threshold Methodology found that the primary emissions of concern are NO_2, CO, PM10, and PM2.5.

The significance thresholds for the local emissions of NO_2 and CO are determined by subtracting the highest background concentration from the last three years of these pollutants from Table 4 above, from the most restrictive ambient air quality standards for these pollutants that are outlined in the Localized Significant Thresholds. Table 5 shows the ambient air quality standards for NO_2, CO, and PM10 and PM2.5.

TOXIC AIR CONTAMINANTS

[3] While the SCAQMD CEQA Air Quality Handbook contains significance thresholds for lead, Project construction and operation would not include sources of lead emissions and would not exceed the established thresholds for lead. Unleaded fuel and unleaded paints have virtually eliminated lead emissions from residential land use projects such as the project. As a result, lead emissions are not further evaluated herein.

According to the SCAQMD CEQA Handbook, any project that has the potential to expose the public to toxic air contaminants in excess of the following thresholds would be considered to have a significant air quality impact:

- If the Maximum Incremental Cancer Risk is 10 in one million or greater; or
- Toxic air contaminants from the proposed project would result in a Hazard Index increase of 1 or greater.

In order to determine if the proposed project may have a significant impact related to hazardous air pollutants (HAP), the Health Risk Assessment Guidance for analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis, (Diesel Analysis) prepared by SCAQMD (August 2003) recommends that if the proposed project is anticipated to create hazardous air pollutants through stationary sources or regular operations of diesel trucks on the project site, then the proximity of the nearest receptors to the source of the hazardous air pollutants and the toxicity of the hazardous air pollutants should be analyzed through a comprehensive facility-wide health risk assessment (HRA).

As determined in the *California Building Industry Association v. Bay Area Air Quality Management District* (2015) 62 Cal. 4th 369 (CBIA) case the California Supreme Court determined that CEQA does not generally require an impact analysis of the existing environmental conditions on the future residents of a proposed project and generally only requires an analysis of the proposed project's impact on the environment. However, the CBIA case also stated that when a proposed project brings development and people into an area already subject to specific hazards and the new development/people exacerbate the existing hazards, then CEQA requires an analysis of the hazards and the proposed project's effect in terms of increasing the risks related to those hazards. In regards to air quality hazards, TACs are defined as substances that may cause or contribute to an increase in deaths or in serious illness, or that may pose a present or potential hazard to human health. As such, if a proposed project would not exacerbate pre-existing hazards (e.g., TAC health risks) then an analysis of those hazards and the proposed project's effect on increasing those hazards is not required.

The project is a mixed-use project with commercial and residential uses and will not be a source of toxic air contaminants. The existing conditions on the project site only include residential and commercial uses that will be removed and does not contain any operational land uses that emit toxic air contaminants. However, as the project is locating sensitive receptors in proximity to freeway-related DPM sources, and the City of Los Angeles requires an HRA for placement of sensitive uses within 1,000 feet of a freeway, an HRA was conducted (please see Section 8 of this report) for informational and disclosure purposes.

ODOR IMPACTS

The SCAQMD CEQA Handbook states that an odor impact would occur if the proposed project creates an odor nuisance pursuant to SCAQMD Rule 402, which states:

A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.

The provisions of this rule shall not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.

If the proposed project results in a violation of Rule 402 with regards to odor impacts, then the proposed project would create a significant odor impact.

Table 5
SCAQMD Air Quality Significance Thresholds[1,2]

Mass Daily Thresholds		
Pollutant	Construction (lbs/day)	Operation (lbs/day)
NOx	100	55
VOC	75	55
PM10	150	150
PM2.5	55	55
SOx	150	150
CO	550	550
Lead	3	3

Toxic Air Contaminants, Odor and GHG Thresholds	
TACs	Maximum Incremental Cancer Risk ≥ 10 in 1 million Cancer Burden > 0.5 excess cancer cases (in areas ≥ 1 in 1 million) Chronic & Acute Hazard Index > 1.0 (project increment)
Odor	Project creates an odor nuisance pursuant to SCAQMD Rule 402
GHG	10,000 MT/yr CO2e for industrial projects

Ambient Air Quality Standards	
Pollutant	SCAQMD Standards
NO2 -1-hour average	0.18 ppm (338 µg/m^3)
PM10 -24-hour average Construction Operations	 10.4 µg/m^3 2.5 ug/m^3
PM2.5 -24-hour average Construction Operations	 10.4 µg/m^3 2.5 µg/m^3
SO2 1-hour average 24-hour average	 0.25 ppm 0.04 ppm
CO 1-hour average 8-hour average	 20 ppm (23,000 µg/m^3) 9 ppm (10,000 µg/m^3)
Lead 30-day average Rolling 3-month average Quarterly average	 1.5 µg/m^3 0.15 µg/m^3 1.5 µg/m^3

Notes:

(1) Source: http://www.aqmd.gov/ceqa/handbook/signthres.pdf

6. SHORT-TERM CONSTRUCTION IMPACTS

Construction activities associated with the proposed project would have the potential to generate air emissions, toxic air contaminant emissions, and odor impacts. Assumptions for the phasing, duration, and required equipment for the construction of the proposed project were obtained from the project applicant. The construction activities for the proposed project are anticipated to include: demolition of an existing approximately 2,603 square foot one-story commercial building and one single-family detached residential dwelling unit, site preparation of approximately 0.1 acres to remove an existing surface parking lot, grading of approximately 12,892 square feet (~0.3 acres), construction of a five-story mixed-use building with 39 apartment dwelling units (including 5 affordable housing apartment dwelling units) and 1,400 square feet of commercial uses, paving of a two-level first-floor parking structure with 42 parking spaces, and application of architectural coatings.

The grading phase is to include up to approximately 1,000 cubic yards of export. The proposed project is anticipated to start construction no sooner than January 2020 and take approximately 15 months to complete.

CONSTRUCTION-RELATED REGIONAL IMPACTS

The construction-related regional air quality impacts have been analyzed for criteria pollutants.

Construction-Related Criteria Pollutants Analysis

The following provides a discussion of the methodology used to calculate regional construction air emissions and an analysis of the proposed project's short-term construction emissions for the criteria pollutants.

Methodology

Typical emission rates from construction activities were obtained from CalEEMod Version 2016.3.2. CalEEMod is a computer model published by the SCAQMD for estimating air pollutant emissions. The CalEEMod program uses the EMFAC2014 computer program to calculate the emission rates specific for Los Angeles County for construction-related employee vehicle trips and the OFFROAD2011 computer program to calculate emission rates for heavy truck operations. EMFAC2014 and OFFROAD2011 are computer programs generated by CARB that calculates composite emission rates for vehicles. Emission rates are reported by the program in grams per trip and grams per mile or grams per running hour. Using CalEEMod, the peak daily air pollutant emissions during each phase was calculated and presented below. These emissions represent the highest level of emissions for each of the construction phases in terms of air pollutant emissions. The construction emissions printouts from CalEEMod are provided in Appendix B.

SCAQMD's Rule 403

The project will be required to comply with existing SCAQMD rules for the reduction of fugitive dust emissions. SCAQMD Rule 403 establishes these procedures. Compliance with this rule is achieved through application of standard best management practices in construction and operation activities, such as application of water or chemical stabilizers to disturbed soils, managing haul road dust by application of water, covering haul vehicles, restricting vehicle speeds on unpaved roads to 15 mph, sweeping loose dirt from paved site access roadways, cessation of construction activity when winds exceed 25 mph and establishing a permanent, stabilizing ground cover on finished sites. In addition, projects that disturb 50 acres or more of soil or move 5,000 cubic yards of materials per day are required to submit a Fugitive Dust Control Plan or a Large Operation Notification Form to SCAQMD. Based on the size of the Project area (approximately 12,892 square foot [~0.3 acres]) a Fugitive Dust Control Plan or Large Operation Notification would not be required.

SCAQMD's Rule 403 minimum requirements require that the application of the best available dust control measures are used for all grading operations and include the application of water or other soil stabilizers in

sufficient quantity to prevent the generation of visible dust plumes. Compliance with Rule 403 would require the use of water trucks during all phases where earth moving operations would occur. Compliance with Rule 403 is required.

SCAQMD's Rule 1403 details the requirements for demolition and renovation activities include asbestos surveying, notification, asbestos-containing materials (ACM) removal procedures and time schedules, ACM handling and clean-up procedures, and storage, disposal, and landfilling requirements for asbestos-containing waste materials (ACWM). All operators are required to maintain records, including waste shipment records, and are required to use appropriate warning labels, signs, and markings. Compliance with Rule 1403 is required.

Per SCAQMD Rule 1113 as amended on June 3, 2011, architectural coatings that would be applied to buildings after January 1, 2014 will be limited to an average of 50 grams per liter or less.

The phases of the construction activities which have been analyzed below for each phase are: (1) demolition, (2) site preparation, (3) grading, (4) building construction, (5) paving, and (6) application of architectural coatings. Details pertaining to the project's construction timing and the type of equipment modeled for each construction phase are available in the CalEEMod output in Appendix B.

Project Impacts

The construction-related criteria pollutant emissions for each phase are shown below in Table 6. Table 6 shows that none of the project's emissions will exceed regional thresholds. Therefore, a less than significant regional air quality impact would occur from construction of the proposed project.

CONSTRUCTION-RELATED LOCAL IMPACTS

Construction-related air emissions may have the potential to exceed the State and Federal air quality standards in the project vicinity, even though these pollutant emissions may not be significant enough to create a regional impact to the South Coast Air Basin. The proposed project has been analyzed for the potential local air quality impacts created from: construction-related fugitive dust and diesel emissions; from toxic air contaminants; and from construction-related odor impacts.

Local Air Quality Impacts from Construction

The SCAQMD has published a "Fact Sheet for Applying CalEEMod to Localized Significance Thresholds" (South Coast Air Quality Management District 2011b). CalEEMod calculates construction emissions based on the number of equipment hours and the maximum daily disturbance activity possible for each piece of equipment. In order to compare CalEEMod reported emissions against the localized significance threshold lookup tables, the CEQA document should contain in its project design features or its mitigation measures the following parameters:

(1) The off-road equipment list (including type of equipment, horsepower, and hours of operation) assumed for the day of construction activity with maximum emissions.
(2) The maximum number of acres disturbed on the peak day.
(3) Any emission control devices added onto off-road equipment.
(4) Specific dust suppression techniques used on the day of construction activity with maximum emissions.

The CalEEMod output in Appendix B show the equipment used for this analysis.

As shown in Table 7, the maximum number of acres disturbed in a day would be 1.5 acres**.** The local air quality emissions from construction were analyzed using the SCAQMD's Mass Rate Localized Significant Threshold Look-up Tables and the methodology described in Localized Significance Threshold Methodology prepared

by SCAQMD (revised July 2008). The Look-up Tables were developed by the SCAQMD in order to readily determine if the daily emissions of CO, NOx, PM10, and PM2.5 from the proposed project could result in a significant impact to the local air quality. The emission thresholds were calculated based on the Central Los Angeles source receptor area (SRA) 1 and, to be conservative, a disturbance value of one acre per day (as the 1-acre thresholds are more stringent). According to LST Methodology, any receptor located closer than 25 meters (82 feet) shall be based on the 25 meter thresholds. The nearest sensitive receptors are the multi-family attached residential dwelling units located approximately 50 feet west of the project site; therefore, the SCAQMD Look-up Tables for 25 meters was used. Table 8 shows the on-site emissions from the CalEEMod model for the different construction phases and the LST emissions thresholds.

The data provided in Table 8 shows that none of the analyzed criteria pollutants would exceed the calculated local emissions thresholds at the nearest sensitive receptors. Therefore, a less than significant local air quality impact would occur from construction of the proposed project.

Construction-Related Toxic Air Contaminant Impacts

The greatest potential for toxic air contaminant emissions would be related to diesel particulate emissions associated with heavy equipment operations during construction of the proposed project. According to SCAQMD methodology, health effects from carcinogenic air toxics are usually described in terms of "individual cancer risk". "Individual Cancer Risk" is the likelihood that a person exposed to concentrations of toxic air contaminants over a 30 year lifetime will contract cancer, based on the use of standard risk-assessment methodology. Given the relatively limited number of heavy-duty construction equipment and the short-term construction schedule, the proposed project would not result in a long-term (i.e., 30 years) substantial source of toxic air contaminant emissions and corresponding individual cancer risk. Furthermore, construction-based particulate matter (PM) emissions (including diesel exhaust emissions) do not exceed any local or regional thresholds. Therefore, no significant short-term toxic air contaminant impacts would occur during construction of the proposed project.

Construction-Related Odor Impacts

Potential sources that may emit odors during construction activities include the application of materials such as asphalt pavement. The objectionable odors that may be produced during the construction process are of short-term in nature and the odor emissions are expected cease upon the drying or hardening of the odor producing materials. Due to the short-term nature and limited amounts of odor producing materials being utilized, no significant impact related to odors would occur during construction of the proposed project. Diesel exhaust and VOCs would be emitted during construction of the project, which are objectionable to some; however, emissions would disperse rapidly from the project site and therefore should not reach an objectionable level at the nearest sensitive receptors.

Table 6
Construction-Related Regional Pollutant Emissions [1]

Activity		Pollutant Emissions (pounds/day)					
		ROG	NOx	CO	SO_2	PM10	PM2.5
Demolition	On-Site[2]	0.87	7.87	7.62	0.01	0.53	0.46
	Off-Site[3]	0.06	0.26	0.49	0.00	0.13	0.03
	Subtotal	0.93	8.13	8.11	0.01	0.66	0.49
Site Preparation	On-Site[2]	0.69	8.43	4.09	0.01	0.00	0.31
	Off-Site[3]	0.03	0.02	0.22	0.00	0.06	0.02
	Subtotal	0.71	8.45	4.31	0.01	0.06	0.33
Grading	On-Site[2]	0.87	7.87	7.62	0.01	0.77	0.61
	Off-Site[3]	0.21	5.24	1.61	0.02	0.44	0.13
	Subtotal	1.08	13.11	9.23	0.03	1.21	0.74
Building Construction	On-Site[2]	0.86	8.85	7.39	0.01	0.52	0.48
	Off-Site[3]	0.22	0.98	1.84	0.01	0.47	0.13
	Subtotal	1.08	9.84	9.23	0.02	0.99	0.61
Paving	On-Site[2]	0.72	6.72	7.09	0.01	0.35	0.33
	Off-Site[3]	0.09	0.06	0.73	0.00	0.20	0.05
	Subtotal	0.81	6.78	7.81	0.01	0.56	0.38
Architectural Coating	On-Site[2]	20.41	1.53	1.82	0.00	0.09	0.09
	Off-Site[3]	0.03	0.02	0.28	0.00	0.08	0.02
	Subtotal	20.45	1.55	2.10	0.00	0.17	0.12
Total for overlapping phases[4]		22.33	18.16	19.14	0.03	1.72	1.11
SCAQMD Thresholds		75	100	550	150	150	55
Exceeds Thresholds?		No	No	No	No	No	No

Notes:

(1) Source: CalEEMod Version 2016.3.2

(2) On-site emissions from equipment operated on-site that is not operated on public roads. On-site grading and site preparation PM-10 and PM-2.5 emissions show mitigated values for fugitive dust for compliance with SCAQMD Rule 403.

(3) Off-site emissions from equipment operated on public roads.

(4) Construction, painting and paving phases may overlap.

Table 7
Maximum Number of Acres Disturbed Per Day[1]

Activity	Equipment	Number	Acres/8hr-day	Total Acres
Demolition	Rubber Tired Dozers	1	0.5	0.5
	Tractors/Loaders/Backhoes	2	0.5	1
Total for phase		-	-	1.5
Site Preparation	Graders	1	0.5	0.5
	Tractors/Loaders/Backhoes	1	0.5	0.5
Total for phase		-	-	1
Grading	Rubber Tired Dozers	1	0.5	0.5
	Tractors/Loaders/Backhoes	2	0.5	1
Total for phase		-	-	1.5

Notes:

(1) Source: South Coast AQMD, Fact Sheet for Applying CalEEMod to Localized Significance Thresholds, 2011b.

Table 8
Local Construction Emissions at the Nearest Receptors [1]

Activity	On-Site Pollutant Emissions (pounds/day)			
	NOx	CO	PM10	PM2.5
Demolition	7.87	7.62	0.53	0.46
Site Preparation	8.43	4.09	0.00	0.31
Grading	7.87	7.62	0.77	0.61
Building Construction	8.85	7.39	0.52	0.48
Paving	6.72	7.09	0.35	0.33
Architectural Coating	1.53	1.82	0.09	0.09
SCAQMD Thresholds [2]	74	680	5	3
Exceeds Threshold?	No	No	No	No

Notes:

(1) Source: Calculated from CalEEMod and SCAQMD's Mass Rate Look-up Tables for 1 acre at a distance of 25 m in SRA 1 Central Los Angeles.

(2) The nearest sensitive receptors to the project include the multi-family attached residential dwelling units located approximately 50 feet (~15 meters) west of the project site; therefore, the 25 meter threshold was used.

Note: The project will disturb up to a maximum of 1.5 acres a day (see Table 7).

7. LONG-TERM AIR QUALITY OPERATIONAL IMPACTS

The on-going operation of the proposed project would result in a long-term increase in air quality emissions. This increase would be due to emissions from the project-generated vehicle trips and through operational emissions from the on-going use of the proposed project. The following section provides an analysis of potential long-term air quality impacts due to: regional air quality and local air quality impacts with the on-going operations of the proposed project.

OPERATIONS-RELATED REGIONAL AIR QUALITY IMPACTS

The potential operations-related air emissions have been analyzed below for the criteria pollutants and cumulative impacts.

Operations-Related Criteria Pollutants Analysis

The operations-related criteria air quality impacts created by the proposed project have been analyzed through the use of the CalEEMod model. The operating emissions were based on the year 2021, which is the anticipated opening year for the proposed project. As the existing single-family residential dwelling unit and commercial use will be demolished, the operational emissions from the removal of those uses were also calculated for year 2019. The operations daily emissions printouts from the CalEEMod model for both the existing and proposed uses are provided in Appendix B. The CalEEMod analyzes operational emissions from area sources, energy usage, and mobile sources, which are discussed below.

Mobile Sources

Mobile sources include emissions from the additional vehicle miles generated from the proposed project. The vehicle trips associated with the proposed project have been analyzed by inputting the project-generated vehicular trips from the Trip Generation Analysis prepared for the proposed project by RTPG - the Rifkin Transportation Planning Group (December 18 2018) into the CalEEMod Model. The Trip Generation Analysis found that the proposed project will generate approximately 373 gross total trips and 303 net total trips after the inclusion of the 10 percent transit reduction, five percent mixed-use reduction, and fifty percent commercial drive-by reduction. Existing land uses to be demolished were found to generate approximately 108 gross total vehicle trips and 51 net total vehicle trips per day after the inclusion of the ten percent transit reduction, five percent mixed-use reduction, and 50 percent commercial drive by reduction; therefore, the proposed project includes an increase from existing of approximately 252 vehicle trips per day after the inclusion of the 10 percent transit reduction, five percent mixed-use reduction, fifty percent commercial drive-by reduction, and the reduction due to prior uses. The trip generation rates for the proposed project are 16.43 trips per thousand square foot per day for the retail use (taking into consideration the 10 percent transit reduction, five percent mixed-use reduction, and fifty percent commercial drive-by reduction), 6.56 trips per dwelling unit per day for the apartment dwelling units (taking into consideration the 10 percent transit reduction), and 3.5 trips per dwelling unit per day for the affordable housing apartment dwelling units (taking into consideration the 10 percent transit reduction)[4]. The Trip Generation Analysis also found trip generation rates of 16.14 trips per thousand square foot per day for the existing commercial use (taking into consideration the 10 percent transit reduction, five percent mixed-use reduction, and fifty percent commercial drive-by reduction) and 9 trips per dwelling unit per day for the existing single-family detached residential dwelling unit (taking into consideration the 10 percent transit credit) that are to be removed from the site. The program then applies the emission factors for each trip which is provided by the EMFAC2014 model to determine the vehicular volume pollutant emissions. The CalEEMod default trip lengths were used in this analysis.

[4] As the trip generation rates in the Trip Generation Analysis are different for affordable housing apartments versus the regular apartments and CalEEMod will not allow duplicate use of the same land use in the model, the affordable apartments were modeled as apartments low rise.

Area Sources

Area sources include emissions from consumer products, landscape equipment and architectural coatings. Landscape maintenance includes fuel combustion emissions from equipment such as lawn mowers, rototillers, shredders/grinders, blowers, trimmers, chain saws, and hedge trimmers, as well as air compressors, generators, and pumps. As specifics were not known about the landscaping equipment fleet, CalEEMod defaults were used to estimate emissions from landscaping equipment. No changes were made to the default area source parameters.

Energy Usage

Energy usage includes emissions from the generation of electricity and natural gas used on-site. No changes were made to the default energy usage parameters.

Project Impacts

The worst-case summer or winter criteria pollutant emissions created from the proposed project's long-term operations have been calculated and are shown below in Table 9. The results show that even before the emissions from the existing commercial and residential uses are removed, none of the SCAQMD regional thresholds would be exceeded. Therefore, a less than significant regional air quality impact would occur from operation of the proposed project.

Cumulative Regional Air Quality Impacts

Cumulative projects include local development as well as general growth within the project area. However, as with most development, the greatest source of emissions is from mobile sources, which travel well out of the local area. Therefore, from an air quality standpoint, the cumulative analysis would extend beyond any local projects and when wind patterns are considered would cover an even larger area. Accordingly, the cumulative analysis for the project's air quality must be generic by nature.

The project area is out of attainment for ozone and in 2018 was out of attainment for PM10. Construction and operation of cumulative projects will further degrade the local air quality, as well as the air quality of the South Coast Air Basin. The greatest cumulative impact on the quality of regional air cell will be the incremental addition of pollutants mainly from increased traffic volumes from residential, commercial, and industrial development and the use of heavy equipment and trucks associated with the construction of these projects. Air quality will be temporarily degraded during construction activities that occur separately or simultaneously. However, in accordance with the SCAQMD methodology, projects that do not exceed the SCAQMD criteria or can be mitigated to less than criteria levels are not significant and do not add to the overall cumulative impact. With respect to long-term emissions, this project would create a less than significant cumulative impact.

OPERATIONS-RELATED LOCAL AIR QUALITY IMPACTS

Project-related air emissions may have the potential to exceed the State and Federal air quality standards in the project vicinity, even though these pollutant emissions may not be significant enough to create a regional impact to the South Coast Air Basin. The proposed project has been analyzed for the potential local CO emission impacts from the project-generated vehicular trips and from the potential local air quality impacts from on-site operations. The following analysis analyzes the vehicular CO emissions, local impacts from on-site operations, and odor impacts.

Local CO Emission Impacts from Project-Generated Vehicular Trips

CO is the pollutant of major concern along roadways because the most notable source of CO is motor vehicles. For this reason, CO concentrations are usually indicative of the local air quality generated by a roadway

network and are used as an indicator of potential local air quality impacts. Local air quality impacts can be assessed by comparing future without and with project CO levels to the State and Federal CO standards which were presented above in Section 5.

To determine if the proposed project could cause emission levels in excess of the CO standards discussed above in Section 5, a sensitivity analysis is typically conducted to determine the potential for CO "hot spots" at a number of intersections in the general project vicinity. Because of reduced speeds and vehicle queuing, "hot spots" potentially can occur at high traffic volume intersections with a Level of Service E or worse.

The analysis prepared for CO attainment in the South Coast Air Basin by the SCAQMD can be used to assist in evaluating the potential for CO exceedances in the South Coast Air Basin. CO attainment was thoroughly analyzed as part of the SCAQMD's 2003 Air Quality Management Plan (2003 AQMP) and the 1992 Federal Attainment Plan for Carbon Monoxide (1992 CO Plan). As discussed in the 1992 CO Plan, peak carbon monoxide concentrations in the South Coast Air Basin are due to unusual meteorological and topographical conditions, and not due to the impact of particular intersections. Considering the region's unique meteorological conditions and the increasingly stringent CO emissions standards, CO modeling was performed as part of 1992 CO Plan and subsequent plan updates and air quality management plans. In the 1992 CO Plan, a CO hot spot analysis was conducted for four busy intersections in Los Angeles at the peak morning and afternoon time periods. The intersections evaluated included: South Long Beach Boulevard and Imperial Highway (Lynwood); Wilshire Boulevard and Veteran Avenue (Westwood); Sunset Boulevard and Highland Avenue (Hollywood); and La Cienega Boulevard and Century Boulevard (Inglewood). These analyses did not predict a violation of CO standards. The busiest intersection evaluated was that at Wilshire Boulevard and Veteran Avenue, which has a daily traffic volume of approximately 100,000 vehicles per day. The Los Angeles County Metropolitan Transportation Authority evaluated the Level of Service in the vicinity of the Wilshire Boulevard/Veteran Avenue intersection and found it to be Level of Service E during the morning peak hour and Level of Service F during the afternoon peak hour.

The Trip Generation Analysis showed that the project would generate a maximum of approximately 252 net additional trips and did not require the need of a Traffic Impact Analysis. The 1992 Federal Attainment Plan for Carbon Monoxide (1992 CO Plan) showed that an intersection which has a daily traffic volume of approximately 100,000 vehicles per day would not violate the CO standard. Therefore as the highest traffic volumes would fall far short of 100,000 vehicles, no CO "hot spot" modeling was performed and no significant long-term air quality impact is anticipated to local air quality with the on-going use of the proposed project.

Local Air Quality Impacts from On-Site Operations

Project-related air emissions from on-site sources such as architectural coatings, landscaping equipment, on-site usage of natural gas appliances as well as the operation of vehicles on-site may have the potential to exceed the State and Federal air quality standards in the project vicinity, even though these pollutant emissions may not be significant enough to create a regional impact to the Air Basin. The nearest sensitive receptors that may be impacted by the proposed project are the multi-family attached residential dwelling units located approximately 50 feet west of the project site.

According to SCAQMD LST methodology, LSTs would apply to the operational phase of a project, if the project includes stationary sources, or attracts mobile sources (such as heavy-duty trucks) that may spend long periods queuing and idling at the site; such as industrial warehouse/transfer facilities. The proposed project is the development of the site with a mixed-use building with residential and commercial uses and does not include such uses. Therefore, due the lack of stationary source emissions, no long-term localized significance threshold analysis is warranted.

Operations-Related Odor Impacts

Potential sources that may emit odors during the on-going operations of the proposed project would include odor emissions from trash storage areas. Due to the distance of the nearest receptors from the project site

and through compliance with SCAQMD's Rule 402 no significant impact related to odors would occur during the on-going operations of the proposed project.

Table 9
Regional Operational Pollutant Emissions [1]

Activity	Pollutant Emissions (pounds/day)					
	ROG	NOx	CO	SO2	PM10	PM2.5
Area Sources[2]	1.05	0.62	3.48	0.00	0.06	0.06
Energy Usage[3]	0.01	0.11	0.05	0.00	0.01	0.01
Mobile Sources[4]	0.51	2.43	6.86	0.02	1.89	0.52
Subtotal Emissions	**1.56**	**3.16**	**10.39**	**0.03**	**1.96**	**0.59**
-Existing single-family residential dwelling unit and commercial uses being removed	-0.47	-0.50	-1.87	-0.01	-0.36	-0.16
Total Emissions	**1.10**	**2.66**	**8.51**	**0.02**	**1.60**	**0.43**
SCAQMD Thresholds	55	55	550	150	150	55
Exceeds Threshold?	No	No	No	No	No	No

Notes:

(1) Source: CalEEMod Version 2016.3.2; the higher of either summer or winter emissions.

(2) Area sources consist of emissions from consumer products, architectural coatings, and landscaping equipment.

(3) Energy usage consists of emissions from generation of electricity and on-site natural gas usage.

(4) Mobile sources consist of emissions from vehicles and road dust.

8. DIESEL EMISSIONS HEALTH RISK ASSESSMENT

The City of Los Angeles requires that a health risk assessment be performed for projects that place sensitive receptors within 1,000 feet of a freeway. The proposed project would be exposed to toxic air contaminant emissions from diesel truck emissions from nearby freeway DPM sources. As stated previously, in the *California Building Industry Association v. Bay Area Air Quality Management District* (2015) 62 Cal. 4th 369 (CBIA) case the California Supreme Court determined that CEQA does not generally require an impact analysis of the existing environmental conditions on the future residents of a proposed project and generally only requires an analysis of the proposed project's impact on the environment. However, the CBIA case also stated that when a proposed project brings development and people into an area already subject to specific hazards and the new development/people exacerbate the existing hazards, then CEQA requires an analysis of the hazards and the proposed project's effect in terms of increasing the risks related to those hazards. In regards to air quality hazards, TACs are defined as substances that may cause or contribute to an increase in deaths or in serious illness, or that may pose a present or potential hazard to human health. As such, if a proposed project would not exacerbate pre-existing hazards (e.g., TAC health risks) then an analysis of those hazards and the proposed project's effect on increasing those hazards is not required. However, as the project is a mixed-use project with commercial and residential uses and will not be a source of toxic air contaminants, and the existing conditions on the project site does not contain any operational land uses that emit toxic air contaminants, the following health risk assessment was performed for informational and disclosure purposes.

SCAQMD methodology states that health effects from carcinogenic air toxics are usually described in terms of individual cancer risk. "Individual Cancer Risk" is the likelihood that a person exposed to concentrations of toxic air contaminants over a 30-year lifetime will contract cancer, based on the use of revised Office of Environmental Health Hazard Assessment (OEHHA) risk-assessment methodology[5].

A health risk assessment requires the completion and interaction of four general steps:
(1) Quantify project-generated TAC emissions.
(2) Identify nearby ground-level receptor locations that may be affected by the emissions (including any special sensitive receptor locations such as residences, schools, hospitals, convalescent homes, and daycare centers).
(3) Perform air dispersion modeling analyses to estimate ambient pollutant concentrations at each receptor location using project TAC emissions and representative meteorological data to define the transport and dispersion of those emissions in the atmosphere.
(4) Characterize and compare the calculated health risks with the applicable health risk significance thresholds.

The ARB Air Quality and Land Use Handbook (ARB Handbook) provides an advisory recommendation to avoid the locating of new 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. Proposed residential uses are within approximately 825 feet of the 5 freeway. The California Department of Transportation volume counts show 2017 AADT numbers of 233,000 (back AADT) at the segment of Los Angeles, Glendale Boulevard with 15,518 (6.7%) of those vehicles being trucks.

To determine the potential health risk from freeway emissions sources to the future residents of the project site, a health risk estimate was performed.

ESTIMATE OF EMISSIONS FACTORS

[5] In February 2015, the Office of Environmental Health Hazard Assessment updated their "Air Toxics Hot Spots Program, Risk Assessments Guidelines, Guidance Manual for Preparation of Health Risk Assessments; however, the updated OEHHA guidance states in the page footers "do not cite or quote". SCAQMD staff have incorporated the updates into their methodology for SCAQMD's Rules 1401, 1401.1, 1402, and 212, and have updated their HRA Guidance for permitting; however they are still in the process of updating the guidance for CEQA analyses (via working group sessions); however, to be conservative, the new OEHHA guidance was used to assess HRA impacts in this analysis.

The DPM emission factors for the various vehicle types were derived from the CARB EMFAC2017 mobile source emission model for Los Angeles County. The 1-year exposure used opening year (2021) emissions factors and reflects exposure during third trimester, 2-year factors (for infant exposure) reflect years 2022 and 2023, the first 14-year average factors are used for child exposure during years 2 to16 reflect emissions during the subsequent 14 years of operation (2024 to 2037), and the second 14 years of exposure (years 2038-2051) were used for assessment of adult exposure during years 16 to 30. The four different sets of emissions factors used in this assessment are detailed in Table 10. It should be noted that the DPM emissions on both the gram per mile and gram per idle hour bases have declined beyond 2021 for all vehicle classes and in particular the heavy-heavy-duty truck class (the 4+ axle "big rig" trucks). This is due to the CARB emissions' requirements on heavy-duty trucks that call for either the replacement of older trucks with cleaner trucks or the installation of diesel particulate matter filters on the truck fleet.

Emission Source Characterization

Each of the emission source types described above also requires geometrical and emission release specifications for use in the air dispersion model. Table 11 provides a summary of the assumptions used to configure the various emission sources. The following definitions are used to characterize the emission source geometrical configurations referred to in Table 11:

Line source: A series of volume sources along a path, for example, vehicular volumes along a roadway (shown as a blue line on Figure 3).

Figure 3 provides the location of the receptors (shown by orange triangles) and emission source locations, shown by the blue line along each direction of the freeway (as the emissions are calculated for both the northbound and southbound lanes of the freeway). The residential area is outlined in pink.

RECEPTOR NETWORK

The assessment requires that a network of receptors be specified where the impacts can be computed at the various locations surrounding the project. Receptors were located at proposed residential and recreational uses within the proposed project (as detailed above). In addition, the identified sensitive receptors locations were supplemented by the specification of a modeling grid that extended around the proposed project to identify other potential locations of impact. Per SCAQMD AERMOD guidance, and to ensure that impacts to children of all heights were assessed, the receptor height is 0 meters (per SCAQMD methodology). The locations of the receptors are shown as orange triangles on Figure 3.

DISPERSION MODELING

The next step in the assessment process utilizes the emissions inventory along with a mathematical air dispersion model and representative meteorological data to calculate impacts at the various receptor locations. The dispersion model used in this assessment is described below.

Model Selection

The assessment of air quality and health risk impacts from pollutant emissions from this project applied the USEPA AERMOD Model, which is the air dispersion model accepted by the SCAQMD for performing air quality impact analyses. AERMOD predicts pollutant concentrations from point, area, volume, line, and flare sources with variable emissions in terrain from flat to complex. It captures the essential atmospheric physical processes and provides reasonable estimates over a wide range of meteorological conditions and modeling scenarios. AERMAP, which assigns detailed terrain information, was run prior to running AERMOD.

General Model Assumptions

The basic options used in the dispersion modeling are summarized in Table 12.

Meteorological Data

Meteorological data from the Air District's Central Los Angeles monitoring site was selected for this modeling application. Five full years of sequential meteorological data was collected at the site for 2012-2016 by the SCAQMD. The SCAQMD processed the data for input to the model. The data was obtained at SCAQMD's http://www.aqmd.gov/home/air-quality/air-quality-data-studies/meteorological-data/data-for-aermod (Figure 4 shows a Wind Rose for USC/Downtown LA).

ESTIMATION OF HEALTH RISKS

Health risks from diesel particulate matter are twofold. First, diesel particulate matter is a carcinogen according to the State of California. Second, long-term chronic exposure to diesel particulate matter can cause health effects to the respiratory system. Each of these health risks is discussed below.

Cancer Risks

According to the *Risk Assessment Guidelines: Guidance Manual for Preparation of Health Risk Assessments*, released by the Office of Environmental Health Hazard Assessment (OEHHA) in February 2015 and formally adopted in March 2015, the residential inhalation dose for cancer risk assessment should be calculated using the following formula:

[Dose-air (mg/(Kg-day)]*Cancer Potency*[1x10^{-6}] = Potential Cancer Risk

Where:
Cancer Potency Factor = 1.1
Dose-inh = (C¬air * DBR * A * EF * ED *ASF*FAH* 10-6) / AT

Where:

Cair	[Concentration in air (µg/m3)] = (Calculated by AERMOD Model)
DBR	[Daily breathing rate (L/kg body weight – day)] = 261 for adults, 572 for children, and 1,090 for infants, and 361 for 3rd trimester per SCAQMD Permit Application Package "M" Table 9.1 guidance.
A	[Inhalation absorption factor] = 1
EF	[Exposure frequency (days/year)] = 350
ED	[Exposure duration (years)] = 30 for adults (for an individual who is an adult at opening year), 14 for children (from 2-16 years), 14 for adults (from 16-30 years), 2 for infants, and 1 for 3rd Trimester
ASF	[Age sensitivity factor) = 10 for 3rd trimester to 2 years of age, 3 for 2 to 16 years of age, and 1 for 16 to 30 years of age
FAH	[Fraction of time spent at home] = 1 for 3rd trimester to 2 years of age, 1 for 2 to 16 years of age, and 0.73 for 16 to 30 years of age
10^6	[Micrograms to milligrams conversion]
AT	[Average time period over which exposure is averaged in days] = 25,550

The model run results are shown in Appendix C. Figure 5 illustrates the cancer risk to the most affected age-group, infants 0-2 years.

Table 13 show the cancer risk for the unborn child during the 3rd trimester, Table 14 shows the cancer risk to infants (0-2 years), Table 15 shows the cancer risk to children ages 2 to 16 years and Table 16 shows the cancer risk as that child becomes an adult (years 16-30). The highest infant cancer risk is at receptor 2; with a maximum risk of 2.45 in one million. The highest child cancer risk is also at receptor 2; with a maximum risk of 0.52 in one million. Therefore, no infants or children are exposed to cancer risk in excess of 10 in a million.

The assessment of cancer-related health risk to sensitive receptors within the project vicinity is based on the following most-conservative scenario:

- An unborn child in its 3rd trimester is potentially exposed to DPM emissions (via exposure of the mother) during the opening year.
- That child is born opening year and then remains at home for the entire first two years of life.
- From age 2 to 16, the child remains at home 100 percent of the time.
- From age 16 to 30, the child continues to live at home, growing into an adult that spends 73 percent of its time at home and lives there until age 30.

Based on the above, ultra-conservative assumptions, the 30.25-year, cumulative carcinogenic health risk (3rd trimester [-0.25 to 0 years] + infant [0-2 years] + child [2-16 years] + adult [16-30 years]) to an individual born during the opening year of the project, and located in the project vicinity for the entire 30-year duration, is a maximum of 3.23 in a million, as shown in Table 17.

As the cancer risk is less than 10 in a million for all groups analyzed, it is concluded that the project site is will not be impacted by TAC emissions. Impacts are considered to be less than significant.

Non-Cancer Risks

The relationship for non-cancer health effects is given by the equation:

HIDPM = CDPM/RELDPM

Where,
HIDPM = Hazard Index; an expression of the potential for non-cancer health effects.
CDPM = Annual average diesel particulate matter concentration in µg/m3.
RELDPM = Reference Exposure Level (REL) for diesel particulate matter; the diesel particulate matter concentration at which no adverse health effects are anticipated.

The non-carcinogenic hazards to 3rd trimester, infant, child and adult receptors are also detailed in Tables 13 through 16 column (j). The RELDPM is 5 µg/m3. The Office of Environmental Health Hazard Assessment as protective for the respiratory system has established this concentration. Using the maximum DPM concentration for the opening year, the resulting Hazard Index is:

HIDPM = 1.18491/5 = 0.237

The criterion for significance is a Hazard Index increase of 1.0 or greater. Therefore, the proposed project would have a less than significant impact due to the non-cancer risk from diesel emissions from the nearby freeway volumes.

Table 10
DPM Vehicular Emission Factors[1]

Vehicle Type	MPH assumed for vehicle type	14-year Average DPM Exhaust Emissions Factor(g/mi) [First 14 years]
Light Duty Auto (LDA)	70	0.002575908
Light Duty Truck 1 (LDT1)	70	0.028968107
Light Duty Truck 2 (LDT2)	70	0.003281845
Medium Duty Truck (MDV)	60	0.002090032
Light-Heavy Duty Truck 1 (LHDT1)	60	0.014220582
Light-Heavy Duty Truck 2 (LHDT2)	60	0.009734311
Medium-Heavy Duty Truck (MHDT)	55	0.002606
Heavy-Heavy Duty Truck (HHDT)*	55	0.004825
Vehicle Type	MPH assumed for vehicle type	14-year Average DPM Exhaust Emissions Factor(g/mi) [Second 14 years]
Light Duty Auto (LDA)	70	0.000599258
Light Duty Truck 1 (LDT1)	70	0.003441537
Light Duty Truck 2 (LDT2)	70	0.003153722
Medium Duty Truck (MDV)	60	0.000727772
Light-Heavy Duty Truck 1 (LHDT1)	60	0.005576302
Light-Heavy Duty Truck 2 (LHDT2)	60	0.005360496
Medium-Heavy Duty Truck (MHDT)	55	0.002430
Heavy-Heavy Duty Truck (HHDT)*	55	0.004535
Vehicle Type	MPH assumed for vehicle type	2-year Average DPM Exhaust Emissions Factor(g/mi)
Light Duty Auto (LDA)	70	0.006370238
Light Duty Truck 1 (LDT1)	70	0.178200639
Light Duty Truck 2 (LDT2)	70	0.005673045
Medium Duty Truck (MDV)	60	0.004059562
Light-Heavy Duty Truck 1 (LHDT1)	60	0.018402919
Light-Heavy Duty Truck 2 (LHDT2)	60	0.017244588
Medium-Heavy Duty Truck (MHDT)	55	0.030652
Heavy-Heavy Duty Truck (HHDT)*	55	0.026981
Vehicle Type	MPH assumed for vehicle type	1-year Average DPM Exhaust Emissions Factor(g/mi)
Light Duty Auto (LDA)	70	0.007985641
Light Duty Truck 1 (LDT1)	70	0.199966865
Light Duty Truck 2 (LDT2)	70	0.006539801
Medium Duty Truck (MDV)	60	0.004742439
Light-Heavy Duty Truck 1 (LHDT1)	60	0.020140087
Light-Heavy Duty Truck 2 (LHDT2)	60	0.018203655
Medium-Heavy Duty Truck (MHDT)	55	0.093719
Heavy-Heavy Duty Truck (HHDT)*	55	0.056020

Notes:

(1) Source: EMFAC2017 for LA (SC).

Table 11
Summary of Emission Configurations

Emission Source Type	Geometric Configuration	Relevant Assumptions
Off-Site Diesel Traffic	Line Sources	Plume height: 3.66 meters
		Vehicle speed: See Table 10
		Length of the line source (5 Freeway segment north of project)
		Vehicle types: see Table 10
		Emission factor: CARB EMFAC2017

Table 12
General Modeling Assumptions - AERMOD Model

Feature	Option Selected
Zone	11 North
Terrain processing	AERMAP NED GEOTIFF (30 m)
Emission source configuration	See Table 11
Regulatory dispersion options	Default
Land use	Urban[1]
Coordinate system	UTM
Receptor height	0 meters above ground[1]
Meteorological data	SCAQMD USC/Downtown L.A.

Notes:

(1) Per SCAQMD AERMOD guidance methodology, available at http://www.aqmd.gov/home/library/air-quality-data-studies/meteorological-data/modeling-guidance

Table 13
Carcinogenic Risks and Non-Carcinogenic Hazards
3rd Trimester Exposure Scenario (0.25-Years)

Receptor ID (a)	Maximum Concentration (ug/m3) (b)	Maximum Concentration (mg/m3) (c)	Weight Fraction (d)	Contaminant (e)	Carcinogenic Hazards CPF (mg/kg/day) (f)	Carcinogenic Hazards RISK (per million) (g)	Noncarcinogenic Hazards REL (ug/m3) (h)	Noncarcinogenic Hazards RfD (mg/kg/day) (i)	Noncarcinogenic Hazards Index (j)
1	0.01491	1.5E-05	1.00E+00	DPM	1.1E+00	0.20	5.0E+00	1.4E-03	0.0030
2	0.01524	1.5E-05	1.00E+00	DPM	1.1E+00	0.21	5.0E+00	1.4E-03	0.0030
3	0.01401	1.4E-05	1.00E+00	DPM	1.1E+00	0.19	5.0E+00	1.4E-03	0.0028
4	0.01403	1.4E-05	1.00E+00	DPM	1.1E+00	0.19	5.0E+00	1.4E-03	0.0028

Note: Exposure factors used to calculate TAC intake

Exposure Frequency (days/year)	350
Exposure Duration (years)	0.25
Daily Breathing Rate	361
Age Sensitivity Factor	10
Fraction of Time At Home (FAH)	1
Averaging Time $_{(cancer)}$ (days)	25550
Averaging Time $_{(non\text{-}cancer)}$ (days)	91.25

E= 10^{X}, i.e. E-02 = 10^{-2}

Table 14
Carcinogenic Risks and Non-Carcinogenic Hazards
Infant Exposure Scenario (2-Year)

Receptor ID (a)	Maximum Concentration (ug/m3) (b)	Maximum Concentration (mg/m3) (c)	Weight Fraction (d)	Contaminant (e)	Carcinogenic Hazards CPF (mg/kg/day) (f)	Carcinogenic Hazards RISK (per million) (g)	Noncarcinogenic Hazards REL (ug/m3) (h)	Noncarcinogenic Hazards RfD (mg/kg/day) (i)	Noncarcinogenic Hazards Index (j)
1	0.00729	7.3E-06	1.00E+00	DPM	1.1E+00	2.39	5.0E+00	1.4E-03	0.0015
2	0.00745	7.5E-06	1.00E+00	DPM	1.1E+00	2.45	5.0E+00	1.4E-03	0.0015
3	0.00685	6.9E-06	1.00E+00	DPM	1.1E+00	2.25	5.0E+00	1.4E-03	0.0014
4	0.00686	6.9E-06	1.00E+00	DPM	1.1E+00	2.25	5.0E+00	1.4E-03	0.0014

Note: Exposure factors used to calculate TAC intake

Exposure Frequency (days/year)	350
Exposure Duration (years)	2
Daily Breathing Rate	1090
Age Sensitivity Factor	10
Fraction of Time At Home (FAH)	1
Averaging Time $_{(cancer)}$ (days)	25550
Averaging Time $_{(non\text{-}cancer)}$ (days)	730

E= 10^{X}, i.e. E-02 = 10^{-2}

Table 15
Carcinogenic Risks and Non-Carcinogenic Hazards
Child Exposure Scenario (14-Year)

Receptor ID (a)	Maximum Concentration (ug/m3) (b)	Maximum Concentration (mg/m3) (c)	Weight Fraction (d)	Contaminant (e)	Carcinogenic Hazards CPF (mg/kg/day) (f)	Carcinogenic Hazards RISK (per million) (g)	Noncarcinogenic Hazards REL (ug/m3) (h)	Noncarcinogenic Hazards RfD (mg/kg/day) (i)	Noncarcinogenic Hazards Index (j)
1	0.00142	2.7E-03	1.00E+00	DPM	1.1E+00	0.51	5.0E+00	1.4E-03	0.0003
2	0.00145	2.5E-03	1.00E+00	DPM	1.1E+00	0.52	5.0E+00	1.4E-03	0.0003
3	0.00133	1.7E-03	1.00E+00	DPM	1.1E+00	0.48	5.0E+00	1.4E-03	0.0003
4	0.00134	1.3E-06	1.00E+00	DPM	1.1E+00	0.49	5.0E+00	1.4E-03	0.0003

Note: Exposure factors used to calculate TAC intake

Exposure Frequency (days/year)	350
Exposure Duration (years)	14
Daily Breathing Rate	572.00
Age Sensitivity Factor	3
Fraction of Time At Home (FAH)	1
Averaging Time $_{(cancer)}$ (days)	25550
Averaging Time $_{(non\text{-}cancer)}$ (days)	5110

E= 10^{X}, i.e. E-02 = 10^{-2}

Table 16
Carcinogenic Risks and Non-Carcinogenic Hazards
Adult Exposure Scenario (14-Year)

Receptor ID (a)	Maximum Concentration (ug/m3) (b)	Maximum Concentration (mg/m3) (c)	Weight Fraction (d)	Contaminant (e)	Carcinogenic Hazards CPF (mg/kg/day) (f)	Carcinogenic Hazards RISK (per million) (g)	Noncarcinogenic Hazards REL (ug/m3) (h)	Noncarcinogenic Hazards RfD (mg/kg/day) (i)	Noncarcinogenic Hazards Index (j)
1	0.00113	1.1E-06	1.00E+00	DPM	1.1E+00	0.05	5.0E+00	1.4E-03	0.0002
2	0.00115	1.2E-06	1.00E+00	DPM	1.1E+00	0.05	5.0E+00	1.4E-03	0.0002
3	0.00106	1.1E-06	1.00E+00	DPM	1.1E+00	0.04	5.0E+00	1.4E-03	0.0002
4	0.00106	1.1E-06	1.00E+00	DPM	1.1E+00	0.04	5.0E+00	1.4E-03	0.0002

Note: Exposure factors used to calculate TAC intake

Exposure Frequency (days/year)	350	
Exposure Duration (years)	14	
Daily Breathing Rate	261	
Age Sensitivity Factor	1	
Fraction of Time At Home (FAH)	0.73	
Averaging Time $_{(cancer)}$ (days)	25550	25550
Averaging Time $_{(non\text{-}cancer)}$ (days)	5110	

Table 17
Cumulative Carcinogenic Risk
30.25-Year Exposure Scenario

Receptor ID	Cumulative RISK (per million)
1	3.16
2	3.23
3	2.96
4	2.97



N

Legend

Project Boundary

Freeway Traffic

Discrete Receptors

Cartesian Receptor Grid

Figure 3
AERMOD Model Source and Receptor Placement

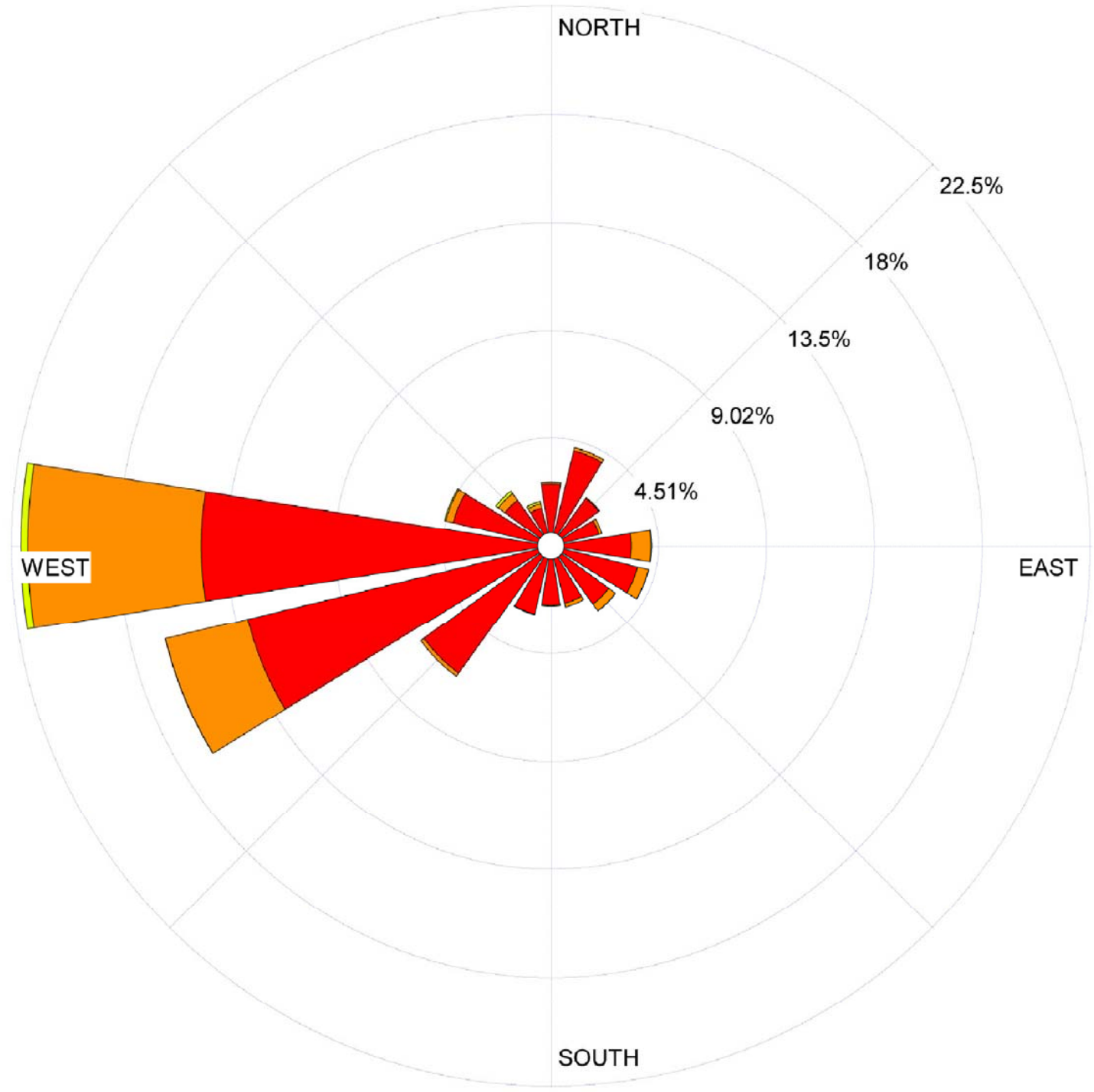


Figure 4
Wind Rose: USC/Downtown L.A.

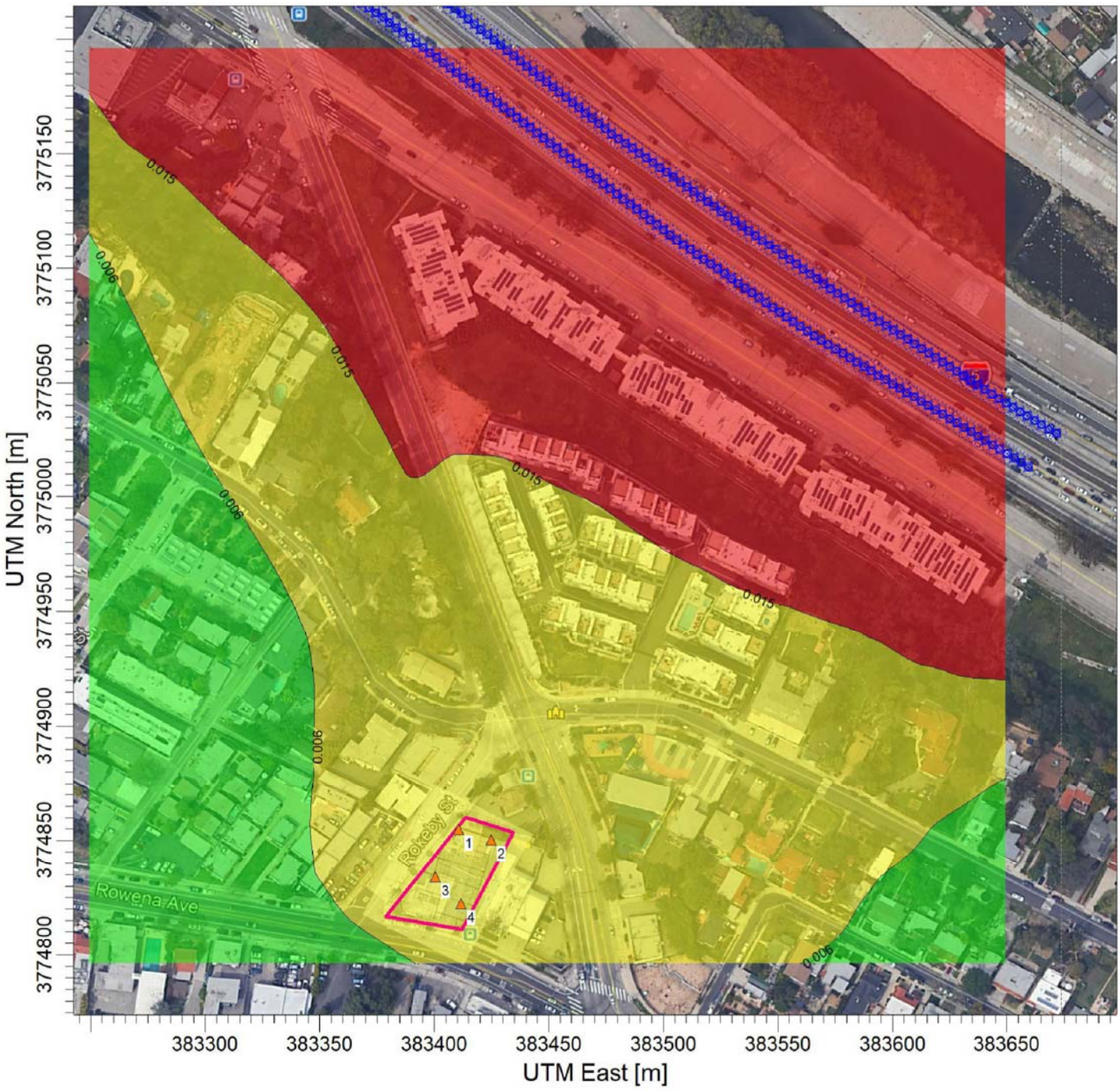


Figure 5
Modeled Study Area Highest Annual DPM Emissions

9. AIR QUALITY COMPLIANCE

The California Environmental Quality Act (CEQA) requires a discussion of any inconsistencies between a proposed project and applicable General Plans and Regional Plans (CEQA Guidelines Section 15125). The regional plan that applies to the proposed project includes the SCAQMD Air Quality Management Plan (AQMP). Therefore, this section discusses any potential inconsistencies of the proposed project with the AQMP.

The purpose of this discussion is to set forth the issues regarding consistency with the assumptions and objectives of the AQMP and discuss whether the proposed project would interfere with the region's ability to comply with Federal and State air quality standards. If the decision-makers determine that the proposed project is inconsistent, the lead agency may consider project modifications or inclusion of mitigation to eliminate the inconsistency.

The SCAQMD CEQA Handbook states that "New or amended General Plan Elements (including land use zoning and density amendments), Specific Plans, and significant projects must be analyzed for consistency with the AQMP". Strict consistency with all aspects of the plan is usually not required. A proposed project should be considered to be consistent with the AQMP if it furthers one or more policies and does not obstruct other policies. The SCAQMD CEQA Handbook identifies two key indicators of consistency:

(1) Whether the project will result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP.
(2) Whether the project will exceed the assumptions in the AQMP in 2016 or increments based on the year of project buildout and phase.

Both of these criteria are evaluated in the following sections.

CRITERIA 1 – INCREASE IN THE FREQUENCY OR SEVERITY OF VIOLATIONS

Based on the air quality modeling analysis contained in this Air Analysis, short-term construction impacts will not result in significant impacts based on the SCAQMD regional and local thresholds of significance. This Air Analysis also found that long-term operations impacts will not result in significant impacts based on the SCAQMD local and regional thresholds of significance.

Therefore, the proposed project is not projected to contribute to the exceedance of any air pollutant concentration standards and is found to be consistent with the AQMP for the first criterion.

CRITERIA 2 – EXCEED ASSUMPTIONS IN THE AQMP?

Consistency with the AQMP assumptions is determined by performing an analysis of the proposed project with the assumptions in the AQMP. The emphasis of this criterion is to ensure that the analyses conducted for the proposed project are based on the same forecasts as the AQMP. The 2016-2040 Regional Transportation/Sustainable Communities Strategy prepared by SCAG (2016) includes chapters on: the challenges in a changing region, creating a plan for our future, and the road to greater mobility and sustainable growth. These chapters currently respond directly to federal and state requirements placed on SCAG. Local governments are required to use these as the basis of their plans for purposes of consistency with applicable regional plans under CEQA. For this project, the City of Los Angeles General Plan Land Use defines the assumptions that are represented in the AQMP.

The General Plan Land Use designation for the site is Limited Commercial and is zoned [OX] C4. The development of the site with a mixed-use five-story building with 39 dwelling units and 1,400 square feet of ground-floor commercial, which is an allowable use with no restriction in the C4 zone, would be consistent

with the current land use designation[6]. Therefore, the proposed project would not exceed the AQMP assumptions for the project site and is found to be consistent with the AQMP for the second criterion.

Based on the above, the proposed project will not result in an inconsistency with the SCAQMD AQMP. Therefore, a less than significant impact will occur.

[6] The General Plan encourages the development of commercial uses and structures that integrate housing units with commercial uses in areas designated as boulevard mixed-use on properties Zoned C4.

10. MITIGATION MEASURES

CONSTRUCTION MEASURES

Adherence to SCAQMD Rules 403 for Fugitive Dust and Rule 1403 for Asbestos Emissions from Demolition/Renovation Activities is required.

No construction mitigation is required.

OPERATIONAL MEASURES

No operational mitigation is required.

11. REFERENCES

California Air Resources Board

2008 Resolution 08-43

2008 Recommended Approaches for Setting Interim Significance Thresholds for Greenhouse Gases under the California Environmental Quality Act

2008 Climate Change Scoping Plan, a framework for change.

2011 Supplement to the AB 32 Scoping Plan Functional Equivalent Document

2013 Almanac of Emissions and Air Quality.
Source: https://www.arb.ca.gov/aqd/almanac/almanac13/almanac13.htm

2014 First Update to the Climate Change Scoping Plan, Building on the Framework Pursuant to AB32, the California Global Warming Solutions Act of 2006. May.

2017 California's 2017 Climate Change Scoping Plan. November.

2019 Historical Air Quality, Top 4 Summary

City of Los Angeles

1992 City of Los Angeles General Plan Air Quality Element. November 24.

2007 Green LA: An Action Plan to Lead the Nation in Fighting Global Warming. May.

2015 Sylmar Community Plan. June 10.

Governor's Office of Planning and Research

2008 CEQA and Climate: Addressing Climate Change Through California Environmental Quality Act (CEQA) Review

2009 CEQA Guideline Sections to be Added or Amended

Intergovernmental Panel on Climate Change (IPCC).

2014 IPCC Fifth Assessment Report, Climate Change 2014: Synthesis Report

Office of Environmental Health Hazard Assessment

2015 Air Toxics Hot Spots Program Risk Assessment Guidelines

RTPG – The Rifkin Transportation Planning Group

2018 Trip Generation Analysis for Proposed Development at 2771 Rowena Avenue, Los Angeles, CA 90039 – ENV 2018-5165 EAF. December 18.

South Coast Air Quality Management District

1993 CEQA Air Quality Handbook

2005 Rule 403 Fugitive Dust

2007 2007 Air Quality Management Plan

2008 Final Localized Significance Threshold Methodology, Revised

2016 2016 Air Quality Management Plan

2018 Historical Data by Year. 2013, 2014 and 2015 Air Quality Data Tables.
Source: http://www.aqmd.gov/home/library/air-quality-data-studies/historical-data-by-year

Southern California Association of Governments

2016 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy

U.S. Environmental Protection Agency (EPA)

2017 Understanding Global Warming Potentials
(Source: https://www.epa.gov/ghgemissions/understanding-global-warming-potentials)

U.S. Geological Survey

2011 Reported Historic Asbestos Mines, Historic Asbestos Prospects, and Other Natural Occurrences of Asbestos in California

APPENDICES

Appendix A Glossary of Terms

Appendix B CalEEMod Model Daily Emissions Printouts

Appendix C AERMOD Model Printouts

APPENDIX A

GLOSSARY OF TERMS

AQMP	Air Quality Management Plan
BACT	Best Available Control Technologies
CAAQS	California Ambient Air Quality Standards
CalEPA	California Environmental Protection Agency
CARB	California Air Resources Board
CCAA	California Clean Air Act
CCAR	California Climate Action Registry
CEQA	California Environmental Quality Act
CFCs	Chlorofluorocarbons
CH_4	Methane
CNG	Compressed natural gas
CO	Carbon monoxide
CO_2	Carbon dioxide
CO_2e	Carbon dioxide equivalent
DPM	Diesel particulate matter
EPA	U.S. Environmental Protection Agency
GHG	Greenhouse gas
GWP	Global warming potential
HIDPM	Hazard Index Diesel Particulate Matter
HFCs	Hydrofluorocarbons
IPCC	International Panel on Climate Change
LCFS	Low Carbon Fuel Standard
LST	Localized Significant Thresholds
$MTCO_2e$	Metric tons of carbon dioxide equivalent
$MMTCO_2e$	Million metric tons of carbon dioxide equivalent
MPO	Metropolitan Planning Organization
NAAQS	National Ambient Air Quality Standards
NOx	Nitrogen Oxides
NO_2	Nitrogen dioxide
N_2O	Nitrous oxide
O_3	Ozone
OPR	Governor's Office of Planning and Research
PFCs	Perfluorocarbons
PM	Particle matter
PM10	Particles that are less than 10 micrometers in diameter
PM2.5	Particles that are less than 2.5 micrometers in diameter
PMI	Point of maximum impact
PPM	Parts per million
PPB	Parts per billion
RTIP	Regional Transportation Improvement Plan
RTP	Regional Transportation Plan
SANBAG	San Bernardino Association of Governments
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SSAB	Salton Sea Air Basin
SF_6	Sulfur hexafluoride
SIP	State Implementation Plan
SOx	Sulfur Oxides
TAC	Toxic air contaminants
VOC	Volatile organic compounds

APPENDIX B

CALEEMOD MODEL DAILY EMISSIONS PRINTOUTS

18-0079 Kahwaji Building

Los Angeles-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Enclosed Parking with Elevator	42.00	Space	0.19	16,800.00	0
Other Non-Asphalt Surfaces	0.07	Acre	0.07	3,049.20	0
Apartments Low Rise	5.00	Dwelling Unit	0.01	5,000.00	14
Apartments Mid Rise	34.00	Dwelling Unit	0.00	34,000.00	97
Regional Shopping Center	1.40	1000sqft	0.03	1,400.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	12			**Operational Year**	2021
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - ~0.3 ac w/ a 5-story mixed use building. 1st FL - 1,400 sf retail, 2 level parking structure (w/42 spaces), & 575 sf (~0.01 ac) residential common area. 2nd-5th FLs - 39 DUs (5 affordable). Remainder landscaping/hardscape ~0.07 ac.

Construction Phase - Construction anticipated to begin January 2020 and take approximately 15 months to complete.

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Trips and VMT -

Demolition - Existing uses to be demolished include an ~2,603 sf commercial bldg and an ~1,800 sf single-family dwelling unit.

Grading - No more than ~1,000 CY export anticipated during grading. Site prep of ~1/3 the site (~0.1 ac) to remove existing asphalt parking lot.

Vehicle Trips - Trip Gen Analysis, 16.43 trips/TSF retail (w/10% transit, 5% mixed-use, 50% comm drive-by rdxns), 6.56 trips/DU apts (w/10% transit rdxn), & 3.5 trips/DU affordable apts (w/10% transit rdxn). Retail pass-by trips 0 & split between primary & diverted trips.

Woodstoves - SCAQMD Rule 445 prohibits the installation of wood burning devices in new developments.

Waste Mitigation - AB 341 requires each jurisdiction in CA divert 75% of their waste away from landfills by 2020.

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	10.00	26.00
tblConstructionPhase	NumDays	1.00	3.00
tblConstructionPhase	NumDays	2.00	7.00
tblConstructionPhase	NumDays	100.00	264.00
tblConstructionPhase	NumDays	5.00	13.00
tblConstructionPhase	NumDays	5.00	13.00
tblFireplaces	NumberGas	4.25	4.50
tblFireplaces	NumberGas	28.90	30.60
tblFireplaces	NumberWood	0.25	0.00
tblFireplaces	NumberWood	1.70	0.00
tblGrading	AcresOfGrading	1.50	0.10

tblGrading	MaterialExported	0.00	1,000.00
tblLandUse	LotAcreage	0.38	0.19
tblLandUse	LotAcreage	0.31	0.01
tblLandUse	LotAcreage	0.89	0.00
tblVehicleTrips	DV_TP	35.00	40.00
tblVehicleTrips	PB_TP	11.00	0.00
tblVehicleTrips	PR_TP	54.00	60.00
tblVehicleTrips	ST_TR	7.16	3.50
tblVehicleTrips	ST_TR	6.39	6.56
tblVehicleTrips	ST_TR	49.97	16.43
tblVehicleTrips	SU_TR	6.07	3.50
tblVehicleTrips	SU_TR	5.86	6.56
tblVehicleTrips	SU_TR	25.24	16.43
tblVehicleTrips	WD_TR	6.59	3.50
tblVehicleTrips	WD_TR	6.65	6.56
tblVehicleTrips	WD_TR	42.70	16.43
tblWoodstoves	NumberCatalytic	0.25	0.00
tblWoodstoves	NumberCatalytic	1.70	0.00
tblWoodstoves	NumberNoncatalytic	0.25	0.00
tblWoodstoves	NumberNoncatalytic	1.70	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	1.0694	13.0403	9.2305	0.0273	1.1929	0.5298	1.6774	0.5314	0.4876	0.9937						
2021	20.4436	8.8707	8.9570	0.0177	0.4648	0.4525	0.9173	0.1244	0.4163	0.5408						
Maximum	**20.4436**	**13.0403**	**9.2305**	**0.0273**	**1.1929**	**0.5298**	**1.6774**	**0.5314**	**0.4876**	**0.9937**						

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	1.0694	13.0403	9.2305	0.0273	0.7239	0.5298	1.2084	0.2776	0.4876	0.7398						
2021	20.4436	8.8707	8.9570	0.0177	0.4648	0.4525	0.9173	0.1244	0.4163	0.5408						
Maximum	**20.4436**	**13.0403**	**9.2305**	**0.0273**	**0.7239**	**0.5298**	**1.2084**	**0.2776**	**0.4876**	**0.7398**						

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**28.29**	**0.00**	**18.08**	**38.71**	**0.00**	**16.55**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.0451	0.6195	3.4768	3.8900e-003		0.0649	0.0649		0.0649	0.0649						
Energy	0.0127	0.1085	0.0464	6.9000e-004		8.7700e-003	8.7700e-003		8.7700e-003	8.7700e-003						
Mobile	0.5053	2.3699	6.8630	0.0236	1.8656	0.0195	1.8851	0.4993	0.0182	0.5175						
Total	**1.5631**	**3.0978**	**10.3862**	**0.0282**	**1.8656**	**0.0931**	**1.9587**	**0.4993**	**0.0918**	**0.5911**						

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.0451	0.6195	3.4768	3.8900e-003		0.0649	0.0649		0.0649	0.0649						
Energy	0.0127	0.1085	0.0464	6.9000e-004		8.7700e-003	8.7700e-003		8.7700e-003	8.7700e-003						
Mobile	0.5053	2.3699	6.8630	0.0236	1.8656	0.0195	1.8851	0.4993	0.0182	0.5175						
Total	**1.5631**	**3.0978**	**10.3862**	**0.0282**	**1.8656**	**0.0931**	**1.9587**	**0.4993**	**0.0918**	**0.5911**						

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2020	2/5/2020	5	26	
2	Site Preparation	Site Preparation	2/6/2020	2/10/2020	5	3	
3	Grading	Grading	2/11/2020	2/19/2020	5	7	
4	Building Construction	Building Construction	2/20/2020	2/23/2021	5	264	
5	Paving	Paving	2/24/2021	3/12/2021	5	13	
6	Architectural Coating	Architectural Coating	3/13/2021	3/31/2021	5	13	

Acres of Grading (Site Preparation Phase): 0.1

Acres of Grading (Grading Phase): 0

Acres of Paving: 0.26

Residential Indoor: 78,975; Residential Outdoor: 26,325; Non-Residential Indoor: 2,100; Non-Residential Outdoor: 700; Striped Parking Area: 1,191 (Architectural Coating – sqft)

OffRoad Equipment

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

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	4	10.00	0.00	20.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	2	5.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	125.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	37.00	8.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	7.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

3.2 Demolition - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.1667	0.0000	0.1667	0.0252	0.0000	0.0252						
Off-Road	0.8674	7.8729	7.6226	0.0120		0.4672	0.4672		0.4457	0.4457						
Total	**0.8674**	**7.8729**	**7.6226**	**0.0120**	**0.1667**	**0.4672**	**0.6339**	**0.0252**	**0.4457**	**0.4709**						

3.2 Demolition - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	6.7200e-003	0.2212	0.0490	6.1000e-004	0.0135	7.1000e-004	0.0142	3.6900e-003	6.8000e-004	4.3600e-003						
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Worker	0.0460	0.0327	0.4378	1.1800e-003	0.1118	9.3000e-004	0.1127	0.0296	8.6000e-004	0.0305						
Total	**0.0527**	**0.2539**	**0.4869**	**1.7900e-003**	**0.1252**	**1.6400e-003**	**0.1269**	**0.0333**	**1.5400e-003**	**0.0349**						

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0650	0.0000	0.0650	9.8400e-003	0.0000	9.8400e-003						
Off-Road	0.8674	7.8729	7.6226	0.0120		0.4672	0.4672		0.4457	0.4457						
Total	**0.8674**	**7.8729**	**7.6226**	**0.0120**	**0.0650**	**0.4672**	**0.5322**	**9.8400e-003**	**0.4457**	**0.4555**						

3.2 Demolition - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	6.7200e-003	0.2212	0.0490	6.1000e-004	0.0135	7.1000e-004	0.0142	3.6900e-003	6.8000e-004	4.3600e-003						
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Worker	0.0460	0.0327	0.4378	1.1800e-003	0.1118	9.3000e-004	0.1127	0.0296	8.6000e-004	0.0305						
Total	**0.0527**	**0.2539**	**0.4869**	**1.7900e-003**	**0.1252**	**1.6400e-003**	**0.1269**	**0.0333**	**1.5400e-003**	**0.0349**						

3.3 Site Preparation - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0354	0.0000	0.0354	3.8200e-003	0.0000	3.8200e-003						
Off-Road	0.6853	8.4307	4.0942	9.7400e-003		0.3353	0.3353		0.3085	0.3085						
Total	**0.6853**	**8.4307**	**4.0942**	**9.7400e-003**	**0.0354**	**0.3353**	**0.3707**	**3.8200e-003**	**0.3085**	**0.3123**						

3.3 Site Preparation - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Worker	0.0230	0.0164	0.2189	5.9000e-004	0.0559	4.7000e-004	0.0564	0.0148	4.3000e-004	0.0153						
Total	**0.0230**	**0.0164**	**0.2189**	**5.9000e-004**	**0.0559**	**4.7000e-004**	**0.0564**	**0.0148**	**4.3000e-004**	**0.0153**						

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0138	0.0000	0.0138	1.4900e-003	0.0000	1.4900e-003						
Off-Road	0.6853	8.4307	4.0942	9.7400e-003		0.3353	0.3353		0.3085	0.3085						
Total	**0.6853**	**8.4307**	**4.0942**	**9.7400e-003**	**0.0138**	**0.3353**	**0.3491**	**1.4900e-003**	**0.3085**	**0.3100**						

3.3 Site Preparation - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Worker	0.0230	0.0164	0.2189	5.9000e-004	0.0559	4.7000e-004	0.0564	0.0148	4.3000e-004	0.0153						
Total	**0.0230**	**0.0164**	**0.2189**	**5.9000e-004**	**0.0559**	**4.7000e-004**	**0.0564**	**0.0148**	**4.3000e-004**	**0.0153**						

3.4 Grading - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.7689	0.0000	0.7689	0.4162	0.0000	0.4162						
Off-Road	0.8674	7.8729	7.6226	0.0120		0.4672	0.4672		0.4457	0.4457						
Total	**0.8674**	**7.8729**	**7.6226**	**0.0120**	**0.7689**	**0.4672**	**1.2361**	**0.4162**	**0.4457**	**0.8619**						

3.4 Grading - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1560	5.1347	1.1378	0.0141	0.3122	0.0164	0.3286	0.0856	0.0157	0.1013						
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Worker	0.0460	0.0327	0.4378	1.1800e-003	0.1118	9.3000e-004	0.1127	0.0296	8.6000e-004	0.0305						
Total	**0.2020**	**5.1674**	**1.5756**	**0.0153**	**0.4240**	**0.0173**	**0.4413**	**0.1152**	**0.0165**	**0.1318**						

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.2999	0.0000	0.2999	0.1623	0.0000	0.1623						
Off-Road	0.8674	7.8729	7.6226	0.0120		0.4672	0.4672		0.4457	0.4457						
Total	**0.8674**	**7.8729**	**7.6226**	**0.0120**	**0.2999**	**0.4672**	**0.7671**	**0.1623**	**0.4457**	**0.6080**						

3.4 Grading - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1560	5.1347	1.1378	0.0141	0.3122	0.0164	0.3286	0.0856	0.0157	0.1013						
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Worker	0.0460	0.0327	0.4378	1.1800e-003	0.1118	9.3000e-004	0.1127	0.0296	8.6000e-004	0.0305						
Total	**0.2020**	**5.1674**	**1.5756**	**0.0153**	**0.4240**	**0.0173**	**0.4413**	**0.1152**	**0.0165**	**0.1318**						

3.5 Building Construction - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.8617	8.8523	7.3875	0.0114		0.5224	0.5224		0.4806	0.4806						
Total	**0.8617**	**8.8523**	**7.3875**	**0.0114**		**0.5224**	**0.5224**		**0.4806**	**0.4806**						

3.5 Building Construction - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Vendor	0.0285	0.8510	0.2230	2.0800e-003	0.0512	4.0100e-003	0.0552	0.0148	3.8300e-003	0.0186						
Worker	0.1703	0.1211	1.6200	4.3700e-003	0.4136	3.4600e-003	0.4170	0.1097	3.1900e-003	0.1129						
Total	**0.1987**	**0.9721**	**1.8430**	**6.4500e-003**	**0.4648**	**7.4700e-003**	**0.4723**	**0.1244**	**7.0200e-003**	**0.1315**						

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.8617	8.8523	7.3875	0.0114		0.5224	0.5224		0.4806	0.4806						
Total	**0.8617**	**8.8523**	**7.3875**	**0.0114**		**0.5224**	**0.5224**		**0.4806**	**0.4806**						

3.5 Building Construction - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Vendor	0.0285	0.8510	0.2230	2.0800e-003	0.0512	4.0100e-003	0.0552	0.0148	3.8300e-003	0.0186						
Worker	0.1703	0.1211	1.6200	4.3700e-003	0.4136	3.4600e-003	0.4170	0.1097	3.1900e-003	0.1129						
Total	**0.1987**	**0.9721**	**1.8430**	**6.4500e-003**	**0.4648**	**7.4700e-003**	**0.4723**	**0.1244**	**7.0200e-003**	**0.1315**						

3.5 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.7750	7.9850	7.2637	0.0114		0.4475	0.4475		0.4117	0.4117						
Total	**0.7750**	**7.9850**	**7.2637**	**0.0114**		**0.4475**	**0.4475**		**0.4117**	**0.4117**						

3.5 Building Construction - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Vendor	0.0243	0.7767	0.2031	2.0600e-003	0.0512	1.5900e-003	0.0528	0.0148	1.5200e-003	0.0163						
Worker	0.1586	0.1090	1.4903	4.2300e-003	0.4136	3.3400e-003	0.4169	0.1097	3.0800e-003	0.1128						
Total	**0.1829**	**0.8857**	**1.6933**	**6.2900e-003**	**0.4648**	**4.9300e-003**	**0.4697**	**0.1244**	**4.6000e-003**	**0.1290**						

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.7750	7.9850	7.2637	0.0114		0.4475	0.4475		0.4117	0.4117						
Total	**0.7750**	**7.9850**	**7.2637**	**0.0114**		**0.4475**	**0.4475**		**0.4117**	**0.4117**						

3.5 Building Construction - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Vendor	0.0243	0.7767	0.2031	2.0600e-003	0.0512	1.5900e-003	0.0528	0.0148	1.5200e-003	0.0163						
Worker	0.1586	0.1090	1.4903	4.2300e-003	0.4136	3.3400e-003	0.4169	0.1097	3.0800e-003	0.1128						
Total	**0.1829**	**0.8857**	**1.6933**	**6.2900e-003**	**0.4648**	**4.9300e-003**	**0.4697**	**0.1244**	**4.6000e-003**	**0.1290**						

3.6 Paving - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.7214	6.7178	7.0899	0.0113		0.3534	0.3534		0.3286	0.3286						
Paving	0.0000					0.0000	0.0000		0.0000	0.0000						
Total	**0.7214**	**6.7178**	**7.0899**	**0.0113**		**0.3534**	**0.3534**		**0.3286**	**0.3286**						

3.6 Paving - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Worker	0.0772	0.0530	0.7250	2.0600e-003	0.2012	1.6300e-003	0.2028	0.0534	1.5000e-003	0.0549						
Total	**0.0772**	**0.0530**	**0.7250**	**2.0600e-003**	**0.2012**	**1.6300e-003**	**0.2028**	**0.0534**	**1.5000e-003**	**0.0549**						

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.7214	6.7178	7.0899	0.0113		0.3534	0.3534		0.3286	0.3286						
Paving	0.0000					0.0000	0.0000		0.0000	0.0000						
Total	**0.7214**	**6.7178**	**7.0899**	**0.0113**		**0.3534**	**0.3534**		**0.3286**	**0.3286**						

3.6 Paving - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Worker	0.0772	0.0530	0.7250	2.0600e-003	0.2012	1.6300e-003	0.2028	0.0534	1.5000e-003	0.0549						
Total	**0.0772**	**0.0530**	**0.7250**	**2.0600e-003**	**0.2012**	**1.6300e-003**	**0.2028**	**0.0534**	**1.5000e-003**	**0.0549**						

3.7 Architectural Coating - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	20.1947					0.0000	0.0000		0.0000	0.0000						
Off-Road	0.2189	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941						
Total	**20.4136**	**1.5268**	**1.8176**	**2.9700e-003**		**0.0941**	**0.0941**		**0.0941**	**0.0941**						

3.7 Architectural Coating - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Worker	0.0300	0.0206	0.2819	8.0000e-004	0.0782	6.3000e-004	0.0789	0.0208	5.8000e-004	0.0213						
Total	**0.0300**	**0.0206**	**0.2819**	**8.0000e-004**	**0.0782**	**6.3000e-004**	**0.0789**	**0.0208**	**5.8000e-004**	**0.0213**						

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	20.1947					0.0000	0.0000		0.0000	0.0000						
Off-Road	0.2189	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941						
Total	**20.4136**	**1.5268**	**1.8176**	**2.9700e-003**		**0.0941**	**0.0941**		**0.0941**	**0.0941**						

3.7 Architectural Coating - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Worker	0.0300	0.0206	0.2819	8.0000e-004	0.0782	6.3000e-004	0.0789	0.0208	5.8000e-004	0.0213						
Total	**0.0300**	**0.0206**	**0.2819**	**8.0000e-004**	**0.0782**	**6.3000e-004**	**0.0789**	**0.0208**	**5.8000e-004**	**0.0213**						

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.5053	2.3699	6.8630	0.0236	1.8656	0.0195	1.8851	0.4993	0.0182	0.5175						
Unmitigated	0.5053	2.3699	6.8630	0.0236	1.8656	0.0195	1.8851	0.4993	0.0182	0.5175						

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	17.50	17.50	17.50	59,800	59,800
Apartments Mid Rise	223.04	223.04	223.04	762,162	762,162
Enclosed Parking with Elevator	0.00	0.00	0.00		
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Regional Shopping Center	23.00	23.00	23.00	55,395	55,395
Total	263.54	263.54	263.54	877,357	877,357

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Other Non-Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	60	40	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891
Apartments Mid Rise	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891
Enclosed Parking with Elevator	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891
Other Non-Asphalt Surfaces	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891
Regional Shopping Center	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0127	0.1085	0.0464	6.9000e-004		8.7700e-003	8.7700e-003		8.7700e-003	8.7700e-003						
NaturalGas Unmitigated	0.0127	0.1085	0.0464	6.9000e-004		8.7700e-003	8.7700e-003		8.7700e-003	8.7700e-003						

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	147.641	1.5900e-003	0.0136	5.7900e-003	9.0000e-005		1.1000e-003	1.1000e-003		1.1000e-003	1.1000e-003						
Apartments Mid Rise	1022.62	0.0110	0.0942	0.0401	6.0000e-004		7.6200e-003	7.6200e-003		7.6200e-003	7.6200e-003						
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						
Regional Shopping Center	6.29041	7.0000e-005	6.2000e-004	5.2000e-004	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005						
Total		**0.0127**	**0.1085**	**0.0464**	**6.9000e-004**		**8.7700e-003**	**8.7700e-003**		**8.7700e-003**	**8.7700e-003**						

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	0.147641	1.5900e-003	0.0136	5.7900e-003	9.0000e-005		1.1000e-003	1.1000e-003		1.1000e-003	1.1000e-003						
Apartments Mid Rise	1.02262	0.0110	0.0942	0.0401	6.0000e-004		7.6200e-003	7.6200e-003		7.6200e-003	7.6200e-003						
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						
Regional Shopping Center	0.00629041	7.0000e-005	6.2000e-004	5.2000e-004	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005						
Total		**0.0127**	**0.1085**	**0.0464**	**6.9000e-004**		**8.7700e-003**	**8.7700e-003**		**8.7700e-003**	**8.7700e-003**						

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.0451	0.6195	3.4768	3.8900e-003		0.0649	0.0649		0.0649	0.0649						
Unmitigated	1.0451	0.6195	3.4768	3.8900e-003		0.0649	0.0649		0.0649	0.0649						

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0719					0.0000	0.0000		0.0000	0.0000						
Consumer Products	0.8070					0.0000	0.0000		0.0000	0.0000						
Hearth	0.0681	0.5823	0.2478	3.7200e-003		0.0471	0.0471		0.0471	0.0471						
Landscaping	0.0981	0.0373	3.2290	1.7000e-004		0.0178	0.0178		0.0178	0.0178						
Total	**1.0451**	**0.6195**	**3.4768**	**3.8900e-003**		**0.0649**	**0.0649**		**0.0649**	**0.0649**						

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0719					0.0000	0.0000		0.0000	0.0000						
Consumer Products	0.8070					0.0000	0.0000		0.0000	0.0000						
Hearth	0.0681	0.5823	0.2478	3.7200e-003		0.0471	0.0471		0.0471	0.0471						
Landscaping	0.0981	0.0373	3.2290	1.7000e-004		0.0178	0.0178		0.0178	0.0178						
Total	**1.0451**	**0.6195**	**3.4768**	**3.8900e-003**		**0.0649**	**0.0649**		**0.0649**	**0.0649**						

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

18-0079 Kahwaji Building

Los Angeles-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Enclosed Parking with Elevator	42.00	Space	0.19	16,800.00	0
Other Non-Asphalt Surfaces	0.07	Acre	0.07	3,049.20	0
Apartments Low Rise	5.00	Dwelling Unit	0.01	5,000.00	14
Apartments Mid Rise	34.00	Dwelling Unit	0.00	34,000.00	97
Regional Shopping Center	1.40	1000sqft	0.03	1,400.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	12			**Operational Year**	2021
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - ~0.3 ac w/ a 5-story mixed use building. 1st FL - 1,400 sf retail, 2 level parking structure (w/42 spaces), & 575 sf (~0.01 ac) residential common area. 2nd-5th FLs - 39 DUs (5 affordable). Remainder landscaping/hardscape ~0.07 ac.

Construction Phase - Construction anticipated to begin January 2020 and take approximately 15 months to complete.

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Trips and VMT -

Demolition - Existing uses to be demolished include an ~2,603 sf commercial bldg and an ~1,800 sf single-family dwelling unit.

Grading - No more than ~1,000 CY export anticipated during grading. Site prep of ~1/3 the site (~0.1 ac) to remove existing asphalt parking lot.

Vehicle Trips - Trip Gen Analysis, 16.43 trips/TSF retail (w/10% transit, 5% mixed-use, 50% comm drive-by rdxns), 6.56 trips/DU apts (w/10% transit rdxn), & 3.5 trips/DU affordable apts (w/10% transit rdxn). Retail pass-by trips 0 & split between primary & diverted trips.

Woodstoves - SCAQMD Rule 445 prohibits the installation of wood burning devices in new developments.

Waste Mitigation - AB 341 requires each jurisdiction in CA divert 75% of their waste away from landfills by 2020.

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	10.00	26.00
tblConstructionPhase	NumDays	1.00	3.00
tblConstructionPhase	NumDays	2.00	7.00
tblConstructionPhase	NumDays	100.00	264.00
tblConstructionPhase	NumDays	5.00	13.00
tblConstructionPhase	NumDays	5.00	13.00
tblFireplaces	NumberGas	4.25	4.50
tblFireplaces	NumberGas	28.90	30.60
tblFireplaces	NumberWood	0.25	0.00
tblFireplaces	NumberWood	1.70	0.00
tblGrading	AcresOfGrading	1.50	0.10

tblGrading	MaterialExported	0.00	1,000.00
tblLandUse	LotAcreage	0.38	0.19
tblLandUse	LotAcreage	0.31	0.01
tblLandUse	LotAcreage	0.89	0.00
tblVehicleTrips	DV_TP	35.00	40.00
tblVehicleTrips	PB_TP	11.00	0.00
tblVehicleTrips	PR_TP	54.00	60.00
tblVehicleTrips	ST_TR	7.16	3.50
tblVehicleTrips	ST_TR	6.39	6.56
tblVehicleTrips	ST_TR	49.97	16.43
tblVehicleTrips	SU_TR	6.07	3.50
tblVehicleTrips	SU_TR	5.86	6.56
tblVehicleTrips	SU_TR	25.24	16.43
tblVehicleTrips	WD_TR	6.59	3.50
tblVehicleTrips	WD_TR	6.65	6.56
tblVehicleTrips	WD_TR	42.70	16.43
tblWoodstoves	NumberCatalytic	0.25	0.00
tblWoodstoves	NumberCatalytic	1.70	0.00
tblWoodstoves	NumberNoncatalytic	0.25	0.00
tblWoodstoves	NumberNoncatalytic	1.70	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	1.0806	13.1102	9.2328	0.0270	1.1929	0.5299	1.6777	0.5314	0.4877	0.9939						
2021	20.4470	8.8808	8.8508	0.0174	0.4648	0.4525	0.9173	0.1244	0.4164	0.5408						
Maximum	**20.4470**	**13.1102**	**9.2328**	**0.0270**	**1.1929**	**0.5299**	**1.6777**	**0.5314**	**0.4877**	**0.9939**						

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	1.0806	13.1102	9.2328	0.0270	0.7239	0.5299	1.2087	0.2776	0.4877	0.7400						
2021	20.4470	8.8808	8.8508	0.0174	0.4648	0.4525	0.9173	0.1244	0.4164	0.5408						
Maximum	**20.4470**	**13.1102**	**9.2328**	**0.0270**	**0.7239**	**0.5299**	**1.2087**	**0.2776**	**0.4877**	**0.7400**						

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**28.29**	**0.00**	**18.07**	**38.71**	**0.00**	**16.54**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.0451	0.6195	3.4768	3.8900e-003		0.0649	0.0649		0.0649	0.0649						
Energy	0.0127	0.1085	0.0464	6.9000e-004		8.7700e-003	8.7700e-003		8.7700e-003	8.7700e-003						
Mobile	0.4909	2.4312	6.5188	0.0225	1.8656	0.0196	1.8852	0.4993	0.0183	0.5176						
Total	**1.5488**	**3.1591**	**10.0420**	**0.0270**	**1.8656**	**0.0932**	**1.9588**	**0.4993**	**0.0919**	**0.5912**						

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.0451	0.6195	3.4768	3.8900e-003		0.0649	0.0649		0.0649	0.0649						
Energy	0.0127	0.1085	0.0464	6.9000e-004		8.7700e-003	8.7700e-003		8.7700e-003	8.7700e-003						
Mobile	0.4909	2.4312	6.5188	0.0225	1.8656	0.0196	1.8852	0.4993	0.0183	0.5176						
Total	**1.5488**	**3.1591**	**10.0420**	**0.0270**	**1.8656**	**0.0932**	**1.9588**	**0.4993**	**0.0919**	**0.5912**						

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2020	2/5/2020	5	26	
2	Site Preparation	Site Preparation	2/6/2020	2/10/2020	5	3	
3	Grading	Grading	2/11/2020	2/19/2020	5	7	
4	Building Construction	Building Construction	2/20/2020	2/23/2021	5	264	
5	Paving	Paving	2/24/2021	3/12/2021	5	13	
6	Architectural Coating	Architectural Coating	3/13/2021	3/31/2021	5	13	

Acres of Grading (Site Preparation Phase): 0.1

Acres of Grading (Grading Phase): 0

Acres of Paving: 0.26

Residential Indoor: 78,975; Residential Outdoor: 26,325; Non-Residential Indoor: 2,100; Non-Residential Outdoor: 700; Striped Parking Area: 1,191 (Architectural Coating – sqft)

OffRoad Equipment

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

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	4	10.00	0.00	20.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	2	5.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	125.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	37.00	8.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	7.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

3.2 Demolition - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.1667	0.0000	0.1667	0.0252	0.0000	0.0252						
Off-Road	0.8674	7.8729	7.6226	0.0120		0.4672	0.4672		0.4457	0.4457						
Total	**0.8674**	**7.8729**	**7.6226**	**0.0120**	**0.1667**	**0.4672**	**0.6339**	**0.0252**	**0.4457**	**0.4709**						

3.2 Demolition - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	6.8800e-003	0.2241	0.0521	6.0000e-004	0.0135	7.2000e-004	0.0142	3.6900e-003	6.9000e-004	4.3700e-003						
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Worker	0.0511	0.0363	0.4010	1.1100e-003	0.1118	9.3000e-004	0.1127	0.0296	8.6000e-004	0.0305						
Total	**0.0580**	**0.2603**	**0.4531**	**1.7100e-003**	**0.1252**	**1.6500e-003**	**0.1269**	**0.0333**	**1.5500e-003**	**0.0349**						

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0650	0.0000	0.0650	9.8400e-003	0.0000	9.8400e-003						
Off-Road	0.8674	7.8729	7.6226	0.0120		0.4672	0.4672		0.4457	0.4457						
Total	**0.8674**	**7.8729**	**7.6226**	**0.0120**	**0.0650**	**0.4672**	**0.5322**	**9.8400e-003**	**0.4457**	**0.4555**						

3.2 Demolition - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	6.8800e-003	0.2241	0.0521	6.0000e-004	0.0135	7.2000e-004	0.0142	3.6900e-003	6.9000e-004	4.3700e-003						
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Worker	0.0511	0.0363	0.4010	1.1100e-003	0.1118	9.3000e-004	0.1127	0.0296	8.6000e-004	0.0305						
Total	**0.0580**	**0.2603**	**0.4531**	**1.7100e-003**	**0.1252**	**1.6500e-003**	**0.1269**	**0.0333**	**1.5500e-003**	**0.0349**						

3.3 Site Preparation - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0354	0.0000	0.0354	3.8200e-003	0.0000	3.8200e-003						
Off-Road	0.6853	8.4307	4.0942	9.7400e-003		0.3353	0.3353		0.3085	0.3085						
Total	**0.6853**	**8.4307**	**4.0942**	**9.7400e-003**	**0.0354**	**0.3353**	**0.3707**	**3.8200e-003**	**0.3085**	**0.3123**						

3.3 Site Preparation - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Worker	0.0256	0.0181	0.2005	5.6000e-004	0.0559	4.7000e-004	0.0564	0.0148	4.3000e-004	0.0153						
Total	**0.0256**	**0.0181**	**0.2005**	**5.6000e-004**	**0.0559**	**4.7000e-004**	**0.0564**	**0.0148**	**4.3000e-004**	**0.0153**						

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0138	0.0000	0.0138	1.4900e-003	0.0000	1.4900e-003						
Off-Road	0.6853	8.4307	4.0942	9.7400e-003		0.3353	0.3353		0.3085	0.3085						
Total	**0.6853**	**8.4307**	**4.0942**	**9.7400e-003**	**0.0138**	**0.3353**	**0.3491**	**1.4900e-003**	**0.3085**	**0.3100**						

3.3 Site Preparation - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Worker	0.0256	0.0181	0.2005	5.6000e-004	0.0559	4.7000e-004	0.0564	0.0148	4.3000e-004	0.0153						
Total	**0.0256**	**0.0181**	**0.2005**	**5.6000e-004**	**0.0559**	**4.7000e-004**	**0.0564**	**0.0148**	**4.3000e-004**	**0.0153**						

3.4 Grading - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.7689	0.0000	0.7689	0.4162	0.0000	0.4162						
Off-Road	0.8674	7.8729	7.6226	0.0120		0.4672	0.4672		0.4457	0.4457						
Total	**0.8674**	**7.8729**	**7.6226**	**0.0120**	**0.7689**	**0.4672**	**1.2361**	**0.4162**	**0.4457**	**0.8619**						

3.4 Grading - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1598	5.2011	1.2092	0.0139	0.3122	0.0166	0.3289	0.0856	0.0159	0.1015						
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Worker	0.0511	0.0363	0.4010	1.1100e-003	0.1118	9.3000e-004	0.1127	0.0296	8.6000e-004	0.0305						
Total	**0.2109**	**5.2374**	**1.6102**	**0.0150**	**0.4240**	**0.0176**	**0.4416**	**0.1152**	**0.0168**	**0.1320**						

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.2999	0.0000	0.2999	0.1623	0.0000	0.1623						
Off-Road	0.8674	7.8729	7.6226	0.0120		0.4672	0.4672		0.4457	0.4457						
Total	**0.8674**	**7.8729**	**7.6226**	**0.0120**	**0.2999**	**0.4672**	**0.7671**	**0.1623**	**0.4457**	**0.6080**						

3.4 Grading - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1598	5.2011	1.2092	0.0139	0.3122	0.0166	0.3289	0.0856	0.0159	0.1015						
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Worker	0.0511	0.0363	0.4010	1.1100e-003	0.1118	9.3000e-004	0.1127	0.0296	8.6000e-004	0.0305						
Total	**0.2109**	**5.2374**	**1.6102**	**0.0150**	**0.4240**	**0.0176**	**0.4416**	**0.1152**	**0.0168**	**0.1320**						

3.5 Building Construction - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.8617	8.8523	7.3875	0.0114		0.5224	0.5224		0.4806	0.4806						
Total	**0.8617**	**8.8523**	**7.3875**	**0.0114**		**0.5224**	**0.5224**		**0.4806**	**0.4806**						

3.5 Building Construction - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Vendor	0.0298	0.8508	0.2459	2.0200e-003	0.0512	4.0700e-003	0.0553	0.0148	3.8900e-003	0.0186						
Worker	0.1891	0.1341	1.4837	4.1100e-003	0.4136	3.4600e-003	0.4170	0.1097	3.1900e-003	0.1129						
Total	**0.2188**	**0.9849**	**1.7297**	**6.1300e-003**	**0.4648**	**7.5300e-003**	**0.4723**	**0.1244**	**7.0800e-003**	**0.1315**						

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.8617	8.8523	7.3875	0.0114		0.5224	0.5224		0.4806	0.4806						
Total	**0.8617**	**8.8523**	**7.3875**	**0.0114**		**0.5224**	**0.5224**		**0.4806**	**0.4806**						

3.5 Building Construction - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Vendor	0.0298	0.8508	0.2459	2.0200e-003	0.0512	4.0700e-003	0.0553	0.0148	3.8900e-003	0.0186						
Worker	0.1891	0.1341	1.4837	4.1100e-003	0.4136	3.4600e-003	0.4170	0.1097	3.1900e-003	0.1129						
Total	**0.2188**	**0.9849**	**1.7297**	**6.1300e-003**	**0.4648**	**7.5300e-003**	**0.4723**	**0.1244**	**7.0800e-003**	**0.1315**						

3.5 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.7750	7.9850	7.2637	0.0114		0.4475	0.4475		0.4117	0.4117						
Total	**0.7750**	**7.9850**	**7.2637**	**0.0114**		**0.4475**	**0.4475**		**0.4117**	**0.4117**						

3.5 Building Construction - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Vendor	0.0255	0.7751	0.2246	2.0000e-003	0.0512	1.6400e-003	0.0529	0.0148	1.5700e-003	0.0163						
Worker	0.1764	0.1207	1.3626	3.9800e-003	0.4136	3.3400e-003	0.4169	0.1097	3.0800e-003	0.1128						
Total	**0.2020**	**0.8958**	**1.5872**	**5.9800e-003**	**0.4648**	**4.9800e-003**	**0.4698**	**0.1244**	**4.6500e-003**	**0.1291**						

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.7750	7.9850	7.2637	0.0114		0.4475	0.4475		0.4117	0.4117						
Total	**0.7750**	**7.9850**	**7.2637**	**0.0114**		**0.4475**	**0.4475**		**0.4117**	**0.4117**						

3.5 Building Construction - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Vendor	0.0255	0.7751	0.2246	2.0000e-003	0.0512	1.6400e-003	0.0529	0.0148	1.5700e-003	0.0163						
Worker	0.1764	0.1207	1.3626	3.9800e-003	0.4136	3.3400e-003	0.4169	0.1097	3.0800e-003	0.1128						
Total	**0.2020**	**0.8958**	**1.5872**	**5.9800e-003**	**0.4648**	**4.9800e-003**	**0.4698**	**0.1244**	**4.6500e-003**	**0.1291**						

3.6 Paving - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.7214	6.7178	7.0899	0.0113		0.3534	0.3534		0.3286	0.3286						
Paving	0.0000					0.0000	0.0000		0.0000	0.0000						
Total	**0.7214**	**6.7178**	**7.0899**	**0.0113**		**0.3534**	**0.3534**		**0.3286**	**0.3286**						

3.6 Paving - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Worker	0.0858	0.0587	0.6629	1.9400e-003	0.2012	1.6300e-003	0.2028	0.0534	1.5000e-003	0.0549						
Total	**0.0858**	**0.0587**	**0.6629**	**1.9400e-003**	**0.2012**	**1.6300e-003**	**0.2028**	**0.0534**	**1.5000e-003**	**0.0549**						

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.7214	6.7178	7.0899	0.0113		0.3534	0.3534		0.3286	0.3286						
Paving	0.0000					0.0000	0.0000		0.0000	0.0000						
Total	**0.7214**	**6.7178**	**7.0899**	**0.0113**		**0.3534**	**0.3534**		**0.3286**	**0.3286**						

3.6 Paving - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Worker	0.0858	0.0587	0.6629	1.9400e-003	0.2012	1.6300e-003	0.2028	0.0534	1.5000e-003	0.0549						
Total	**0.0858**	**0.0587**	**0.6629**	**1.9400e-003**	**0.2012**	**1.6300e-003**	**0.2028**	**0.0534**	**1.5000e-003**	**0.0549**						

3.7 Architectural Coating - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	20.1947					0.0000	0.0000		0.0000	0.0000						
Off-Road	0.2189	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941						
Total	**20.4136**	**1.5268**	**1.8176**	**2.9700e-003**		**0.0941**	**0.0941**		**0.0941**	**0.0941**						

3.7 Architectural Coating - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Worker	0.0334	0.0228	0.2578	7.5000e-004	0.0782	6.3000e-004	0.0789	0.0208	5.8000e-004	0.0213						
Total	**0.0334**	**0.0228**	**0.2578**	**7.5000e-004**	**0.0782**	**6.3000e-004**	**0.0789**	**0.0208**	**5.8000e-004**	**0.0213**						

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	20.1947					0.0000	0.0000		0.0000	0.0000						
Off-Road	0.2189	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941						
Total	**20.4136**	**1.5268**	**1.8176**	**2.9700e-003**		**0.0941**	**0.0941**		**0.0941**	**0.0941**						

3.7 Architectural Coating - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Worker	0.0334	0.0228	0.2578	7.5000e-004	0.0782	6.3000e-004	0.0789	0.0208	5.8000e-004	0.0213						
Total	**0.0334**	**0.0228**	**0.2578**	**7.5000e-004**	**0.0782**	**6.3000e-004**	**0.0789**	**0.0208**	**5.8000e-004**	**0.0213**						

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.4909	2.4312	6.5188	0.0225	1.8656	0.0196	1.8852	0.4993	0.0183	0.5176						
Unmitigated	0.4909	2.4312	6.5188	0.0225	1.8656	0.0196	1.8852	0.4993	0.0183	0.5176						

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	17.50	17.50	17.50	59,800	59,800
Apartments Mid Rise	223.04	223.04	223.04	762,162	762,162
Enclosed Parking with Elevator	0.00	0.00	0.00		
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Regional Shopping Center	23.00	23.00	23.00	55,395	55,395
Total	263.54	263.54	263.54	877,357	877,357

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Other Non-Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	60	40	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891
Apartments Mid Rise	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891
Enclosed Parking with Elevator	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891
Other Non-Asphalt Surfaces	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891
Regional Shopping Center	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0127	0.1085	0.0464	6.9000e-004		8.7700e-003	8.7700e-003		8.7700e-003	8.7700e-003						
NaturalGas Unmitigated	0.0127	0.1085	0.0464	6.9000e-004		8.7700e-003	8.7700e-003		8.7700e-003	8.7700e-003						

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	147.641	1.5900e-003	0.0136	5.7900e-003	9.0000e-005		1.1000e-003	1.1000e-003		1.1000e-003	1.1000e-003						
Apartments Mid Rise	1022.62	0.0110	0.0942	0.0401	6.0000e-004		7.6200e-003	7.6200e-003		7.6200e-003	7.6200e-003						
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						
Regional Shopping Center	6.29041	7.0000e-005	6.2000e-004	5.2000e-004	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005						
Total		**0.0127**	**0.1085**	**0.0464**	**6.9000e-004**		**8.7700e-003**	**8.7700e-003**		**8.7700e-003**	**8.7700e-003**						

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	0.147641	1.5900e-003	0.0136	5.7900e-003	9.0000e-005		1.1000e-003	1.1000e-003		1.1000e-003	1.1000e-003						
Apartments Mid Rise	1.02262	0.0110	0.0942	0.0401	6.0000e-004		7.6200e-003	7.6200e-003		7.6200e-003	7.6200e-003						
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						
Regional Shopping Center	0.00629041	7.0000e-005	6.2000e-004	5.2000e-004	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005						
Total		**0.0127**	**0.1085**	**0.0464**	**6.9000e-004**		**8.7700e-003**	**8.7700e-003**		**8.7700e-003**	**8.7700e-003**						

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.0451	0.6195	3.4768	3.8900e-003		0.0649	0.0649		0.0649	0.0649						
Unmitigated	1.0451	0.6195	3.4768	3.8900e-003		0.0649	0.0649		0.0649	0.0649						

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0719					0.0000	0.0000		0.0000	0.0000						
Consumer Products	0.8070					0.0000	0.0000		0.0000	0.0000						
Hearth	0.0681	0.5823	0.2478	3.7200e-003		0.0471	0.0471		0.0471	0.0471						
Landscaping	0.0981	0.0373	3.2290	1.7000e-004		0.0178	0.0178		0.0178	0.0178						
Total	**1.0451**	**0.6195**	**3.4768**	**3.8900e-003**		**0.0649**	**0.0649**		**0.0649**	**0.0649**						

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0719					0.0000	0.0000		0.0000	0.0000						
Consumer Products	0.8070					0.0000	0.0000		0.0000	0.0000						
Hearth	0.0681	0.5823	0.2478	3.7200e-003		0.0471	0.0471		0.0471	0.0471						
Landscaping	0.0981	0.0373	3.2290	1.7000e-004		0.0178	0.0178		0.0178	0.0178						
Total	**1.0451**	**0.6195**	**3.4768**	**3.8900e-003**		**0.0649**	**0.0649**		**0.0649**	**0.0649**						

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

18-0079 Kahwaji Building - Existing Uses - OPERATIONAL ANALYSIS ONLY

Los Angeles-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Single Family Housing	1.00	Dwelling Unit	0.32	1,800.00	3
Regional Shopping Center	2.60	1000sqft	0.06	2,603.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	12			**Operational Year**	2019
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - OPERATIONAL ANALYSIS ONLY- existing uses

Land Use - Existing use to be demolished include one single-family residential dwelling unit and ~2,603 square feet of retail uses.

Vehicle Trips - Per Trip Gen Analysis, 9 trips/DU single-family (w/ 10% transit credit) 16.14 trips/TSF retail (w/10% transit, 5% mixed-use, & 50% comm drive-by rdxns). Retail pass-by trips changed to 0 & pass-by trips split between primary & diverted trips.
Energy Use -

Table Name	Column Name	Default Value	New Value
tblVehicleTrips	DV_TP	35.00	40.00
tblVehicleTrips	PB_TP	11.00	0.00
tblVehicleTrips	PR_TP	54.00	60.00
tblVehicleTrips	ST_TR	49.97	16.14
tblVehicleTrips	ST_TR	9.91	9.00
tblVehicleTrips	SU_TR	25.24	16.14
tblVehicleTrips	SU_TR	8.62	9.00
tblVehicleTrips	WD_TR	42.70	16.14
tblVehicleTrips	WD_TR	9.52	9.00

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.3615	0.0217	0.5917	1.3000e-003		0.0768	0.0768		0.0768	0.0768						
Energy	1.0100e-003	8.6800e-003	4.1700e-003	5.0000e-005		7.0000e-004	7.0000e-004		7.0000e-004	7.0000e-004						
Mobile	0.1040	0.4583	1.2770	3.7800e-003	0.2806	4.2800e-003	0.2849	0.0751	4.0200e-003	0.0791						
Total	**0.4665**	**0.4887**	**1.8729**	**5.1300e-003**	**0.2806**	**0.0818**	**0.3624**	**0.0751**	**0.0816**	**0.1567**						

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.3615	0.0217	0.5917	1.3000e-003		0.0768	0.0768		0.0768	0.0768						
Energy	1.0100e-003	8.6800e-003	4.1700e-003	5.0000e-005		7.0000e-004	7.0000e-004		7.0000e-004	7.0000e-004						
Mobile	0.1040	0.4583	1.2770	3.7800e-003	0.2806	4.2800e-003	0.2849	0.0751	4.0200e-003	0.0791						
Total	**0.4665**	**0.4887**	**1.8729**	**5.1300e-003**	**0.2806**	**0.0818**	**0.3624**	**0.0751**	**0.0816**	**0.1567**						

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.1040	0.4583	1.2770	3.7800e-003	0.2806	4.2800e-003	0.2849	0.0751	4.0200e-003	0.0791						
Unmitigated	0.1040	0.4583	1.2770	3.7800e-003	0.2806	4.2800e-003	0.2849	0.0751	4.0200e-003	0.0791						

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Regional Shopping Center	42.01	42.01	42.01	101,177	101,177
Single Family Housing	9.00	9.00	9.00	30,754	30,754
Total	51.01	51.01	51.01	131,932	131,932

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	60	40	0
Single Family Housing	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Regional Shopping Center	0.548007	0.045751	0.200309	0.124119	0.017133	0.006025	0.018861	0.028423	0.002391	0.002469	0.004915	0.000672	0.000925
Single Family Housing	0.548007	0.045751	0.200309	0.124119	0.017133	0.006025	0.018861	0.028423	0.002391	0.002469	0.004915	0.000672	0.000925

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	1.0100e-003	8.6800e-003	4.1700e-003	5.0000e-005		7.0000e-004	7.0000e-004		7.0000e-004	7.0000e-004						
NaturalGas Unmitigated	1.0100e-003	8.6800e-003	4.1700e-003	5.0000e-005		7.0000e-004	7.0000e-004		7.0000e-004	7.0000e-004						

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Regional Shopping Center	11.6957	1.3000e-004	1.1500e-003	9.6000e-004	1.0000e-005		9.0000e-005	9.0000e-005		9.0000e-005	9.0000e-005						
Single Family Housing	81.7188	8.8000e-004	7.5300e-003	3.2000e-003	5.0000e-005		6.1000e-004	6.1000e-004		6.1000e-004	6.1000e-004						
Total		**1.0100e-003**	**8.6800e-003**	**4.1600e-003**	**6.0000e-005**		**7.0000e-004**	**7.0000e-004**		**7.0000e-004**	**7.0000e-004**						

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Regional Shopping Center	0.0116957	1.3000e-004	1.1500e-003	9.6000e-004	1.0000e-005		9.0000e-005	9.0000e-005		9.0000e-005	9.0000e-005						
Single Family Housing	0.0817188	8.8000e-004	7.5300e-003	3.2000e-003	5.0000e-005		6.1000e-004	6.1000e-004		6.1000e-004	6.1000e-004						
Total		**1.0100e-003**	**8.6800e-003**	**4.1600e-003**	**6.0000e-005**		**7.0000e-004**	**7.0000e-004**		**7.0000e-004**	**7.0000e-004**						

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.3615	0.0217	0.5917	1.3000e-003		0.0768	0.0768		0.0768	0.0768						
Unmitigated	0.3615	0.0217	0.5917	1.3000e-003		0.0768	0.0768		0.0768	0.0768						

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	9.7000e-003					0.0000	0.0000		0.0000	0.0000						
Consumer Products	0.0872					0.0000	0.0000		0.0000	0.0000						
Hearth	0.2620	0.0208	0.5086	1.3000e-003		0.0764	0.0764		0.0764	0.0764						
Landscaping	2.5600e-003	9.6000e-004	0.0832	0.0000		4.6000e-004	4.6000e-004		4.6000e-004	4.6000e-004						
Total	**0.3615**	**0.0217**	**0.5917**	**1.3000e-003**		**0.0769**	**0.0769**		**0.0769**	**0.0769**						

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	9.7000e-003					0.0000	0.0000		0.0000	0.0000						
Consumer Products	0.0872					0.0000	0.0000		0.0000	0.0000						
Hearth	0.2620	0.0208	0.5086	1.3000e-003		0.0764	0.0764		0.0764	0.0764						
Landscaping	2.5600e-003	9.6000e-004	0.0832	0.0000		4.6000e-004	4.6000e-004		4.6000e-004	4.6000e-004						
Total	**0.3615**	**0.0217**	**0.5917**	**1.3000e-003**		**0.0769**	**0.0769**		**0.0769**	**0.0769**						

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

18-0079 Kahwaji Building - Existing Uses - OPERATIONAL ANALYSIS ONLY

Los Angeles-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Single Family Housing	1.00	Dwelling Unit	0.32	1,800.00	3
Regional Shopping Center	2.60	1000sqft	0.06	2,603.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	12			**Operational Year**	2019
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - OPERATIONAL ANALYSIS ONLY- existing uses

Land Use - Existing use to be demolished include one single-family residential dwelling unit and ~2,603 square feet of retail uses.

Vehicle Trips - Per Trip Gen Analysis, 9 trips/DU single-family (w/ 10% transit credit) 16.14 trips/TSF retail (w/10% transit, 5% mixed-use, & 50% comm drive-by rdxns). Retail pass-by trips changed to 0 & pass-by trips split between primary & diverted trips.
Energy Use -

Table Name	Column Name	Default Value	New Value
tblVehicleTrips	DV_TP	35.00	40.00
tblVehicleTrips	PB_TP	11.00	0.00
tblVehicleTrips	PR_TP	54.00	60.00
tblVehicleTrips	ST_TR	49.97	16.14
tblVehicleTrips	ST_TR	9.91	9.00
tblVehicleTrips	SU_TR	25.24	16.14
tblVehicleTrips	SU_TR	8.62	9.00
tblVehicleTrips	WD_TR	42.70	16.14
tblVehicleTrips	WD_TR	9.52	9.00

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.3615	0.0217	0.5917	1.3000e-003		0.0768	0.0768		0.0768	0.0768						
Energy	1.0100e-003	8.6800e-003	4.1700e-003	5.0000e-005		7.0000e-004	7.0000e-004		7.0000e-004	7.0000e-004						
Mobile	0.1014	0.4697	1.2289	3.5900e-003	0.2806	4.3100e-003	0.2849	0.0751	4.0500e-003	0.0792						
Total	**0.4639**	**0.5001**	**1.8248**	**4.9400e-003**	**0.2806**	**0.0819**	**0.3624**	**0.0751**	**0.0816**	**0.1567**						

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.3615	0.0217	0.5917	1.3000e-003		0.0768	0.0768		0.0768	0.0768						
Energy	1.0100e-003	8.6800e-003	4.1700e-003	5.0000e-005		7.0000e-004	7.0000e-004		7.0000e-004	7.0000e-004						
Mobile	0.1014	0.4697	1.2289	3.5900e-003	0.2806	4.3100e-003	0.2849	0.0751	4.0500e-003	0.0792						
Total	**0.4639**	**0.5001**	**1.8248**	**4.9400e-003**	**0.2806**	**0.0819**	**0.3624**	**0.0751**	**0.0816**	**0.1567**						

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.1014	0.4697	1.2289	3.5900e-003	0.2806	4.3100e-003	0.2849	0.0751	4.0500e-003	0.0792						
Unmitigated	0.1014	0.4697	1.2289	3.5900e-003	0.2806	4.3100e-003	0.2849	0.0751	4.0500e-003	0.0792						

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Regional Shopping Center	42.01	42.01	42.01	101,177	101,177
Single Family Housing	9.00	9.00	9.00	30,754	30,754
Total	51.01	51.01	51.01	131,932	131,932

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	60	40	0
Single Family Housing	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Regional Shopping Center	0.548007	0.045751	0.200309	0.124119	0.017133	0.006025	0.018861	0.028423	0.002391	0.002469	0.004915	0.000672	0.000925
Single Family Housing	0.548007	0.045751	0.200309	0.124119	0.017133	0.006025	0.018861	0.028423	0.002391	0.002469	0.004915	0.000672	0.000925

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	1.0100e-003	8.6800e-003	4.1700e-003	5.0000e-005		7.0000e-004	7.0000e-004		7.0000e-004	7.0000e-004						
NaturalGas Unmitigated	1.0100e-003	8.6800e-003	4.1700e-003	5.0000e-005		7.0000e-004	7.0000e-004		7.0000e-004	7.0000e-004						

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Regional Shopping Center	11.6957	1.3000e-004	1.1500e-003	9.6000e-004	1.0000e-005		9.0000e-005	9.0000e-005		9.0000e-005	9.0000e-005						
Single Family Housing	81.7188	8.8000e-004	7.5300e-003	3.2000e-003	5.0000e-005		6.1000e-004	6.1000e-004		6.1000e-004	6.1000e-004						
Total		**1.0100e-003**	**8.6800e-003**	**4.1600e-003**	**6.0000e-005**		**7.0000e-004**	**7.0000e-004**		**7.0000e-004**	**7.0000e-004**						

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Regional Shopping Center	0.0116957	1.3000e-004	1.1500e-003	9.6000e-004	1.0000e-005		9.0000e-005	9.0000e-005		9.0000e-005	9.0000e-005						
Single Family Housing	0.0817188	8.8000e-004	7.5300e-003	3.2000e-003	5.0000e-005		6.1000e-004	6.1000e-004		6.1000e-004	6.1000e-004						
Total		**1.0100e-003**	**8.6800e-003**	**4.1600e-003**	**6.0000e-005**		**7.0000e-004**	**7.0000e-004**		**7.0000e-004**	**7.0000e-004**						

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.3615	0.0217	0.5917	1.3000e-003		0.0768	0.0768		0.0768	0.0768						
Unmitigated	0.3615	0.0217	0.5917	1.3000e-003		0.0768	0.0768		0.0768	0.0768						

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	9.7000e-003					0.0000	0.0000		0.0000	0.0000						
Consumer Products	0.0872					0.0000	0.0000		0.0000	0.0000						
Hearth	0.2620	0.0208	0.5086	1.3000e-003		0.0764	0.0764		0.0764	0.0764						
Landscaping	2.5600e-003	9.6000e-004	0.0832	0.0000		4.6000e-004	4.6000e-004		4.6000e-004	4.6000e-004						
Total	**0.3615**	**0.0217**	**0.5917**	**1.3000e-003**		**0.0769**	**0.0769**		**0.0769**	**0.0769**						

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	9.7000e-003					0.0000	0.0000		0.0000	0.0000						
Consumer Products	0.0872					0.0000	0.0000		0.0000	0.0000						
Hearth	0.2620	0.0208	0.5086	1.3000e-003		0.0764	0.0764		0.0764	0.0764						
Landscaping	2.5600e-003	9.6000e-004	0.0832	0.0000		4.6000e-004	4.6000e-004		4.6000e-004	4.6000e-004						
Total	**0.3615**	**0.0217**	**0.5917**	**1.3000e-003**		**0.0769**	**0.0769**		**0.0769**	**0.0769**						

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

APPENDIX C

AERMOD MODEL PRINTOUTS

Kahwaji Building Project

Estimation of DPM Emissions Along 5 Freeway

Cal Trans Vehicle Traffic - 2017

Segment	Back AADT	Total Trucks	LDA/LDT/MDT	% LDA/LDT/MDT	% Trucks	2 axle	2 axle % Trucks	3 axle	3 axle % Trucks	4+ axle	4+ Axle % Trucks
Los Angeles, Glendale Boulevard (Rte 2)	233000	15518	217482	93.3%	6.7%	4092	26.4%	1392	9.0%	10034	64.7%

Diesel Vehicle Distribution

Vehicle Mix
2 axle trucks = LHDT1 and LHDT2
3 axle trucks = MHDT
4+ axle trucks = HHDT

Adjusted Fleet Mix

	SCAB CalEEMod Fleet Mix	Adjusted Fleet Mix	Daily Trips
LDA	55.23	59.6%	129604
LDT1	4.429	4.8%	10393
LDT2	21.11	22.8%	49537
MDV	11.91	12.9%	27948
Total	92.679	100.0%	217482
LHD1	1.75	75.1%	3075
LHD2	0.579	24.9%	1017
Total	2.329	100.0%	4092
MHDT			1392
HHDT			10034
Total - All Vehicles			233000

Diesel Vehicle Distribution (from URBEMIS: 2020 in SCAQMD)

	% Diesel	Daily Diesel Vehicles
LDA	0.0%	0
LDT1	1.5%	156
LDT2	0.0%	0
MDV	0.0%	0
LHDT1	18.8%	578
LHDT2	40.0%	407
MHDT	77.8%	1083
HHDT	100.0%	10034

Vehicle Speed/1-year Average DPM Emission Factor (2021) from EMFAC2017 for South Coast AB

	Speed (mph)	Emission Factor (g/mi)
LDA	70	0.007985641
LDT1	70	0.199966865
LDT2	70	0.006539801
MDV	60	0.004742439
LHDT1	60	0.020140087
LHDT2	60	0.018203655
MHDT	55	0.093719
HHDT	55	0.056020

Vehicle Emissions

Vehicle Emissions = Emission Factor (g/mi) x Mile/Trip x Trip/Day

Length of Roadway Segment 370.4 meters or
0.230 miles

Assumption: over an annual period, traffic is assumed to be uniformly distributed during the day

	Daily Emissions (g/day)	Hourly Emissions (g/sec)				
LDA	0.0	0.00E+00				
LDT1	7.2	8.30E-05				
LDT2	0.0	0.00E+00				
MDV	0.0	0.00E+00				
LHDT1	2.7	3.10E-05				
LHDT2	1.7	1.97E-05				
MHDT	23.4	2.70E-04				
HHDT	129.3	1.50E-03				
			SB		NB	
Total	164.2	1.90E-03		**9.51E-04**		**9.51E-04**

Kahwaji Building Project

Estimation of DPM Emissions Along 5 Freeway

Cal Trans Vehicle Traffic - 2017

Segment	Back AADT	Total Trucks	LDA/LDT/MDT	% LDA/LDT/MDT	% Trucks	2 axle	2 axle % Trucks	3 axle	3 axle % Trucks	4+ axle	4+ Axle % Trucks
Los Angeles, Glendale Boulevard (Rte 2)	233000	15518	217482	93.3%	6.7%	4092	26.4%	1392	9.0%	10034	64.7%

Diesel Vehicle Distribution

Vehicle Mix
2 axle trucks = LHDT1 and LHDT2
3 axle trucks = MHDT
4+ axle trucks = HHDT

Adjusted Fleet Mix

	SCAB CalEEMod Fleet Mix	Adjusted Fleet Mix	Daily Trips
LDA	55.23	59.6%	129604
LDT1	4.429	4.8%	10393
LDT2	21.11	22.8%	49537
MDV	11.91	12.9%	27948
Total	92.679	100.0%	217482
LHD1	1.75	75.1%	3075
LHD2	0.579	24.9%	1017
Total	2.329	100.0%	4092
MHDT			1392
HHDT			10034
Total - All Vehicles			233000

Diesel Vehicle Distribution (from URBEMIS: 2020 in SCAQMD)

	% Diesel	Daily Diesel Vehicles
LDA	0.0%	0
LDT1	1.5%	156
LDT2	0.0%	0
MDV	0.0%	0
LHDT1	18.8%	578
LHDT2	40.0%	407
MHDT	77.8%	1083
HHDT	100.0%	10034

Vehicle Speed/2-year Average DPM Emission Factor (2022 to 2023) from EMFAC2017 for South Coast AB

	Speed (mph)	Emission Factor (g/mi)
LDA	70	0.006370238
LDT1	70	0.178200639
LDT2	70	0.005673045
MDV	60	0.004059562
LHDT1	60	0.018402919
LHDT2	60	0.017244588
MHDT	55	0.030652
HHDT	55	0.026981

Vehicle Emissions

Vehicle Emissions = Emission Factor (g/mi) x Mile/Trip x Trip/Day

Length of Roadway Segment 370.4 meters or
0.230 miles

Assumption: over an annual period, traffic is assumed to be uniformly distributed during the day

	Daily Emissions (g/day)	Hourly Emissions (g/sec)			
LDA	0.0	0.00E+00			
LDT1	6.4	7.40E-05			
LDT2	0.0	0.00E+00			
MDV	0.0	0.00E+00			
LHDT1	2.4	2.83E-05			
LHDT2	1.6	1.87E-05			
MHDT	7.6	8.84E-05			
HHDT	62.3	7.21E-04			
			SB	NB	
Total	80.4	9.30E-04	**4.65E-04**		**4.65E-04**

Kahwaji Building Project

Estimation of DPM Emissions Along 5 Freeway

Cal Trans Vehicle Traffic - 2017

Segment	Back AADT	Total Trucks	LDA/LDT/MDT	% LDA/LDT/MDT	% Trucks	2 axle	2 axle % Trucks	3 axle	3 axle % Trucks	4+ axle	4+ Axle % Trucks
Los Angeles, Glendale Boulevard (Rte 2)	233000	15518	217482	93.3%	6.7%	4092	26.4%	1392	9.0%	10034	64.7%

Diesel Vehicle Distribution

Vehicle Mix
2 axle trucks = LHDT1 and LHDT2
3 axle trucks = MHDT
4+ axle trucks = HHDT

Adjusted Fleet Mix

	SCAB CalEEMod Fleet Mix	Adjusted Fleet Mix	Daily Trips
LDA	55.23	59.6%	129604
LDT1	4.429	4.8%	10393
LDT2	21.11	22.8%	49537
MDV	11.91	12.9%	27948
Total	92.679	100.0%	217482
LHD1	1.75	75.1%	3075
LHD2	0.579	24.9%	1017
Total	2.329	100.0%	4092
MHDT			1392
HHDT			10034
Total - All Vehicles			233000

Diesel Vehicle Distribution (from URBEMIS: 2020 in SCAQMD)

	% Diesel	Daily Diesel Vehicles
LDA	0.0%	0
LDT1	1.5%	156
LDT2	0.0%	0
MDV	0.0%	0
LHDT1	18.8%	578
LHDT2	40.0%	407
MHDT	77.8%	1083
HHDT	100.0%	10034

Vehicle Speed/14-year Average DPM Emission Factor (2024 to 2037) from EMFAC2017 for South Coast AB

	Speed (mph)	Emission Factor (g/mi)
LDA	70	0.002575908
LDT1	70	0.028968107
LDT2	70	0.003281845
MDV	60	0.002090032
LHDT1	60	0.014220582
LHDT2	60	0.009734311
MHDT	55	0.002606
HHDT	55	0.004825

Vehicle Emissions

Vehicle Emissions = Emission Factor (g/mi) x Mile/Trip x Trip/Day

Length of Roadway Segment 370.4 meters or
0.230 miles

Assumption: over an annual period, traffic is assumed to be uniformly distributed during the day

	Daily Emissions (g/day)	Hourly Emissions (g/sec)				
LDA	0.0	0.00E+00				
LDT1	1.0	1.20E-05				
LDT2	0.0	0.00E+00				
MDV	0.0	0.00E+00				
LHDT1	1.9	2.19E-05				
LHDT2	0.9	1.05E-05				
MHDT	0.6	7.52E-06				
HHDT	11.1	1.29E-04				
			SB		NB	
Total	15.6	1.81E-04		**9.05E-05**		**9.05E-05**

Kahwaji Building Project

Estimation of DPM Emissions Along 5 Freeway

Cal Trans Vehicle Traffic - 2017

Segment	Back AADT	Total Trucks	LDA/LDT/MDT	% LDA/LDT/MDT	% Trucks	2 axle	2 axle % Trucks	3 axle	3 axle % Trucks	4+ axle	4+ Axle % Trucks
Los Angeles, Glendale Boulevard (Rte 2)	233000	15518	217482	93.3%	6.7%	4092	26.4%	1392	9.0%	10034	64.7%

Diesel Vehicle Distribution

Vehicle Mix
2 axle trucks = LHDT1 and LHDT2
3 axle trucks = MHDT
4+ axle trucks = HHDT

Adjusted Fleet Mix

	SCAB CalEEMod Fleet Mix	Adjusted Fleet Mix	Daily Trips
LDA	55.23	59.6%	129604
LDT1	4.429	4.8%	10393
LDT2	21.11	22.8%	49537
MDV	11.91	12.9%	27948
Total	92.679	100.0%	217482
LHD1	1.75	75.1%	3075
LHD2	0.579	24.9%	1017
Total	2.329	100.0%	4092
MHDT			1392
HHDT			10034
Total - All Vehicles			233000

Diesel Vehicle Distribution (from URBEMIS: 2020 in SCAQMD)

	% Diesel	Daily Diesel Vehicles
LDA	0.0%	0
LDT1	1.5%	156
LDT2	0.0%	0
MDV	0.0%	0
LHDT1	18.8%	578
LHDT2	40.0%	407
MHDT	77.8%	1083
HHDT	100.0%	10034

Vehicle Speed/14-year Average DPM Emission Factor (2038 to 2051) from EMFAC2017 for South Coast AB

	Speed (mph)	Emission Factor (g/mi)
LDA	70	0.000599258
LDT1	70	0.003441537
LDT2	70	0.003153722
MDV	60	0.000727772
LHDT1	60	0.005576302
LHDT2	60	0.005360496
MHDT	55	0.002430
HHDT	55	0.004535

Vehicle Emissions

Vehicle Emissions = Emission Factor (g/mi) x Mile/Trip x Trip/Day

Length of Roadway Segment 370.4 meters or
0.230 miles

Assumption: over an annual period, traffic is assumed to be uniformly distributed during the day

	Daily Emissions (g/day)	Hourly Emissions (g/sec)				
LDA	0.0	0.00E+00				
LDT1	0.1	1.43E-06				
LDT2	0.0	0.00E+00				
MDV	0.0	0.00E+00				
LHDT1	0.7	8.58E-06				
LHDT2	0.5	5.81E-06				
MHDT	0.6	7.01E-06				
HHDT	10.5	1.21E-04				
			SB		NB	
Total	12.4	1.44E-04		**7.20E-05**		**7.20E-05**

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** Lakes Environmental AERMOD MPI
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**
** AERMOD Input Produced by:
** AERMOD View Ver. 9.6.5
** Lakes Environmental Software Inc.
** Date: 3/27/2019
** File: C:\Lakes\AERMOD View\18-0079 Kahwaji Building OY\18-0079 Kahwaji Building OY.ADI
**
**************************************
**
**
**************************************
** AERMOD Control Pathway
**************************************
**
**
CO STARTING
   TITLEONE 18-0079 Kahwaji Building
   TITLETWO DPM concentrations OY (2021)
   MODELOPT DFAULT CONC
   AVERTIME PERIOD
   URBANOPT 9818605 Los_Angeles_County
   POLLUTID DPM
   RUNORNOT RUN
   ERRORFIL "18-0079 Kahwaji Building OY.err"
CO FINISHED
**
**************************************
** AERMOD Source Pathway
**************************************
**
**
SO STARTING
** Source Location **
** Source ID - Type - X Coord. - Y Coord. **
** ------------------------------------------------------------------------
** Line Source Represented by Adjacent Volume Sources
** LINE VOLUME Source ID = SLINE1
** DESCRSRC NB I-5 freeway traffic
** PREFIX
** Length of Side = 3.66
** Configuration = Adjacent
** Emission Rate = 0.000951
** Elevated
** Vertical Dimension = 3.66
** SZINIT = 0.85
** Nodes = 7
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** 383476.905, 3775159.151, 114.71, 0.00, 1.70
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** 383616.887, 3775062.240, 116.23, 0.00, 1.70
** 383653.677, 3775038.462, 115.34, 0.00, 1.70
** 383673.866, 3775026.348, 116.83, 0.00, 1.70
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   LOCATION L0000315     VOLUME   383377.547 3775238.723 113.54
   LOCATION L0000316     VOLUME   383380.402 3775236.437 113.58
   LOCATION L0000317     VOLUME   383383.257 3775234.150 113.61
   LOCATION L0000318     VOLUME   383386.112 3775231.864 113.63
   LOCATION L0000319     VOLUME   383388.967 3775229.578 113.65
   LOCATION L0000320     VOLUME   383391.822 3775227.291 113.66
   LOCATION L0000321     VOLUME   383394.677 3775225.005 113.69
   LOCATION L0000322     VOLUME   383397.531 3775222.718 113.72
   LOCATION L0000323     VOLUME   383400.386 3775220.432 113.73
   LOCATION L0000324     VOLUME   383403.241 3775218.146 113.71
   LOCATION L0000325     VOLUME   383406.096 3775215.859 113.67
   LOCATION L0000326     VOLUME   383408.951 3775213.573 113.59
   LOCATION L0000327     VOLUME   383411.806 3775211.287 113.58
   LOCATION L0000328     VOLUME   383414.661 3775209.000 113.62
   LOCATION L0000329     VOLUME   383417.516 3775206.714 113.66
   LOCATION L0000330     VOLUME   383420.371 3775204.427 113.70
   LOCATION L0000331     VOLUME   383423.226 3775202.141 113.74
   LOCATION L0000332     VOLUME   383426.080 3775199.855 113.78
   LOCATION L0000333     VOLUME   383428.935 3775197.568 113.81
   LOCATION L0000334     VOLUME   383431.790 3775195.282 113.84
   LOCATION L0000335     VOLUME   383434.645 3775192.995 113.87
   LOCATION L0000336     VOLUME   383437.500 3775190.709 113.89
   LOCATION L0000337     VOLUME   383440.355 3775188.423 113.91
   LOCATION L0000338     VOLUME   383443.210 3775186.136 113.93
   LOCATION L0000339     VOLUME   383446.065 3775183.850 113.96
   LOCATION L0000340     VOLUME   383448.920 3775181.563 113.97
   LOCATION L0000341     VOLUME   383451.775 3775179.277 114.02
   LOCATION L0000342     VOLUME   383454.629 3775176.991 114.06
   LOCATION L0000343     VOLUME   383457.484 3775174.704 114.11
   LOCATION L0000344     VOLUME   383460.339 3775172.418 114.16
   LOCATION L0000345     VOLUME   383463.194 3775170.131 114.20
   LOCATION L0000346     VOLUME   383466.049 3775167.845 114.24
   LOCATION L0000347     VOLUME   383468.904 3775165.559 114.29
   LOCATION L0000348     VOLUME   383471.759 3775163.272 114.39
   LOCATION L0000349     VOLUME   383474.614 3775160.986 114.49
   LOCATION L0000350     VOLUME   383477.495 3775158.734 114.55
   LOCATION L0000351     VOLUME   383480.481 3775156.622 114.59
   LOCATION L0000352     VOLUME   383483.467 3775154.510 114.59
   LOCATION L0000353     VOLUME   383486.453 3775152.397 114.57
   LOCATION L0000354     VOLUME   383489.439 3775150.285 114.52
   LOCATION L0000355     VOLUME   383492.425 3775148.173 114.55
   LOCATION L0000356     VOLUME   383495.411 3775146.061 114.60
   LOCATION L0000357     VOLUME   383498.397 3775143.949 114.72
   LOCATION L0000358     VOLUME   383501.384 3775141.837 114.83
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LOCATION L0000360     VOLUME   383507.356 3775137.613 115.00
LOCATION L0000361     VOLUME   383510.342 3775135.500 115.06
LOCATION L0000362     VOLUME   383513.328 3775133.388 115.11
LOCATION L0000363     VOLUME   383516.314 3775131.276 115.14
LOCATION L0000364     VOLUME   383519.300 3775129.164 115.16
LOCATION L0000365     VOLUME   383522.286 3775127.052 115.10
LOCATION L0000366     VOLUME   383525.273 3775124.940 115.04
LOCATION L0000367     VOLUME   383528.259 3775122.828 115.02
LOCATION L0000368     VOLUME   383531.245 3775120.715 115.04
LOCATION L0000369     VOLUME   383534.228 3775118.600 115.09
LOCATION L0000370     VOLUME   383537.211 3775116.482 115.13
LOCATION L0000371     VOLUME   383540.193 3775114.365 115.18
LOCATION L0000372     VOLUME   383543.175 3775112.247 115.22
LOCATION L0000373     VOLUME   383546.158 3775110.130 115.26
LOCATION L0000374     VOLUME   383549.140 3775108.012 115.29
LOCATION L0000375     VOLUME   383552.122 3775105.895 115.32
LOCATION L0000376     VOLUME   383555.105 3775103.777 115.35
LOCATION L0000377     VOLUME   383558.087 3775101.660 115.38
LOCATION L0000378     VOLUME   383561.069 3775099.542 115.42
LOCATION L0000379     VOLUME   383564.052 3775097.425 115.45
LOCATION L0000380     VOLUME   383567.034 3775095.307 115.49
LOCATION L0000381     VOLUME   383570.016 3775093.190 115.53
LOCATION L0000382     VOLUME   383572.999 3775091.072 115.53
LOCATION L0000383     VOLUME   383575.981 3775088.955 115.57
LOCATION L0000384     VOLUME   383579.019 3775086.919 115.66
LOCATION L0000385     VOLUME   383582.083 3775084.922 115.70
LOCATION L0000386     VOLUME   383585.147 3775082.925 115.74
LOCATION L0000387     VOLUME   383588.212 3775080.928 115.78
LOCATION L0000388     VOLUME   383591.276 3775078.931 115.82
LOCATION L0000389     VOLUME   383594.340 3775076.934 115.86
LOCATION L0000390     VOLUME   383597.404 3775074.937 115.84
LOCATION L0000391     VOLUME   383600.469 3775072.940 115.74
LOCATION L0000392     VOLUME   383603.533 3775070.943 115.68
LOCATION L0000393     VOLUME   383606.597 3775068.946 115.64
LOCATION L0000394     VOLUME   383609.662 3775066.949 115.64
LOCATION L0000395     VOLUME   383612.726 3775064.952 115.68
LOCATION L0000396     VOLUME   383615.790 3775062.955 115.75
LOCATION L0000397     VOLUME   383618.860 3775060.965 115.85
LOCATION L0000398     VOLUME   383621.931 3775058.980 115.97
LOCATION L0000399     VOLUME   383625.003 3775056.994 116.02
LOCATION L0000400     VOLUME   383628.075 3775055.009 116.05
LOCATION L0000401     VOLUME   383631.147 3775053.024 116.00
LOCATION L0000402     VOLUME   383634.219 3775051.038 115.97
LOCATION L0000403     VOLUME   383637.291 3775049.053 115.95
LOCATION L0000404     VOLUME   383640.362 3775047.067 115.94
LOCATION L0000405     VOLUME   383643.434 3775045.082 115.95
LOCATION L0000406     VOLUME   383646.506 3775043.096 115.97
LOCATION L0000407     VOLUME   383649.578 3775041.111 115.89
LOCATION L0000408     VOLUME   383652.650 3775039.125 115.83
LOCATION L0000409     VOLUME   383655.764 3775037.209 115.80
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   LOCATION L0000410     VOLUME   383658.901 3775035.327 115.82
   LOCATION L0000411     VOLUME   383662.037 3775033.445 115.89
   LOCATION L0000412     VOLUME   383665.173 3775031.564 116.00
   LOCATION L0000413     VOLUME   383668.310 3775029.682 116.16
   LOCATION L0000414     VOLUME   383671.446 3775027.800 116.37
** End of LINE VOLUME Source ID = SLINE1
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** Line Source Represented by Adjacent Volume Sources
** LINE VOLUME Source ID = SLINE2
** DESCRSRC SB I-5 freeway traffic
** PREFIX
** Length of Side = 3.66
** Configuration = Adjacent
** Emission Rate = 0.000951
** Elevated
** Vertical Dimension = 3.66
** SZINIT = 0.85
** Nodes = 6
** 383358.446, 3775223.764, 114.69, 0.00, 1.70
** 383433.357, 3775167.841, 115.07, 0.00, 1.70
** 383513.782, 3775106.418, 115.24, 0.00, 1.70
** 383566.173, 3775070.205, 116.55, 0.00, 1.70
** 383611.211, 3775042.702, 116.71, 0.00, 1.70
** 383661.304, 3775011.991, 116.88, 0.00, 1.70
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   LOCATION L0001119     VOLUME   383362.843 3775220.482 113.89
   LOCATION L0001120     VOLUME   383365.774 3775218.294 113.64
   LOCATION L0001121     VOLUME   383368.705 3775216.106 113.49
   LOCATION L0001122     VOLUME   383371.636 3775213.918 113.50
   LOCATION L0001123     VOLUME   383374.567 3775211.730 113.69
   LOCATION L0001124     VOLUME   383377.497 3775209.542 113.92
   LOCATION L0001125     VOLUME   383380.428 3775207.354 114.07
   LOCATION L0001126     VOLUME   383383.359 3775205.166 114.14
   LOCATION L0001127     VOLUME   383386.290 3775202.978 114.13
   LOCATION L0001128     VOLUME   383389.221 3775200.790 114.04
   LOCATION L0001129     VOLUME   383392.152 3775198.602 113.87
   LOCATION L0001130     VOLUME   383395.083 3775196.414 113.85
   LOCATION L0001131     VOLUME   383398.014 3775194.226 113.88
   LOCATION L0001132     VOLUME   383400.945 3775192.038 113.92
   LOCATION L0001133     VOLUME   383403.876 3775189.850 113.95
   LOCATION L0001134     VOLUME   383406.807 3775187.662 113.99
   LOCATION L0001135     VOLUME   383409.738 3775185.474 114.02
   LOCATION L0001136     VOLUME   383412.669 3775183.285 114.05
   LOCATION L0001137     VOLUME   383415.600 3775181.097 114.15
   LOCATION L0001138     VOLUME   383418.531 3775178.909 114.39
   LOCATION L0001139     VOLUME   383421.462 3775176.721 114.58
   LOCATION L0001140     VOLUME   383424.393 3775174.533 114.72
   LOCATION L0001141     VOLUME   383427.324 3775172.345 114.81
   LOCATION L0001142     VOLUME   383430.255 3775170.157 114.85
   LOCATION L0001143     VOLUME   383433.186 3775167.969 114.84
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LOCATION L0001145     VOLUME   383439.001 3775163.531 114.69
LOCATION L0001146     VOLUME   383441.907 3775161.311 114.54
LOCATION L0001147     VOLUME   383444.814 3775159.091 114.45
LOCATION L0001148     VOLUME   383447.721 3775156.871 114.49
LOCATION L0001149     VOLUME   383450.628 3775154.651 114.53
LOCATION L0001150     VOLUME   383453.535 3775152.431 114.57
LOCATION L0001151     VOLUME   383456.441 3775150.211 114.62
LOCATION L0001152     VOLUME   383459.348 3775147.991 114.73
LOCATION L0001153     VOLUME   383462.255 3775145.771 114.81
LOCATION L0001154     VOLUME   383465.162 3775143.551 114.86
LOCATION L0001155     VOLUME   383468.069 3775141.331 114.88
LOCATION L0001156     VOLUME   383470.975 3775139.111 114.90
LOCATION L0001157     VOLUME   383473.882 3775136.891 114.95
LOCATION L0001158     VOLUME   383476.789 3775134.670 114.98
LOCATION L0001159     VOLUME   383479.696 3775132.450 115.01
LOCATION L0001160     VOLUME   383482.603 3775130.230 115.04
LOCATION L0001161     VOLUME   383485.509 3775128.010 115.06
LOCATION L0001162     VOLUME   383488.416 3775125.790 115.08
LOCATION L0001163     VOLUME   383491.323 3775123.570 115.09
LOCATION L0001164     VOLUME   383494.230 3775121.350 115.10
LOCATION L0001165     VOLUME   383497.137 3775119.130 115.14
LOCATION L0001166     VOLUME   383500.043 3775116.910 115.26
LOCATION L0001167     VOLUME   383502.950 3775114.690 115.36
LOCATION L0001168     VOLUME   383505.857 3775112.470 115.43
LOCATION L0001169     VOLUME   383508.764 3775110.250 115.48
LOCATION L0001170     VOLUME   383511.671 3775108.030 115.50
LOCATION L0001171     VOLUME   383514.605 3775105.849 115.49
LOCATION L0001172     VOLUME   383517.614 3775103.769 115.45
LOCATION L0001173     VOLUME   383520.623 3775101.689 115.42
LOCATION L0001174     VOLUME   383523.632 3775099.609 115.47
LOCATION L0001175     VOLUME   383526.641 3775097.530 115.51
LOCATION L0001176     VOLUME   383529.649 3775095.450 115.55
LOCATION L0001177     VOLUME   383532.658 3775093.370 115.59
LOCATION L0001178     VOLUME   383535.667 3775091.291 115.63
LOCATION L0001179     VOLUME   383538.676 3775089.211 115.68
LOCATION L0001180     VOLUME   383541.685 3775087.131 115.74
LOCATION L0001181     VOLUME   383544.694 3775085.052 115.84
LOCATION L0001182     VOLUME   383547.702 3775082.972 115.92
LOCATION L0001183     VOLUME   383550.711 3775080.892 115.99
LOCATION L0001184     VOLUME   383553.720 3775078.813 116.04
LOCATION L0001185     VOLUME   383556.729 3775076.733 116.08
LOCATION L0001186     VOLUME   383559.738 3775074.653 116.10
LOCATION L0001187     VOLUME   383562.746 3775072.574 116.11
LOCATION L0001188     VOLUME   383565.755 3775070.494 116.11
LOCATION L0001189     VOLUME   383568.861 3775068.564 116.08
LOCATION L0001190     VOLUME   383571.983 3775066.657 116.08
LOCATION L0001191     VOLUME   383575.104 3775064.751 116.12
LOCATION L0001192     VOLUME   383578.226 3775062.845 116.16
LOCATION L0001193     VOLUME   383581.348 3775060.939 116.20
LOCATION L0001194     VOLUME   383584.469 3775059.033 116.23
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   LOCATION L0001195     VOLUME   383587.591 3775057.126 116.27
   LOCATION L0001196     VOLUME   383590.712 3775055.220 116.33
   LOCATION L0001197     VOLUME   383593.834 3775053.314 116.38
   LOCATION L0001198     VOLUME   383596.955 3775051.408 116.44
   LOCATION L0001199     VOLUME   383600.077 3775049.501 116.48
   LOCATION L0001200     VOLUME   383603.199 3775047.595 116.52
   LOCATION L0001201     VOLUME   383606.320 3775045.689 116.55
   LOCATION L0001202     VOLUME   383609.442 3775043.783 116.58
   LOCATION L0001203     VOLUME   383612.562 3775041.874 116.60
   LOCATION L0001204     VOLUME   383615.680 3775039.962 116.62
   LOCATION L0001205     VOLUME   383618.798 3775038.050 116.64
   LOCATION L0001206     VOLUME   383621.917 3775036.139 116.64
   LOCATION L0001207     VOLUME   383625.035 3775034.227 116.65
   LOCATION L0001208     VOLUME   383628.153 3775032.315 116.66
   LOCATION L0001209     VOLUME   383631.271 3775030.403 116.69
   LOCATION L0001210     VOLUME   383634.389 3775028.492 116.74
   LOCATION L0001211     VOLUME   383637.508 3775026.580 116.79
   LOCATION L0001212     VOLUME   383640.626 3775024.668 116.86
   LOCATION L0001213     VOLUME   383643.744 3775022.756 116.88
   LOCATION L0001214     VOLUME   383646.862 3775020.845 116.91
   LOCATION L0001215     VOLUME   383649.980 3775018.933 116.95
   LOCATION L0001216     VOLUME   383653.099 3775017.021 116.98
   LOCATION L0001217     VOLUME   383656.217 3775015.109 117.02
   LOCATION L0001218     VOLUME   383659.335 3775013.198 117.06
** End of LINE VOLUME Source ID = SLINE2
** Source Parameters **
** LINE VOLUME Source ID = SLINE1
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   SRCPARAM L0000315     0.000009416      0.00      1.70      0.85
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   SRCPARAM L0000317     0.000009416      0.00      1.70      0.85
   SRCPARAM L0000318     0.000009416      0.00      1.70      0.85
   SRCPARAM L0000319     0.000009416      0.00      1.70      0.85
   SRCPARAM L0000320     0.000009416      0.00      1.70      0.85
   SRCPARAM L0000321     0.000009416      0.00      1.70      0.85
   SRCPARAM L0000322     0.000009416      0.00      1.70      0.85
   SRCPARAM L0000323     0.000009416      0.00      1.70      0.85
   SRCPARAM L0000324     0.000009416      0.00      1.70      0.85
   SRCPARAM L0000325     0.000009416      0.00      1.70      0.85
   SRCPARAM L0000326     0.000009416      0.00      1.70      0.85
   SRCPARAM L0000327     0.000009416      0.00      1.70      0.85
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   SRCPARAM L0000337     0.000009416      0.00      1.70      0.85
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SRCPARAM L0000384     0.000009416      0.00      1.70      0.85
SRCPARAM L0000385     0.000009416      0.00      1.70      0.85
SRCPARAM L0000386     0.000009416      0.00      1.70      0.85
SRCPARAM L0000387     0.000009416      0.00      1.70      0.85
SRCPARAM L0000388     0.000009416      0.00      1.70      0.85
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   SRCPARAM L0000397     0.000009416      0.00      1.70      0.85
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   SRCPARAM L0000401     0.000009416      0.00      1.70      0.85
   SRCPARAM L0000402     0.000009416      0.00      1.70      0.85
   SRCPARAM L0000403     0.000009416      0.00      1.70      0.85
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   SRCPARAM L0000406     0.000009416      0.00      1.70      0.85
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   SRCPARAM L0001125     0.000009416      0.00      1.70      0.85
   SRCPARAM L0001126     0.000009416      0.00      1.70      0.85
   SRCPARAM L0001127     0.000009416      0.00      1.70      0.85
   SRCPARAM L0001128     0.000009416      0.00      1.70      0.85
   SRCPARAM L0001129     0.000009416      0.00      1.70      0.85
   SRCPARAM L0001130     0.000009416      0.00      1.70      0.85
   SRCPARAM L0001131     0.000009416      0.00      1.70      0.85
   SRCPARAM L0001132     0.000009416      0.00      1.70      0.85
   SRCPARAM L0001133     0.000009416      0.00      1.70      0.85
   SRCPARAM L0001134     0.000009416      0.00      1.70      0.85
   SRCPARAM L0001135     0.000009416      0.00      1.70      0.85
   SRCPARAM L0001136     0.000009416      0.00      1.70      0.85
   SRCPARAM L0001137     0.000009416      0.00      1.70      0.85
   SRCPARAM L0001138     0.000009416      0.00      1.70      0.85
   SRCPARAM L0001139     0.000009416      0.00      1.70      0.85
   SRCPARAM L0001140     0.000009416      0.00      1.70      0.85
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SRCPARAM L0001141     0.000009416      0.00      1.70      0.85
SRCPARAM L0001142     0.000009416      0.00      1.70      0.85
SRCPARAM L0001143     0.000009416      0.00      1.70      0.85
SRCPARAM L0001144     0.000009416      0.00      1.70      0.85
SRCPARAM L0001145     0.000009416      0.00      1.70      0.85
SRCPARAM L0001146     0.000009416      0.00      1.70      0.85
SRCPARAM L0001147     0.000009416      0.00      1.70      0.85
SRCPARAM L0001148     0.000009416      0.00      1.70      0.85
SRCPARAM L0001149     0.000009416      0.00      1.70      0.85
SRCPARAM L0001150     0.000009416      0.00      1.70      0.85
SRCPARAM L0001151     0.000009416      0.00      1.70      0.85
SRCPARAM L0001152     0.000009416      0.00      1.70      0.85
SRCPARAM L0001153     0.000009416      0.00      1.70      0.85
SRCPARAM L0001154     0.000009416      0.00      1.70      0.85
SRCPARAM L0001155     0.000009416      0.00      1.70      0.85
SRCPARAM L0001156     0.000009416      0.00      1.70      0.85
SRCPARAM L0001157     0.000009416      0.00      1.70      0.85
SRCPARAM L0001158     0.000009416      0.00      1.70      0.85
SRCPARAM L0001159     0.000009416      0.00      1.70      0.85
SRCPARAM L0001160     0.000009416      0.00      1.70      0.85
SRCPARAM L0001161     0.000009416      0.00      1.70      0.85
SRCPARAM L0001162     0.000009416      0.00      1.70      0.85
SRCPARAM L0001163     0.000009416      0.00      1.70      0.85
SRCPARAM L0001164     0.000009416      0.00      1.70      0.85
SRCPARAM L0001165     0.000009416      0.00      1.70      0.85
SRCPARAM L0001166     0.000009416      0.00      1.70      0.85
SRCPARAM L0001167     0.000009416      0.00      1.70      0.85
SRCPARAM L0001168     0.000009416      0.00      1.70      0.85
SRCPARAM L0001169     0.000009416      0.00      1.70      0.85
SRCPARAM L0001170     0.000009416      0.00      1.70      0.85
SRCPARAM L0001171     0.000009416      0.00      1.70      0.85
SRCPARAM L0001172     0.000009416      0.00      1.70      0.85
SRCPARAM L0001173     0.000009416      0.00      1.70      0.85
SRCPARAM L0001174     0.000009416      0.00      1.70      0.85
SRCPARAM L0001175     0.000009416      0.00      1.70      0.85
SRCPARAM L0001176     0.000009416      0.00      1.70      0.85
SRCPARAM L0001177     0.000009416      0.00      1.70      0.85
SRCPARAM L0001178     0.000009416      0.00      1.70      0.85
SRCPARAM L0001179     0.000009416      0.00      1.70      0.85
SRCPARAM L0001180     0.000009416      0.00      1.70      0.85
SRCPARAM L0001181     0.000009416      0.00      1.70      0.85
SRCPARAM L0001182     0.000009416      0.00      1.70      0.85
SRCPARAM L0001183     0.000009416      0.00      1.70      0.85
SRCPARAM L0001184     0.000009416      0.00      1.70      0.85
SRCPARAM L0001185     0.000009416      0.00      1.70      0.85
SRCPARAM L0001186     0.000009416      0.00      1.70      0.85
SRCPARAM L0001187     0.000009416      0.00      1.70      0.85
SRCPARAM L0001188     0.000009416      0.00      1.70      0.85
SRCPARAM L0001189     0.000009416      0.00      1.70      0.85
SRCPARAM L0001190     0.000009416      0.00      1.70      0.85
SRCPARAM L0001191     0.000009416      0.00      1.70      0.85
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   SRCPARAM L0001192     0.000009416      0.00      1.70      0.85
   SRCPARAM L0001193     0.000009416      0.00      1.70      0.85
   SRCPARAM L0001194     0.000009416      0.00      1.70      0.85
   SRCPARAM L0001195     0.000009416      0.00      1.70      0.85
   SRCPARAM L0001196     0.000009416      0.00      1.70      0.85
   SRCPARAM L0001197     0.000009416      0.00      1.70      0.85
   SRCPARAM L0001198     0.000009416      0.00      1.70      0.85
   SRCPARAM L0001199     0.000009416      0.00      1.70      0.85
   SRCPARAM L0001200     0.000009416      0.00      1.70      0.85
   SRCPARAM L0001201     0.000009416      0.00      1.70      0.85
   SRCPARAM L0001202     0.000009416      0.00      1.70      0.85
   SRCPARAM L0001203     0.000009416      0.00      1.70      0.85
   SRCPARAM L0001204     0.000009416      0.00      1.70      0.85
   SRCPARAM L0001205     0.000009416      0.00      1.70      0.85
   SRCPARAM L0001206     0.000009416      0.00      1.70      0.85
   SRCPARAM L0001207     0.000009416      0.00      1.70      0.85
   SRCPARAM L0001208     0.000009416      0.00      1.70      0.85
   SRCPARAM L0001209     0.000009416      0.00      1.70      0.85
   SRCPARAM L0001210     0.000009416      0.00      1.70      0.85
   SRCPARAM L0001211     0.000009416      0.00      1.70      0.85
   SRCPARAM L0001212     0.000009416      0.00      1.70      0.85
   SRCPARAM L0001213     0.000009416      0.00      1.70      0.85
   SRCPARAM L0001214     0.000009416      0.00      1.70      0.85
   SRCPARAM L0001215     0.000009416      0.00      1.70      0.85
   SRCPARAM L0001216     0.000009416      0.00      1.70      0.85
   SRCPARAM L0001217     0.000009416      0.00      1.70      0.85
   SRCPARAM L0001218     0.000009416      0.00      1.70      0.85
** ------------------------------------------------------------------
   URBANSRC ALL
   SRCGROUP ALL
SO FINISHED
**
**************************************
** AERMOD Receptor Pathway
**************************************
**
**
RE STARTING
   INCLUDED "18-0079 Kahwaji Building OY.rou"
RE FINISHED
**
**************************************
** AERMOD Meteorology Pathway
**************************************
**
**
ME STARTING
   SURFFILE "E:\New MET data\KCQT_V9_ADJU\KCQT_v9.SFC"
   PROFFILE "E:\New MET data\KCQT_V9_ADJU\KCQT_v9.PFL"
   SURFDATA 93134 2012
   UAIRDATA 3190 2012
```

```
   PROFBASE 55.0 METERS
ME FINISHED
**
**************************************
** AERMOD Output Pathway
**************************************
**
**
OU STARTING
** Auto-Generated Plotfiles
   PLOTFILE PERIOD ALL "18-0079 Kahwaji Building OY.AD\PE00GALL.PLT" 31
   SUMMFILE "18-0079 Kahwaji Building OY.sum"
OU FINISHED


  *** Message Summary For AERMOD Model Setup ***

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

 A Total of            0 Fatal Error Message(s)
 A Total of            2 Warning Message(s)
 A Total of            0 Informational Message(s)


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


    ********   WARNING MESSAGES   ********
 ME W186     511       MEOPEN: THRESH_1MIN 1-min ASOS wind speed threshold used          0.50
 ME W187     511       MEOPEN: ADJ_U* Option for Stable Low Winds used in AERMET

 ***********************************
 *** SETUP Finishes Successfully ***
 ***********************************


 *** AERMOD - VERSION  18081 ***   *** 18-0079 Kahwaji Building                                        ***        03/27/19
 *** AERMET - VERSION  16216 ***   *** DPM concentrations OY (2021)                                    ***        19:15:22
                                                                                                                 PAGE   1
 *** MODELOPTs:    RegDFAULT  CONC  ELEV  URBAN  ADJ_U*

                                          ***     MODEL SETUP OPTIONS SUMMARY       ***
 - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -

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

   --  DEPOSITION LOGIC  --
 **NO GAS DEPOSITION Data Provided.
 **NO PARTICLE DEPOSITION Data Provided.
 **Model Uses NO DRY DEPLETION.  DRYDPLT  =  F
```

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

**Model Uses URBAN Dispersion Algorithm for the SBL for   202 Source(s),
  for Total of    1 Urban Area(s):
  Urban Population =   9818605.0 ;  Urban Roughness Length =  1.000 m

**Model Uses Regulatory DEFAULT Options:
        1. Stack-tip Downwash.
        2. Model Accounts for ELEVated Terrain Effects.
        3. Use Calms Processing Routine.
        4. Use Missing Data Processing Routine.
        5. No Exponential Decay.
        6. Urban Roughness Length of 1.0 Meter Assumed.

**Other Options Specified:
        ADJ_U*   - Use ADJ_U* option for SBL in AERMET
        CCVR_Sub - Meteorological data includes CCVR substitutions
        TEMP_Sub - Meteorological data includes TEMP substitutions

**Model Assumes No FLAGPOLE Receptor Heights.

**The User Specified a Pollutant Type of:  DPM

**Model Calculates PERIOD Averages Only

**This Run Includes:    202 Source(s);       1 Source Group(s); and     445 Receptor(s)

               with:      0 POINT(s), including
                          0 POINTCAP(s) and      0 POINTHOR(s)
                and:    202 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 PERIOD Averages by Receptor
         Model Outputs External File(s) of High Values for Plotting (PLOTFILE Keyword)
         Model Outputs Separate Summary File of High Ranked Values (SUMMFILE Keyword)

**NOTE:  The Following Flags May Appear Following CONC Values:  c for Calm Hours
                                                                m for Missing Hours
                                                                b for Both Calm and Missing Hours

**Misc. Inputs:  Base Elev. for Pot. Temp. Profile (m MSL) =    55.00 ;  Decay Coef. =    0.000     ;  Rot. Angle =     0.0
                 Emission Units = GRAMS/SEC                                ;  Emission Rate Unit Factor =   0.10000E+07
```

*** VOLUME SOURCE DATA ***

SOURCE ID	NUMBER PART. CATS.	EMISSION RATE (GRAMS/SEC)	X (METERS)	Y (METERS)	BASE ELEV. (METERS)	RELEASE HEIGHT (METERS)	INIT. SY (METERS)	INIT. SZ (METERS)	URBAN SOURCE	EMISSION RATE SCALAR VARY BY
L0000314	0	0.94160E-05	383374.7	3775241.0	113.5	0.00	1.70	0.85	YES	
L0000315	0	0.94160E-05	383377.5	3775238.7	113.5	0.00	1.70	0.85	YES	
L0000316	0	0.94160E-05	383380.4	3775236.4	113.6	0.00	1.70	0.85	YES	
L0000317	0	0.94160E-05	383383.3	3775234.1	113.6	0.00	1.70	0.85	YES	
L0000318	0	0.94160E-05	383386.1	3775231.9	113.6	0.00	1.70	0.85	YES	
L0000319	0	0.94160E-05	383389.0	3775229.6	113.6	0.00	1.70	0.85	YES	
L0000320	0	0.94160E-05	383391.8	3775227.3	113.7	0.00	1.70	0.85	YES	
L0000321	0	0.94160E-05	383394.7	3775225.0	113.7	0.00	1.70	0.85	YES	
L0000322	0	0.94160E-05	383397.5	3775222.7	113.7	0.00	1.70	0.85	YES	
L0000323	0	0.94160E-05	383400.4	3775220.4	113.7	0.00	1.70	0.85	YES	
L0000324	0	0.94160E-05	383403.2	3775218.1	113.7	0.00	1.70	0.85	YES	
L0000325	0	0.94160E-05	383406.1	3775215.9	113.7	0.00	1.70	0.85	YES	
L0000326	0	0.94160E-05	383409.0	3775213.6	113.6	0.00	1.70	0.85	YES	
L0000327	0	0.94160E-05	383411.8	3775211.3	113.6	0.00	1.70	0.85	YES	
L0000328	0	0.94160E-05	383414.7	3775209.0	113.6	0.00	1.70	0.85	YES	
L0000329	0	0.94160E-05	383417.5	3775206.7	113.7	0.00	1.70	0.85	YES	
L0000330	0	0.94160E-05	383420.4	3775204.4	113.7	0.00	1.70	0.85	YES	
L0000331	0	0.94160E-05	383423.2	3775202.1	113.7	0.00	1.70	0.85	YES	
L0000332	0	0.94160E-05	383426.1	3775199.9	113.8	0.00	1.70	0.85	YES	
L0000333	0	0.94160E-05	383428.9	3775197.6	113.8	0.00	1.70	0.85	YES	
L0000334	0	0.94160E-05	383431.8	3775195.3	113.8	0.00	1.70	0.85	YES	
L0000335	0	0.94160E-05	383434.6	3775193.0	113.9	0.00	1.70	0.85	YES	
L0000336	0	0.94160E-05	383437.5	3775190.7	113.9	0.00	1.70	0.85	YES	
L0000337	0	0.94160E-05	383440.4	3775188.4	113.9	0.00	1.70	0.85	YES	
L0000338	0	0.94160E-05	383443.2	3775186.1	113.9	0.00	1.70	0.85	YES	
L0000339	0	0.94160E-05	383446.1	3775183.8	114.0	0.00	1.70	0.85	YES	
L0000340	0	0.94160E-05	383448.9	3775181.6	114.0	0.00	1.70	0.85	YES	
L0000341	0	0.94160E-05	383451.8	3775179.3	114.0	0.00	1.70	0.85	YES	

L0000342	0	0.94160E-05	383454.6	3775177.0	114.1	0.00	1.70	0.85	YES	
L0000343	0	0.94160E-05	383457.5	3775174.7	114.1	0.00	1.70	0.85	YES	
L0000344	0	0.94160E-05	383460.3	3775172.4	114.2	0.00	1.70	0.85	YES	
L0000345	0	0.94160E-05	383463.2	3775170.1	114.2	0.00	1.70	0.85	YES	
L0000346	0	0.94160E-05	383466.0	3775167.8	114.2	0.00	1.70	0.85	YES	
L0000347	0	0.94160E-05	383468.9	3775165.6	114.3	0.00	1.70	0.85	YES	
L0000348	0	0.94160E-05	383471.8	3775163.3	114.4	0.00	1.70	0.85	YES	
L0000349	0	0.94160E-05	383474.6	3775161.0	114.5	0.00	1.70	0.85	YES	
L0000350	0	0.94160E-05	383477.5	3775158.7	114.5	0.00	1.70	0.85	YES	
L0000351	0	0.94160E-05	383480.5	3775156.6	114.6	0.00	1.70	0.85	YES	
L0000352	0	0.94160E-05	383483.5	3775154.5	114.6	0.00	1.70	0.85	YES	
L0000353	0	0.94160E-05	383486.5	3775152.4	114.6	0.00	1.70	0.85	YES	

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** VOLUME SOURCE DATA ***

SOURCE ID	NUMBER PART. CATS.	EMISSION RATE (GRAMS/SEC)	X (METERS)	Y (METERS)	BASE ELEV. (METERS)	RELEASE HEIGHT (METERS)	INIT. SY (METERS)	INIT. SZ (METERS)	URBAN SOURCE	EMISSION RATE SCALAR VARY BY
L0000354	0	0.94160E-05	383489.4	3775150.3	114.5	0.00	1.70	0.85	YES	
L0000355	0	0.94160E-05	383492.4	3775148.2	114.5	0.00	1.70	0.85	YES	
L0000356	0	0.94160E-05	383495.4	3775146.1	114.6	0.00	1.70	0.85	YES	
L0000357	0	0.94160E-05	383498.4	3775143.9	114.7	0.00	1.70	0.85	YES	
L0000358	0	0.94160E-05	383501.4	3775141.8	114.8	0.00	1.70	0.85	YES	
L0000359	0	0.94160E-05	383504.4	3775139.7	114.9	0.00	1.70	0.85	YES	
L0000360	0	0.94160E-05	383507.4	3775137.6	115.0	0.00	1.70	0.85	YES	
L0000361	0	0.94160E-05	383510.3	3775135.5	115.1	0.00	1.70	0.85	YES	
L0000362	0	0.94160E-05	383513.3	3775133.4	115.1	0.00	1.70	0.85	YES	
L0000363	0	0.94160E-05	383516.3	3775131.3	115.1	0.00	1.70	0.85	YES	
L0000364	0	0.94160E-05	383519.3	3775129.2	115.2	0.00	1.70	0.85	YES	
L0000365	0	0.94160E-05	383522.3	3775127.1	115.1	0.00	1.70	0.85	YES	
L0000366	0	0.94160E-05	383525.3	3775124.9	115.0	0.00	1.70	0.85	YES	
L0000367	0	0.94160E-05	383528.3	3775122.8	115.0	0.00	1.70	0.85	YES	
L0000368	0	0.94160E-05	383531.2	3775120.7	115.0	0.00	1.70	0.85	YES	
L0000369	0	0.94160E-05	383534.2	3775118.6	115.1	0.00	1.70	0.85	YES	
L0000370	0	0.94160E-05	383537.2	3775116.5	115.1	0.00	1.70	0.85	YES	
L0000371	0	0.94160E-05	383540.2	3775114.4	115.2	0.00	1.70	0.85	YES	
L0000372	0	0.94160E-05	383543.2	3775112.2	115.2	0.00	1.70	0.85	YES	
L0000373	0	0.94160E-05	383546.2	3775110.1	115.3	0.00	1.70	0.85	YES	
L0000374	0	0.94160E-05	383549.1	3775108.0	115.3	0.00	1.70	0.85	YES	
L0000375	0	0.94160E-05	383552.1	3775105.9	115.3	0.00	1.70	0.85	YES	
L0000376	0	0.94160E-05	383555.1	3775103.8	115.3	0.00	1.70	0.85	YES	
L0000377	0	0.94160E-05	383558.1	3775101.7	115.4	0.00	1.70	0.85	YES	
L0000378	0	0.94160E-05	383561.1	3775099.5	115.4	0.00	1.70	0.85	YES	

L0000379	0	0.94160E-05	383564.1	3775097.4	115.5	0.00	1.70	0.85	YES
L0000380	0	0.94160E-05	383567.0	3775095.3	115.5	0.00	1.70	0.85	YES
L0000381	0	0.94160E-05	383570.0	3775093.2	115.5	0.00	1.70	0.85	YES
L0000382	0	0.94160E-05	383573.0	3775091.1	115.5	0.00	1.70	0.85	YES
L0000383	0	0.94160E-05	383576.0	3775089.0	115.6	0.00	1.70	0.85	YES
L0000384	0	0.94160E-05	383579.0	3775086.9	115.7	0.00	1.70	0.85	YES
L0000385	0	0.94160E-05	383582.1	3775084.9	115.7	0.00	1.70	0.85	YES
L0000386	0	0.94160E-05	383585.1	3775082.9	115.7	0.00	1.70	0.85	YES
L0000387	0	0.94160E-05	383588.2	3775080.9	115.8	0.00	1.70	0.85	YES
L0000388	0	0.94160E-05	383591.3	3775078.9	115.8	0.00	1.70	0.85	YES
L0000389	0	0.94160E-05	383594.3	3775076.9	115.9	0.00	1.70	0.85	YES
L0000390	0	0.94160E-05	383597.4	3775074.9	115.8	0.00	1.70	0.85	YES
L0000391	0	0.94160E-05	383600.5	3775072.9	115.7	0.00	1.70	0.85	YES
L0000392	0	0.94160E-05	383603.5	3775070.9	115.7	0.00	1.70	0.85	YES
L0000393	0	0.94160E-05	383606.6	3775068.9	115.6	0.00	1.70	0.85	YES

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** VOLUME SOURCE DATA ***

SOURCE ID	NUMBER PART. CATS.	EMISSION RATE (GRAMS/SEC)	X (METERS)	Y (METERS)	BASE ELEV. (METERS)	RELEASE HEIGHT (METERS)	INIT. SY (METERS)	INIT. SZ (METERS)	URBAN SOURCE	EMISSION RATE SCALAR VARY BY
L0000394	0	0.94160E-05	383609.7	3775066.9	115.6	0.00	1.70	0.85	YES	
L0000395	0	0.94160E-05	383612.7	3775065.0	115.7	0.00	1.70	0.85	YES	
L0000396	0	0.94160E-05	383615.8	3775063.0	115.8	0.00	1.70	0.85	YES	
L0000397	0	0.94160E-05	383618.9	3775061.0	115.8	0.00	1.70	0.85	YES	
L0000398	0	0.94160E-05	383621.9	3775059.0	116.0	0.00	1.70	0.85	YES	
L0000399	0	0.94160E-05	383625.0	3775057.0	116.0	0.00	1.70	0.85	YES	
L0000400	0	0.94160E-05	383628.1	3775055.0	116.0	0.00	1.70	0.85	YES	
L0000401	0	0.94160E-05	383631.1	3775053.0	116.0	0.00	1.70	0.85	YES	
L0000402	0	0.94160E-05	383634.2	3775051.0	116.0	0.00	1.70	0.85	YES	
L0000403	0	0.94160E-05	383637.3	3775049.1	116.0	0.00	1.70	0.85	YES	
L0000404	0	0.94160E-05	383640.4	3775047.1	115.9	0.00	1.70	0.85	YES	
L0000405	0	0.94160E-05	383643.4	3775045.1	116.0	0.00	1.70	0.85	YES	
L0000406	0	0.94160E-05	383646.5	3775043.1	116.0	0.00	1.70	0.85	YES	
L0000407	0	0.94160E-05	383649.6	3775041.1	115.9	0.00	1.70	0.85	YES	
L0000408	0	0.94160E-05	383652.6	3775039.1	115.8	0.00	1.70	0.85	YES	
L0000409	0	0.94160E-05	383655.8	3775037.2	115.8	0.00	1.70	0.85	YES	
L0000410	0	0.94160E-05	383658.9	3775035.3	115.8	0.00	1.70	0.85	YES	
L0000411	0	0.94160E-05	383662.0	3775033.4	115.9	0.00	1.70	0.85	YES	
L0000412	0	0.94160E-05	383665.2	3775031.6	116.0	0.00	1.70	0.85	YES	
L0000413	0	0.94160E-05	383668.3	3775029.7	116.2	0.00	1.70	0.85	YES	
L0000414	0	0.94160E-05	383671.4	3775027.8	116.4	0.00	1.70	0.85	YES	
L0001118	0	0.94160E-05	383359.9	3775222.7	114.1	0.00	1.70	0.85	YES	

L0001119	0	0.94160E-05	383362.8	3775220.5	113.9	0.00	1.70	0.85	YES	
L0001120	0	0.94160E-05	383365.8	3775218.3	113.6	0.00	1.70	0.85	YES	
L0001121	0	0.94160E-05	383368.7	3775216.1	113.5	0.00	1.70	0.85	YES	
L0001122	0	0.94160E-05	383371.6	3775213.9	113.5	0.00	1.70	0.85	YES	
L0001123	0	0.94160E-05	383374.6	3775211.7	113.7	0.00	1.70	0.85	YES	
L0001124	0	0.94160E-05	383377.5	3775209.5	113.9	0.00	1.70	0.85	YES	
L0001125	0	0.94160E-05	383380.4	3775207.4	114.1	0.00	1.70	0.85	YES	
L0001126	0	0.94160E-05	383383.4	3775205.2	114.1	0.00	1.70	0.85	YES	
L0001127	0	0.94160E-05	383386.3	3775203.0	114.1	0.00	1.70	0.85	YES	
L0001128	0	0.94160E-05	383389.2	3775200.8	114.0	0.00	1.70	0.85	YES	
L0001129	0	0.94160E-05	383392.2	3775198.6	113.9	0.00	1.70	0.85	YES	
L0001130	0	0.94160E-05	383395.1	3775196.4	113.8	0.00	1.70	0.85	YES	
L0001131	0	0.94160E-05	383398.0	3775194.2	113.9	0.00	1.70	0.85	YES	
L0001132	0	0.94160E-05	383400.9	3775192.0	113.9	0.00	1.70	0.85	YES	
L0001133	0	0.94160E-05	383403.9	3775189.8	114.0	0.00	1.70	0.85	YES	
L0001134	0	0.94160E-05	383406.8	3775187.7	114.0	0.00	1.70	0.85	YES	
L0001135	0	0.94160E-05	383409.7	3775185.5	114.0	0.00	1.70	0.85	YES	
L0001136	0	0.94160E-05	383412.7	3775183.3	114.0	0.00	1.70	0.85	YES	

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** VOLUME SOURCE DATA ***

SOURCE ID	NUMBER PART. CATS.	EMISSION RATE (GRAMS/SEC)	X (METERS)	Y (METERS)	BASE ELEV. (METERS)	RELEASE HEIGHT (METERS)	INIT. SY (METERS)	INIT. SZ (METERS)	URBAN SOURCE	EMISSION RATE SCALAR VARY BY
L0001137	0	0.94160E-05	383415.6	3775181.1	114.1	0.00	1.70	0.85	YES	
L0001138	0	0.94160E-05	383418.5	3775178.9	114.4	0.00	1.70	0.85	YES	
L0001139	0	0.94160E-05	383421.5	3775176.7	114.6	0.00	1.70	0.85	YES	
L0001140	0	0.94160E-05	383424.4	3775174.5	114.7	0.00	1.70	0.85	YES	
L0001141	0	0.94160E-05	383427.3	3775172.3	114.8	0.00	1.70	0.85	YES	
L0001142	0	0.94160E-05	383430.3	3775170.2	114.8	0.00	1.70	0.85	YES	
L0001143	0	0.94160E-05	383433.2	3775168.0	114.8	0.00	1.70	0.85	YES	
L0001144	0	0.94160E-05	383436.1	3775165.8	114.8	0.00	1.70	0.85	YES	
L0001145	0	0.94160E-05	383439.0	3775163.5	114.7	0.00	1.70	0.85	YES	
L0001146	0	0.94160E-05	383441.9	3775161.3	114.5	0.00	1.70	0.85	YES	
L0001147	0	0.94160E-05	383444.8	3775159.1	114.5	0.00	1.70	0.85	YES	
L0001148	0	0.94160E-05	383447.7	3775156.9	114.5	0.00	1.70	0.85	YES	
L0001149	0	0.94160E-05	383450.6	3775154.7	114.5	0.00	1.70	0.85	YES	
L0001150	0	0.94160E-05	383453.5	3775152.4	114.6	0.00	1.70	0.85	YES	
L0001151	0	0.94160E-05	383456.4	3775150.2	114.6	0.00	1.70	0.85	YES	
L0001152	0	0.94160E-05	383459.3	3775148.0	114.7	0.00	1.70	0.85	YES	
L0001153	0	0.94160E-05	383462.3	3775145.8	114.8	0.00	1.70	0.85	YES	
L0001154	0	0.94160E-05	383465.2	3775143.6	114.9	0.00	1.70	0.85	YES	
L0001155	0	0.94160E-05	383468.1	3775141.3	114.9	0.00	1.70	0.85	YES	

L0001156	0	0.94160E-05	383471.0	3775139.1	114.9	0.00	1.70	0.85	YES
L0001157	0	0.94160E-05	383473.9	3775136.9	115.0	0.00	1.70	0.85	YES
L0001158	0	0.94160E-05	383476.8	3775134.7	115.0	0.00	1.70	0.85	YES
L0001159	0	0.94160E-05	383479.7	3775132.4	115.0	0.00	1.70	0.85	YES
L0001160	0	0.94160E-05	383482.6	3775130.2	115.0	0.00	1.70	0.85	YES
L0001161	0	0.94160E-05	383485.5	3775128.0	115.1	0.00	1.70	0.85	YES
L0001162	0	0.94160E-05	383488.4	3775125.8	115.1	0.00	1.70	0.85	YES
L0001163	0	0.94160E-05	383491.3	3775123.6	115.1	0.00	1.70	0.85	YES
L0001164	0	0.94160E-05	383494.2	3775121.3	115.1	0.00	1.70	0.85	YES
L0001165	0	0.94160E-05	383497.1	3775119.1	115.1	0.00	1.70	0.85	YES
L0001166	0	0.94160E-05	383500.0	3775116.9	115.3	0.00	1.70	0.85	YES
L0001167	0	0.94160E-05	383503.0	3775114.7	115.4	0.00	1.70	0.85	YES
L0001168	0	0.94160E-05	383505.9	3775112.5	115.4	0.00	1.70	0.85	YES
L0001169	0	0.94160E-05	383508.8	3775110.2	115.5	0.00	1.70	0.85	YES
L0001170	0	0.94160E-05	383511.7	3775108.0	115.5	0.00	1.70	0.85	YES
L0001171	0	0.94160E-05	383514.6	3775105.8	115.5	0.00	1.70	0.85	YES
L0001172	0	0.94160E-05	383517.6	3775103.8	115.5	0.00	1.70	0.85	YES
L0001173	0	0.94160E-05	383520.6	3775101.7	115.4	0.00	1.70	0.85	YES
L0001174	0	0.94160E-05	383523.6	3775099.6	115.5	0.00	1.70	0.85	YES
L0001175	0	0.94160E-05	383526.6	3775097.5	115.5	0.00	1.70	0.85	YES
L0001176	0	0.94160E-05	383529.6	3775095.4	115.5	0.00	1.70	0.85	YES

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** VOLUME SOURCE DATA ***

SOURCE ID	NUMBER PART. CATS.	EMISSION RATE (GRAMS/SEC)	X (METERS)	Y (METERS)	BASE ELEV. (METERS)	RELEASE HEIGHT (METERS)	INIT. SY (METERS)	INIT. SZ (METERS)	URBAN SOURCE	EMISSION RATE SCALAR VARY BY
L0001177	0	0.94160E-05	383532.7	3775093.4	115.6	0.00	1.70	0.85	YES	
L0001178	0	0.94160E-05	383535.7	3775091.3	115.6	0.00	1.70	0.85	YES	
L0001179	0	0.94160E-05	383538.7	3775089.2	115.7	0.00	1.70	0.85	YES	
L0001180	0	0.94160E-05	383541.7	3775087.1	115.7	0.00	1.70	0.85	YES	
L0001181	0	0.94160E-05	383544.7	3775085.1	115.8	0.00	1.70	0.85	YES	
L0001182	0	0.94160E-05	383547.7	3775083.0	115.9	0.00	1.70	0.85	YES	
L0001183	0	0.94160E-05	383550.7	3775080.9	116.0	0.00	1.70	0.85	YES	
L0001184	0	0.94160E-05	383553.7	3775078.8	116.0	0.00	1.70	0.85	YES	
L0001185	0	0.94160E-05	383556.7	3775076.7	116.1	0.00	1.70	0.85	YES	
L0001186	0	0.94160E-05	383559.7	3775074.7	116.1	0.00	1.70	0.85	YES	
L0001187	0	0.94160E-05	383562.7	3775072.6	116.1	0.00	1.70	0.85	YES	
L0001188	0	0.94160E-05	383565.8	3775070.5	116.1	0.00	1.70	0.85	YES	
L0001189	0	0.94160E-05	383568.9	3775068.6	116.1	0.00	1.70	0.85	YES	
L0001190	0	0.94160E-05	383572.0	3775066.7	116.1	0.00	1.70	0.85	YES	
L0001191	0	0.94160E-05	383575.1	3775064.8	116.1	0.00	1.70	0.85	YES	
L0001192	0	0.94160E-05	383578.2	3775062.8	116.2	0.00	1.70	0.85	YES	

L0001193	0	0.94160E-05	383581.3	3775060.9	116.2	0.00	1.70	0.85	YES
L0001194	0	0.94160E-05	383584.5	3775059.0	116.2	0.00	1.70	0.85	YES
L0001195	0	0.94160E-05	383587.6	3775057.1	116.3	0.00	1.70	0.85	YES
L0001196	0	0.94160E-05	383590.7	3775055.2	116.3	0.00	1.70	0.85	YES
L0001197	0	0.94160E-05	383593.8	3775053.3	116.4	0.00	1.70	0.85	YES
L0001198	0	0.94160E-05	383597.0	3775051.4	116.4	0.00	1.70	0.85	YES
L0001199	0	0.94160E-05	383600.1	3775049.5	116.5	0.00	1.70	0.85	YES
L0001200	0	0.94160E-05	383603.2	3775047.6	116.5	0.00	1.70	0.85	YES
L0001201	0	0.94160E-05	383606.3	3775045.7	116.5	0.00	1.70	0.85	YES
L0001202	0	0.94160E-05	383609.4	3775043.8	116.6	0.00	1.70	0.85	YES
L0001203	0	0.94160E-05	383612.6	3775041.9	116.6	0.00	1.70	0.85	YES
L0001204	0	0.94160E-05	383615.7	3775040.0	116.6	0.00	1.70	0.85	YES
L0001205	0	0.94160E-05	383618.8	3775038.0	116.6	0.00	1.70	0.85	YES
L0001206	0	0.94160E-05	383621.9	3775036.1	116.6	0.00	1.70	0.85	YES
L0001207	0	0.94160E-05	383625.0	3775034.2	116.6	0.00	1.70	0.85	YES
L0001208	0	0.94160E-05	383628.2	3775032.3	116.7	0.00	1.70	0.85	YES
L0001209	0	0.94160E-05	383631.3	3775030.4	116.7	0.00	1.70	0.85	YES
L0001210	0	0.94160E-05	383634.4	3775028.5	116.7	0.00	1.70	0.85	YES
L0001211	0	0.94160E-05	383637.5	3775026.6	116.8	0.00	1.70	0.85	YES
L0001212	0	0.94160E-05	383640.6	3775024.7	116.9	0.00	1.70	0.85	YES
L0001213	0	0.94160E-05	383643.7	3775022.8	116.9	0.00	1.70	0.85	YES
L0001214	0	0.94160E-05	383646.9	3775020.8	116.9	0.00	1.70	0.85	YES
L0001215	0	0.94160E-05	383650.0	3775018.9	117.0	0.00	1.70	0.85	YES
L0001216	0	0.94160E-05	383653.1	3775017.0	117.0	0.00	1.70	0.85	YES

*** VOLUME SOURCE DATA ***

SOURCE ID	NUMBER PART. CATS.	EMISSION RATE (GRAMS/SEC)	X (METERS)	Y (METERS)	BASE ELEV. (METERS)	RELEASE HEIGHT (METERS)	INIT. SY (METERS)	INIT. SZ (METERS)	URBAN SOURCE	EMISSION RATE SCALAR VARY BY
L0001217	0	0.94160E-05	383656.2	3775015.1	117.0	0.00	1.70	0.85	YES	
L0001218	0	0.94160E-05	383659.3	3775013.2	117.1	0.00	1.70	0.85	YES	

*** SOURCE IDs DEFINING SOURCE GROUPS ***

SRCGROUP ID	SOURCE IDs

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 ALL        L0000314    , L0000315    , L0000316    , L0000317    , L0000318    , L0000319    , L0000320    , L0000321    ,
            L0000322    , L0000323    , L0000324    , L0000325    , L0000326    , L0000327    , L0000328    , L0000329    ,
            L0000330    , L0000331    , L0000332    , L0000333    , L0000334    , L0000335    , L0000336    , L0000337    ,
            L0000338    , L0000339    , L0000340    , L0000341    , L0000342    , L0000343    , L0000344    , L0000345    ,
            L0000346    , L0000347    , L0000348    , L0000349    , L0000350    , L0000351    , L0000352    , L0000353    ,
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            L0001153    , L0001154    , L0001155    , L0001156    , L0001157    , L0001158    , L0001159    , L0001160    ,
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            L0001169    , L0001170    , L0001171    , L0001172    , L0001173    , L0001174    , L0001175    , L0001176    ,
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*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** SOURCE IDs DEFINING SOURCE GROUPS ***

SRCGROUP ID	SOURCE IDs

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           L0001177    , L0001178    , L0001179    , L0001180    , L0001181    , L0001182    , L0001183    , L0001184    ,

           L0001185    , L0001186    , L0001187    , L0001188    , L0001189    , L0001190    , L0001191    , L0001192    ,

           L0001193    , L0001194    , L0001195    , L0001196    , L0001197    , L0001198    , L0001199    , L0001200    ,

           L0001201    , L0001202    , L0001203    , L0001204    , L0001205    , L0001206    , L0001207    , L0001208    ,

           L0001209    , L0001210    , L0001211    , L0001212    , L0001213    , L0001214    , L0001215    , L0001216    ,

           L0001217    , L0001218    ,
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*** SOURCE IDs DEFINED AS URBAN SOURCES ***

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 URBAN ID   URBAN POP                                SOURCE IDs
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            9818605.   L0000314    , L0000315    , L0000316    , L0000317    , L0000318    , L0000319    , L0000320    ,
L0000321    ,

           L0000322    , L0000323    , L0000324    , L0000325    , L0000326    , L0000327    , L0000328    , L0000329    ,

           L0000330    , L0000331    , L0000332    , L0000333    , L0000334    , L0000335    , L0000336    , L0000337    ,

           L0000338    , L0000339    , L0000340    , L0000341    , L0000342    , L0000343    , L0000344    , L0000345    ,

           L0000346    , L0000347    , L0000348    , L0000349    , L0000350    , L0000351    , L0000352    , L0000353    ,

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           L0000378    , L0000379    , L0000380    , L0000381    , L0000382    , L0000383    , L0000384    , L0000385    ,

           L0000386    , L0000387    , L0000388    , L0000389    , L0000390    , L0000391    , L0000392    , L0000393    ,

           L0000394    , L0000395    , L0000396    , L0000397    , L0000398    , L0000399    , L0000400    , L0000401    ,

           L0000402    , L0000403    , L0000404    , L0000405    , L0000406    , L0000407    , L0000408    , L0000409    ,
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           L0000410    , L0000411    , L0000412    , L0000413    , L0000414    , L0001118    , L0001119    , L0001120    ,

           L0001121    , L0001122    , L0001123    , L0001124    , L0001125    , L0001126    , L0001127    , L0001128    ,

           L0001129    , L0001130    , L0001131    , L0001132    , L0001133    , L0001134    , L0001135    , L0001136    ,

           L0001137    , L0001138    , L0001139    , L0001140    , L0001141    , L0001142    , L0001143    , L0001144    ,

           L0001145    , L0001146    , L0001147    , L0001148    , L0001149    , L0001150    , L0001151    , L0001152    ,

           L0001153    , L0001154    , L0001155    , L0001156    , L0001157    , L0001158    , L0001159    , L0001160    ,

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           L0001169    , L0001170    , L0001171    , L0001172    , L0001173    , L0001174    , L0001175    , L0001176    ,
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*** SOURCE IDs DEFINED AS URBAN SOURCES ***

URBAN ID	URBAN POP	SOURCE IDs

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           L0001177    , L0001178    , L0001179    , L0001180    , L0001181    , L0001182    , L0001183    , L0001184    ,

           L0001185    , L0001186    , L0001187    , L0001188    , L0001189    , L0001190    , L0001191    , L0001192    ,

           L0001193    , L0001194    , L0001195    , L0001196    , L0001197    , L0001198    , L0001199    , L0001200    ,

           L0001201    , L0001202    , L0001203    , L0001204    , L0001205    , L0001206    , L0001207    , L0001208    ,

           L0001209    , L0001210    , L0001211    , L0001212    , L0001213    , L0001214    , L0001215    , L0001216    ,

           L0001217    , L0001218    ,
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*** GRIDDED RECEPTOR NETWORK SUMMARY ***

*** NETWORK ID: UCART1   ; NETWORK TYPE: GRIDCART ***

*** X-COORDINATES OF GRID ***

(METERS)

383249.4, 383269.4, 383289.4, 383309.4, 383329.4, 383349.4, 383369.4, 383389.4, 383409.4, 383429.4,
383449.4, 383469.4, 383489.4, 383509.4, 383529.4, 383549.4, 383569.4, 383589.4, 383609.4, 383629.4,
383649.4,

*** Y-COORDINATES OF GRID ***
(METERS)

3774796.2, 3774816.2, 3774836.2, 3774856.2, 3774876.2, 3774896.2, 3774916.2, 3774936.2, 3774956.2, 3774976.2,
3774996.2, 3775016.2, 3775036.2, 3775056.2, 3775076.2, 3775096.2, 3775116.2, 3775136.2, 3775156.2, 3775176.2,
3775196.2,

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** NETWORK ID: UCART1 ; NETWORK TYPE: GRIDCART ***

* ELEVATION HEIGHTS IN METERS *

Y-COORD (METERS)	X-COORD (METERS) 383249.39	383269.39	383289.39	383309.39	383329.39	383349.39	383369.39	383389.39	383409.39
3775196.21	122.20	121.60	121.10	120.70	119.50	117.90	116.30	114.20	113.80
3775176.21	124.80	123.00	121.90	121.00	120.50	119.90	118.70	115.40	114.80
3775156.21	131.50	126.40	123.80	121.80	121.10	120.40	118.90	117.50	117.20
3775136.21	144.30	138.80	132.00	127.40	124.80	123.00	121.10	119.10	118.00
3775116.21	155.90	151.20	141.80	134.60	130.20	126.80	123.50	120.80	119.00
3775096.21	161.40	158.80	152.50	142.80	138.10	132.40	124.70	123.00	122.20
3775076.21	161.80	160.80	157.20	150.30	145.40	138.00	128.60	125.70	125.40
3775056.21	160.50	160.60	159.20	156.20	151.20	143.10	133.40	128.40	128.70
3775036.21	158.60	158.70	158.20	155.80	151.70	144.90	136.30	129.40	133.40
3775016.21	156.60	156.90	157.20	155.40	152.20	146.60	139.20	131.30	136.60
3774996.21	154.40	155.10	155.90	155.00	152.50	148.30	142.00	134.00	138.50
3774976.21	152.10	152.80	153.60	153.20	151.00	148.00	143.80	137.10	135.90
3774956.21	149.30	150.10	150.80	150.90	149.20	146.90	143.80	138.60	135.20
3774936.21	146.30	147.30	147.50	148.10	147.00	144.90	142.00	138.40	136.60
3774916.21	143.40	143.50	144.00	144.60	143.80	142.50	140.60	138.00	136.70
3774896.21	140.90	140.70	141.20	141.70	141.10	140.30	139.10	137.10	136.40
3774876.21	139.00	138.90	139.30	139.40	139.00	138.40	137.50	135.70	135.70
3774856.21	137.60	137.20	137.10	137.20	137.00	136.40	135.60	134.90	135.10
3774836.21	136.40	135.90	135.60	135.50	135.40	134.70	134.10	134.10	134.20
3774816.21	135.40	135.10	134.90	134.50	134.10	133.70	133.30	133.20	132.70
3774796.21	135.80	135.70	135.40	134.40	134.00	133.80	133.50	132.90	132.20

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** NETWORK ID: UCART1 ; NETWORK TYPE: GRIDCART ***

* ELEVATION HEIGHTS IN METERS *

Y-COORD (METERS)	X-COORD (METERS)								
	383429.39	383449.39	383469.39	383489.39	383509.39	383529.39	383549.39	383569.39	383589.39
3775196.21	113.80	114.00	114.70	113.20	111.40	110.00	109.10	108.70	109.90
3775176.21	114.40	114.10	114.10	115.20	113.40	111.20	110.10	108.90	108.70
3775156.21	115.90	114.50	114.50	114.70	114.60	113.80	112.00	109.40	109.20
3775136.21	116.90	115.80	115.00	114.80	115.00	114.80	113.70	111.80	110.40
3775116.21	118.00	117.20	115.70	115.40	115.20	115.10	115.10	115.00	111.90
3775096.21	120.50	118.50	117.00	116.90	116.00	115.50	115.50	115.50	114.50
3775076.21	123.90	121.60	119.30	118.00	116.90	116.30	116.20	115.90	115.90
3775056.21	128.20	126.10	122.40	119.20	118.00	117.50	117.10	116.30	116.30
3775036.21	135.10	133.30	128.40	123.40	121.00	119.10	117.50	117.10	116.90
3775016.21	138.90	137.90	134.40	129.80	125.50	122.00	119.40	118.40	117.60
3774996.21	140.30	140.50	140.40	138.10	131.40	125.90	122.60	120.40	118.20
3774976.21	138.30	140.60	140.60	140.10	137.70	134.10	129.90	125.70	122.00
3774956.21	137.70	140.80	140.90	141.20	141.50	139.90	136.90	134.00	128.40
3774936.21	138.70	141.00	141.30	141.40	142.10	142.50	143.50	146.40	138.30
3774916.21	137.40	138.60	139.70	140.90	142.10	143.40	145.40	148.30	143.90
3774896.21	136.30	136.90	138.50	140.40	141.80	143.50	145.50	147.40	146.50
3774876.21	135.80	136.50	138.10	139.80	141.00	142.30	143.50	143.90	144.20
3774856.21	134.80	135.00	136.10	138.30	139.40	140.40	141.10	141.50	142.20
3774836.21	133.80	133.50	134.20	136.40	137.50	138.20	138.80	139.40	140.20
3774816.21	132.40	132.50	133.00	133.90	135.60	136.20	136.50	137.10	138.20
3774796.21	131.90	131.80	131.90	132.00	133.60	134.70	135.40	135.90	136.60

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** NETWORK ID: UCART1 ; NETWORK TYPE: GRIDCART ***

* ELEVATION HEIGHTS IN METERS *

Y-COORD (METERS)	X-COORD (METERS)		
	383609.39	383629.39	383649.39
3775196.21	111.40	112.90	114.50
3775176.21	109.00	110.40	113.90
3775156.21	109.00	109.10	110.10
3775136.21	109.40	108.80	108.50
3775116.21	110.10	109.20	108.40
3775096.21	113.10	111.20	108.60

3775076.21	115.10	113.40	110.80
3775056.21	116.30	115.90	115.00
3775036.21	116.80	116.50	116.20
3775016.21	117.20	117.00	117.00
3774996.21	117.40	117.30	117.30
3774976.21	119.90	118.50	117.40
3774956.21	124.10	121.00	118.90
3774936.21	130.90	125.90	123.40
3774916.21	138.40	134.40	132.20
3774896.21	144.00	142.10	140.90
3774876.21	144.40	145.30	146.70
3774856.21	142.80	144.30	146.60
3774836.21	140.70	142.10	144.20
3774816.21	139.20	140.40	141.80
3774796.21	137.30	138.40	139.60

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** NETWORK ID: UCART1 ; NETWORK TYPE: GRIDCART ***

* HILL HEIGHT SCALES IN METERS *

Y-COORD (METERS)	X-COORD (METERS) 383249.39	383269.39	383289.39	383309.39	383329.39	383349.39	383369.39	383389.39	383409.39
3775196.21	166.50	166.50	166.50	166.50	166.50	166.50	166.50	166.50	166.50
3775176.21	166.50	166.50	166.50	166.50	166.50	166.50	166.50	166.50	166.50
3775156.21	166.50	166.50	166.50	166.50	166.50	166.50	166.50	166.50	166.50
3775136.21	166.50	166.50	166.50	166.50	166.50	166.50	166.50	166.50	166.50
3775116.21	166.50	166.50	166.50	166.50	166.50	166.50	166.50	166.50	166.50
3775096.21	163.00	163.00	166.50	166.50	166.50	166.50	166.50	166.50	166.50
3775076.21	161.80	160.80	163.00	166.50	166.50	166.50	166.50	166.50	166.50
3775056.21	160.50	161.50	159.20	162.30	163.00	166.50	166.50	166.50	166.50
3775036.21	161.50	161.50	158.20	161.50	163.00	166.50	166.50	166.50	166.50
3775016.21	161.50	161.50	157.20	158.00	162.30	163.00	166.50	166.50	166.50
3774996.21	161.50	155.10	156.30	155.00	158.00	163.00	166.50	166.50	166.50
3774976.21	161.50	161.50	156.30	153.20	158.00	161.50	163.00	166.50	166.50
3774956.21	163.00	161.50	161.50	156.30	161.50	161.50	163.00	165.60	166.50
3774936.21	163.00	161.50	161.50	161.50	161.50	161.50	163.00	163.00	165.60
3774916.21	166.50	163.00	163.00	161.50	161.50	162.30	163.00	163.00	163.00
3774896.21	166.50	166.50	163.00	163.00	163.00	163.00	163.00	163.00	163.00
3774876.21	166.50	166.50	163.00	163.00	163.00	163.00	163.00	165.10	165.10
3774856.21	166.50	166.50	163.00	163.00	163.00	165.10	165.10	165.10	165.10
3774836.21	163.00	163.00	163.00	165.10	165.10	165.10	165.10	165.10	165.10
3774816.21	187.50	187.50	187.50	165.10	165.10	165.10	171.90	171.90	173.00
3774796.21	187.50	187.50	187.50	187.50	165.10	171.90	171.90	173.00	173.00

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** NETWORK ID: UCART1   ; NETWORK TYPE: GRIDCART ***

* HILL HEIGHT SCALES IN METERS *

Y-COORD (METERS)	X-COORD (METERS)								
	383429.39	383449.39	383469.39	383489.39	383509.39	383529.39	383549.39	383569.39	383589.39
3775196.21	166.50	166.50	166.50	166.50	166.50	166.50	166.50	166.50	166.50
3775176.21	166.50	166.50	166.50	166.50	166.50	166.50	166.50	166.50	166.50
3775156.21	166.50	166.50	166.50	166.50	166.50	166.50	166.50	166.50	166.50
3775136.21	166.50	166.50	166.50	166.50	166.50	166.50	166.50	166.50	166.50
3775116.21	166.50	166.50	166.50	166.50	166.50	166.50	166.50	166.50	166.50
3775096.21	166.50	166.50	166.50	166.50	166.50	166.50	166.50	166.50	166.50
3775076.21	166.50	166.50	166.50	166.50	166.50	166.50	166.50	166.50	166.50
3775056.21	166.50	166.50	166.50	166.50	166.50	166.50	166.50	171.90	171.90
3775036.21	166.50	166.50	166.50	166.50	166.50	166.50	171.90	171.90	171.90
3775016.21	165.60	163.00	165.60	166.50	166.50	166.50	171.90	171.90	173.00
3774996.21	163.00	162.30	140.60	159.50	163.00	166.50	166.50	171.90	173.00
3774976.21	163.00	161.50	140.60	140.10	148.60	148.60	162.30	163.00	173.00
3774956.21	163.00	140.80	140.90	141.20	148.30	148.60	148.60	149.80	150.90
3774936.21	162.30	141.00	141.30	141.40	148.30	148.60	148.60	148.30	149.80
3774916.21	162.30	154.90	139.70	140.90	148.60	148.60	148.60	148.30	148.60
3774896.21	162.30	158.00	148.60	148.60	148.60	148.60	148.60	148.60	146.50
3774876.21	165.10	165.10	148.60	148.60	148.60	148.60	148.60	148.60	148.60
3774856.21	165.10	165.10	165.10	165.10	148.60	148.60	148.60	148.60	148.60
3774836.21	171.90	171.90	171.90	171.90	171.90	165.10	165.10	148.60	149.80
3774816.21	173.00	173.00	173.00	173.00	173.00	173.00	173.00	173.00	173.00
3774796.21	173.00	182.20	182.20	182.20	182.20	182.20	182.20	182.20	182.20

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** NETWORK ID: UCART1   ; NETWORK TYPE: GRIDCART ***

* HILL HEIGHT SCALES IN METERS *

Y-COORD (METERS)	X-COORD (METERS)		
	383609.39	383629.39	383649.39
3775196.21	166.50	166.50	166.50
3775176.21	166.50	166.50	166.50
3775156.21	166.50	166.50	166.50

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 3775136.21 |        166.50       166.50       166.50
 3775116.21 |        171.90       171.90       171.90
 3775096.21 |        166.50       171.90       173.00
 3775076.21 |        166.50       171.90       173.00
 3775056.21 |        171.90       171.90       171.90
 3775036.21 |        171.90       171.90       173.00
 3775016.21 |        173.00       173.00       173.00
 3774996.21 |        173.00       173.00       173.00
 3774976.21 |        173.00       182.20       182.20
 3774956.21 |        173.00       182.20       182.20
 3774936.21 |        150.90       173.00       173.00
 3774916.21 |        149.80       150.90       150.90
 3774896.21 |        148.60       149.80       149.80
 3774876.21 |        144.40       149.80       149.80
 3774856.21 |        149.80       149.80       149.80
 3774836.21 |        149.80       149.80       149.80
 3774816.21 |        171.90       149.80       149.80
 3774796.21 |        173.00       173.00       173.00

*** AERMOD - VERSION  18081 ***   *** 18-0079 Kahwaji Building                                    ***        03/27/19
*** AERMET - VERSION  16216 ***   *** DPM concentrations OY (2021)                                ***        19:15:22
                                                                                                           PAGE  19
*** MODELOPTs:    RegDFAULT  CONC  ELEV  URBAN  ADJ_U*

                                    *** DISCRETE CARTESIAN RECEPTORS ***
                                   (X-COORD, Y-COORD, ZELEV, ZHILL, ZFLAG)
                                                (METERS)

    ( 383410.6, 3774854.8,     135.1,     165.2,       0.0);        ( 383424.9, 3774850.2,     134.7,     165.2,       0.0);
    ( 383400.4, 3774834.0,     134.0,     165.2,       0.0);        ( 383411.7, 3774822.3,     133.1,     171.9,       0.0);

*** AERMOD - VERSION  18081 ***   *** 18-0079 Kahwaji Building                                    ***        03/27/19
*** AERMET - VERSION  16216 ***   *** DPM concentrations OY (2021)                                ***        19:15:22
                                                                                                           PAGE  20
*** MODELOPTs:    RegDFAULT  CONC  ELEV  URBAN  ADJ_U*

                  * SOURCE-RECEPTOR COMBINATIONS FOR WHICH CALCULATIONS MAY NOT BE PERFORMED *
                    LESS THAN 1.0 METER; WITHIN OPENPIT; OR BEYOND 80KM FOR FASTAREA/FASTALL


                          SOURCE          - - RECEPTOR LOCATION - -         DISTANCE
                            ID            XR (METERS)   YR (METERS)         (METERS)
                        - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -

                         L0000333           383429.4     3775196.2            -2.22
                         L0000334           383429.4     3775196.2            -1.08
                         L0000341           383449.4     3775176.2             0.23
                         L0000360           383509.4     3775136.2            -1.18
                         L0000361           383509.4     3775136.2            -2.47
                         L0000380           383569.4     3775096.2            -1.13
                         L0000381           383569.4     3775096.2            -0.57
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L0000388	383589.4	3775076.2	-0.34
L0000399	383629.4	3775056.2	0.80
L0000400	383629.4	3775056.2	-1.87
L0000401	383629.4	3775056.2	-0.02
L0000408	383649.4	3775036.2	0.72
L0001128	383389.4	3775196.2	0.93
L0001129	383389.4	3775196.2	-0.00
L0001141	383429.4	3775176.2	0.73
L0001148	383449.4	3775156.2	-1.86
L0001149	383449.4	3775156.2	-1.66
L0001156	383469.4	3775136.2	-0.35
L0001157	383469.4	3775136.2	0.89
L0001175	383529.4	3775096.2	-0.61
L0001176	383529.4	3775096.2	-2.85
L0001177	383529.4	3775096.2	0.67
L0001195	383589.4	3775056.2	-1.64
L0001196	383589.4	3775056.2	-2.00
L0001208	383629.4	3775036.2	0.43
L0001215	383649.4	3775016.2	-0.87
L0001216	383649.4	3775016.2	0.14

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

1 1 1

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

Surface file: E:\New MET data\KCQT_V9_ADJU\KCQT_v9.SFC Met Version: 16216
Profile file: E:\New MET data\KCQT_V9_ADJU\KCQT_v9.PFL
Surface format: FREE
Profile format: FREE
Surface station no.: 93134 Upper air station no.: 3190
Name: UNKNOWN Name: UNKNOWN
Year: 2012 Year: 2012

First 24 hours of scalar data

YR	MO	DY	JDY	HR	H0	U*	W*	DT/DZ	ZICNV	ZIMCH	M-O LEN	Z0	BOWEN	ALBEDO	REF WS	WD	HT	REF TA	HT
12	01	01	1	01	-4.2	0.081	-9.000	-9.000	-999.	56.	11.6	0.27	2.83	1.00	0.64	306.	5.8	283.1	2.0
12	01	01	1	02	-5.0	0.089	-9.000	-9.000	-999.	63.	12.6	0.27	2.83	1.00	0.70	334.	5.8	283.1	2.0
12	01	01	1	03	-10.7	0.131	-9.000	-9.000	-999.	114.	19.1	0.27	2.83	1.00	1.01	357.	5.8	283.1	2.0
12	01	01	1	04	-18.5	0.186	-9.000	-9.000	-999.	192.	38.0	0.27	2.83	1.00	1.40	15.	5.8	285.4	2.0
12	01	01	1	05	-16.0	0.162	-9.000	-9.000	-999.	157.	28.9	0.27	2.83	1.00	1.23	44.	5.8	284.2	2.0
12	01	01	1	06	-6.9	0.104	-9.000	-9.000	-999.	82.	14.9	0.27	2.83	1.00	0.82	7.	5.8	282.5	2.0
12	01	01	1	07	-3.2	0.071	-9.000	-9.000	-999.	46.	10.4	0.27	2.83	1.00	0.55	282.	5.8	281.4	2.0
12	01	01	1	08	-7.9	0.119	-9.000	-9.000	-999.	99.	19.4	0.27	2.83	0.55	0.92	359.	5.8	282.5	2.0
12	01	01	1	09	38.2	0.213	0.345	0.006	39.	237.	-23.0	0.27	2.83	0.32	1.38	8.	5.8	290.4	2.0
12	01	01	1	10	112.7	0.212	0.730	0.006	125.	235.	-7.7	0.27	2.83	0.24	1.18	14.	5.8	294.9	2.0
12	01	01	1	11	164.8	0.219	1.173	0.005	355.	246.	-5.8	0.27	2.83	0.21	1.16	6.	5.8	297.5	2.0
12	01	01	1	12	191.0	0.225	1.516	0.005	660.	257.	-5.4	0.27	2.83	0.20	1.18	34.	5.8	299.2	2.0
12	01	01	1	13	189.9	0.179	1.806	0.005	1122.	183.	-2.7	0.27	2.83	0.20	0.82	117.	5.8	299.9	2.0
12	01	01	1	14	162.6	0.158	1.858	0.005	1426.	150.	-2.2	0.27	2.83	0.21	0.69	144.	5.8	300.4	2.0
12	01	01	1	15	109.2	0.201	1.670	0.005	1541.	216.	-6.7	0.27	2.83	0.25	1.09	202.	5.8	299.9	2.0
12	01	01	1	16	32.0	0.301	1.113	0.005	1557.	395.	-76.6	0.27	2.83	0.33	2.15	275.	5.8	295.4	2.0
12	01	01	1	17	-16.0	0.187	-9.000	-9.000	-999.	200.	38.3	0.27	2.83	0.60	1.40	287.	5.8	291.4	2.0
12	01	01	1	18	-15.4	0.159	-9.000	-9.000	-999.	153.	27.9	0.27	2.83	1.00	1.21	295.	5.8	288.8	2.0
12	01	01	1	19	-5.2	0.091	-9.000	-9.000	-999.	67.	13.0	0.27	2.83	1.00	0.72	286.	5.8	287.5	2.0
12	01	01	1	20	-999.0	-9.000	-9.000	-9.000	-999.	-999.	-99999.0	0.27	2.83	1.00	0.00	0.	5.8	286.4	2.0
12	01	01	1	21	-2.9	0.069	-9.000	-9.000	-999.	44.	10.3	0.27	2.83	1.00	0.53	319.	5.8	285.9	2.0
12	01	01	1	22	-6.0	0.098	-9.000	-9.000	-999.	73.	14.0	0.27	2.83	1.00	0.77	336.	5.8	285.4	2.0
12	01	01	1	23	-13.5	0.148	-9.000	-9.000	-999.	137.	24.1	0.27	2.83	1.00	1.13	293.	5.8	285.4	2.0
12	01	01	1	24	-8.8	0.118	-9.000	-9.000	-999.	98.	17.1	0.27	2.83	1.00	0.92	315.	5.8	284.9	2.0

First hour of profile data

YR	MO	DY	HR	HEIGHT	F	WDIR	WSPD	AMB_TMP	sigmaA	sigmaW	sigmaV
12	01	01	01	5.8	1	306.	0.64	283.2	99.0	-99.00	-99.00

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

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

```
                    *** THE PERIOD ( 43848 HRS) AVERAGE CONCENTRATION   VALUES FOR SOURCE GROUP: ALL      ***
                        INCLUDING SOURCE(S):     L0000314    , L0000315    , L0000316    , L0000317    , L0000318    ,
               L0000319    , L0000320    , L0000321    , L0000322    , L0000323    , L0000324    , L0000325    , L0000326    ,
               L0000327    , L0000328    , L0000329    , L0000330    , L0000331    , L0000332    , L0000333    , L0000334    ,
               L0000335    , L0000336    , L0000337    , L0000338    , L0000339    , L0000340    , L0000341    ,  . . .      ,

                         *** NETWORK ID: UCART1   ;  NETWORK TYPE: GRIDCART ***

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

   Y-COORD  |                                          X-COORD (METERS)
   (METERS) |    383249.39    383269.39    383289.39    383309.39    383329.39    383349.39    383369.39    383389.39    383409.39
- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -

 3775196.21 |       0.03262      0.03952      0.04959      0.06547      0.09587      0.16533      0.34199      0.74486      0.87752
 3775176.21 |       0.03116      0.03803      0.04735      0.06125      0.08278      0.11885      0.18568      0.32847      0.73296
 3775156.21 |       0.02445      0.03406      0.04329      0.05555      0.07175      0.09555      0.13380      0.19232      0.28907
 3775136.21 |       0.01517      0.02008      0.03047      0.04384      0.05795      0.07537      0.10004      0.13570      0.18449
 3775116.21 |       0.01250      0.01505      0.02030      0.02992      0.04260      0.05807      0.07786      0.10281      0.13407
 3775096.21 |       0.01136      0.01337      0.01637      0.02169      0.02844      0.04070      0.06445      0.08013      0.09830
 3775076.21 |       0.01059      0.01233      0.01470      0.01803      0.02214      0.02954      0.04908      0.06285      0.07358
 3775056.21 |       0.00997      0.01149      0.01343      0.01584      0.01883      0.02343      0.03530      0.04943      0.05513
 3775036.21 |       0.00945      0.01080      0.01245      0.01445      0.01686      0.02030      0.02805      0.04179      0.03873
 3775016.21 |       0.00899      0.01018      0.01156      0.01323      0.01517      0.01779      0.02282      0.03425      0.02993
 3774996.21 |       0.00862      0.00964      0.01079      0.01216      0.01376      0.01575      0.01910      0.02733      0.02488
 3774976.21 |       0.00834      0.00921      0.01018      0.01133      0.01271      0.01434      0.01665      0.02182      0.02456
 3774956.21 |       0.00823      0.00895      0.00976      0.01070      0.01190      0.01331      0.01518      0.01883      0.02286
 3774936.21 |       0.00833      0.00887      0.00962      0.01033      0.01137      0.01273      0.01459      0.01739      0.01970
 3774916.21 |       0.00862      0.00927      0.00984      0.01041      0.01137      0.01255      0.01409      0.01627      0.01798
 3774896.21 |       0.00895      0.00966      0.01016      0.01067      0.01156      0.01256      0.01379      0.01556      0.01673
 3774876.21 |       0.00915      0.00980      0.01029      0.01089      0.01167      0.01256      0.01361      0.01517      0.01584
 3774856.21 |       0.00919      0.00991      0.01054      0.01111      0.01178      0.01262      0.01356      0.01448      0.01496
 3774836.21 |       0.00916      0.00986      0.01051      0.01111      0.01170      0.01251      0.01329      0.01382      0.01428
 3774816.21 |       0.00903      0.00962      0.01019      0.01083      0.01146      0.01208      0.01270      0.01320      0.01382
 3774796.21 |       0.00855      0.00902      0.00955      0.01027      0.01083      0.01132      0.01182      0.01239      0.01298

*** AERMOD - VERSION  18081 ***   *** 18-0079 Kahwaji Building                                          ***        03/27/19
*** AERMET - VERSION  16216 ***   *** DPM concentrations OY (2021)                                      ***        19:15:22
                                                                                                                 PAGE  24
*** MODELOPTs:    RegDFAULT  CONC  ELEV  URBAN  ADJ_U*

                    *** THE PERIOD ( 43848 HRS) AVERAGE CONCENTRATION   VALUES FOR SOURCE GROUP: ALL      ***
                        INCLUDING SOURCE(S):     L0000314    , L0000315    , L0000316    , L0000317    , L0000318    ,
               L0000319    , L0000320    , L0000321    , L0000322    , L0000323    , L0000324    , L0000325    , L0000326    ,
               L0000327    , L0000328    , L0000329    , L0000330    , L0000331    , L0000332    , L0000333    , L0000334    ,
               L0000335    , L0000336    , L0000337    , L0000338    , L0000339    , L0000340    , L0000341    ,  . . .      ,

                         *** NETWORK ID: UCART1   ;  NETWORK TYPE: GRIDCART ***

                              ** CONC OF DPM      IN MICROGRAMS/M**3                        **
```

Y-COORD (METERS)	X-COORD (METERS)								
	383429.39	383449.39	383469.39	383489.39	383509.39	383529.39	383549.39	383569.39	383589.39
3775196.21	0.93156	0.55080	0.31170	0.22110	0.16954	0.13676	0.11430	0.09791	0.08640
3775176.21	1.02067	1.06419	0.71275	0.36081	0.24816	0.18491	0.14760	0.12127	0.10307
3775156.21	0.53775	0.94893	1.01537	1.09763	0.43813	0.28273	0.20540	0.15635	0.12885
3775136.21	0.26597	0.44186	0.84186	0.93581	0.95761	0.56863	0.32610	0.22525	0.17083
3775116.21	0.17567	0.24196	0.37508	0.81356	1.14617	1.18491	0.84316	0.39512	0.25079
3775096.21	0.12578	0.16435	0.22121	0.31773	0.57496	0.74943	0.89270	0.88590	0.49477
3775076.21	0.09090	0.11693	0.15163	0.19754	0.27377	0.42926	1.09682	1.00490	1.11112
3775056.21	0.06393	0.08036	0.10802	0.14010	0.17708	0.23324	0.33561	0.60085	0.93677
3775036.21	0.04002	0.04813	0.06862	0.09755	0.12356	0.15455	0.19850	0.26579	0.39697
3775016.21	0.03051	0.03461	0.04333	0.05982	0.08256	0.10796	0.13379	0.16363	0.20773
3774996.21	0.02567	0.02784	0.03051	0.03540	0.05077	0.07319	0.09308	0.11169	0.13252
3774976.21	0.02410	0.02423	0.02613	0.02856	0.03293	0.04055	0.05334	0.07069	0.08821
3774956.21	0.02208	0.02133	0.02268	0.02403	0.02550	0.02818	0.03256	0.03825	0.05204
3774936.21	0.01928	0.01898	0.01989	0.02095	0.02177	0.02277	0.02357	0.02389	0.02816
3774916.21	0.01841	0.01849	0.01866	0.01884	0.01909	0.01938	0.01954	0.01958	0.02082
3774896.21	0.01756	0.01791	0.01758	0.01715	0.01708	0.01696	0.01683	0.01671	0.01684
3774876.21	0.01643	0.01663	0.01625	0.01582	0.01566	0.01545	0.01524	0.01515	0.01486
3774856.21	0.01567	0.01609	0.01594	0.01514	0.01488	0.01460	0.01436	0.01409	0.01353
3774836.21	0.01493	0.01551	0.01556	0.01476	0.01441	0.01416	0.01383	0.01337	0.01270
3774816.21	0.01434	0.01468	0.01478	0.01463	0.01399	0.01373	0.01349	0.01298	0.01217
3774796.21	0.01342	0.01375	0.01396	0.01410	0.01358	0.01310	0.01268	0.01223	0.01161

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** THE PERIOD (43848 HRS) AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): L0000314 , L0000315 , L0000316 , L0000317 , L0000318 ,
L0000319 , L0000320 , L0000321 , L0000322 , L0000323 , L0000324 , L0000325 , L0000326 ,
L0000327 , L0000328 , L0000329 , L0000330 , L0000331 , L0000332 , L0000333 , L0000334 ,
L0000335 , L0000336 , L0000337 , L0000338 , L0000339 , L0000340 , L0000341 , . . . ,

*** NETWORK ID: UCART1 ; NETWORK TYPE: GRIDCART ***

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

Y-COORD (METERS)	X-COORD (METERS)		
	383609.39	383629.39	383649.39
3775196.21	0.07657	0.06776	0.05987
3775176.21	0.08909	0.07830	0.06938
3775156.21	0.10804	0.09187	0.07934
3775136.21	0.13605	0.11135	0.09248
3775116.21	0.18243	0.14182	0.11266
3775096.21	0.29540	0.20213	0.14450

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 3775076.21 |       0.75843      0.35436      0.21454
 3775056.21 |       0.92613      0.70013      0.47393
 3775036.21 |       0.83872      1.05100      0.97762
 3775016.21 |       0.28066      0.44281      0.69866
 3774996.21 |       0.15694      0.18596      0.20955
 3774976.21 |       0.09954      0.10721      0.10736
 3774956.21 |       0.06490      0.07154      0.07077
 3774936.21 |       0.03756      0.04654      0.04904
 3774916.21 |       0.02311      0.02559      0.02662
 3774896.21 |       0.01701      0.01684      0.01632
 3774876.21 |       0.01432      0.01340      0.01232
 3774856.21 |       0.01286      0.01183      0.01070
 3774836.21 |       0.01206      0.01106      0.00997
 3774816.21 |       0.01135      0.01046      0.00959
 3774796.21 |       0.01095      0.01014      0.00936

*** AERMOD - VERSION  18081 ***   *** 18-0079 Kahwaji Building                                    ***       03/27/19
*** AERMET - VERSION  16216 ***   *** DPM concentrations OY (2021)                                ***       19:15:22
                                                                                                          PAGE  26
*** MODELOPTs:    RegDFAULT  CONC  ELEV  URBAN  ADJ_U*

                          *** THE PERIOD ( 43848 HRS) AVERAGE CONCENTRATION   VALUES FOR SOURCE GROUP: ALL      ***
                              INCLUDING SOURCE(S):     L0000314    , L0000315    , L0000316    , L0000317    , L0000318    ,
              L0000319    , L0000320    , L0000321    , L0000322    , L0000323    , L0000324    , L0000325    , L0000326    ,
              L0000327    , L0000328    , L0000329    , L0000330    , L0000331    , L0000332    , L0000333    , L0000334    ,
              L0000335    , L0000336    , L0000337    , L0000338    , L0000339    , L0000340    , L0000341    ,  . . .      ,

                                    *** DISCRETE CARTESIAN RECEPTOR POINTS ***

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

      X-COORD (M)   Y-COORD (M)        CONC                      X-COORD (M)   Y-COORD (M)        CONC
- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -
        383410.61    3774854.84        0.01491                     383424.92    3774850.25        0.01524
        383400.42    3774833.97        0.01401                     383411.73    3774822.29        0.01403

*** AERMOD - VERSION  18081 ***   *** 18-0079 Kahwaji Building                                    ***       03/27/19
*** AERMET - VERSION  16216 ***   *** DPM concentrations OY (2021)                                ***       19:15:22
                                                                                                          PAGE  27
*** MODELOPTs:    RegDFAULT  CONC  ELEV  URBAN  ADJ_U*

                                    *** THE SUMMARY OF MAXIMUM PERIOD ( 43848 HRS) RESULTS ***


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

                                                                                                    NETWORK
GROUP ID                       AVERAGE CONC              RECEPTOR  (XR, YR, ZELEV, ZHILL, ZFLAG)  OF TYPE  GRID-ID
- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -

ALL       1ST HIGHEST VALUE IS      1.18491 AT (  383529.39,  3775116.21,   115.10,   166.50,    0.00)  GC  UCART1
```

```
         2ND HIGHEST VALUE IS       1.14617 AT (  383509.39,  3775116.21,   115.20,   166.50,    0.00)  GC  UCART1
         3RD HIGHEST VALUE IS       1.11112 AT (  383589.39,  3775076.21,   115.90,   166.50,    0.00)  GC  UCART1
         4TH HIGHEST VALUE IS       1.09763 AT (  383489.39,  3775156.21,   114.70,   166.50,    0.00)  GC  UCART1
         5TH HIGHEST VALUE IS       1.09682 AT (  383549.39,  3775076.21,   116.20,   166.50,    0.00)  GC  UCART1
         6TH HIGHEST VALUE IS       1.06419 AT (  383449.39,  3775176.21,   114.10,   166.50,    0.00)  GC  UCART1
         7TH HIGHEST VALUE IS       1.05100 AT (  383629.39,  3775036.21,   116.50,   171.90,    0.00)  GC  UCART1
         8TH HIGHEST VALUE IS       1.02067 AT (  383429.39,  3775176.21,   114.40,   166.50,    0.00)  GC  UCART1
         9TH HIGHEST VALUE IS       1.01537 AT (  383469.39,  3775156.21,   114.50,   166.50,    0.00)  GC  UCART1
        10TH HIGHEST VALUE IS       1.00490 AT (  383569.39,  3775076.21,   115.90,   166.50,    0.00)  GC  UCART1


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

*** AERMOD - VERSION  18081 ***   *** 18-0079 Kahwaji Building                                    ***        03/27/19
*** AERMET - VERSION  16216 ***   *** DPM concentrations OY (2021)                                ***        19:15:22
                                                                                                            PAGE  28
*** MODELOPTs:    RegDFAULT  CONC  ELEV  URBAN  ADJ_U*

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

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

A Total of            0 Fatal Error Message(s)
A Total of            2 Warning Message(s)
A Total of         6278 Informational Message(s)

A Total of        43848 Hours Were Processed

A Total of         5012 Calm Hours Identified

A Total of         1266 Missing Hours Identified (  2.89 Percent)


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


   ********   WARNING MESSAGES   ********
ME W186     511       MEOPEN: THRESH_1MIN 1-min ASOS wind speed threshold used          0.50
ME W187     511       MEOPEN: ADJ_U* Option for Stable Low Winds used in AERMET

   ***********************************
   *** AERMOD Finishes Successfully ***
   ***********************************
```

```
** Lakes Environmental AERMOD MPI
**
**************************************
**
** AERMOD Input Produced by:
** AERMOD View Ver. 9.6.5
** Lakes Environmental Software Inc.
** Date: 3/27/2019
** File: C:\Lakes\AERMOD View\18-0079 Kahwaji Building 2yr\18-0079 Kahwaji Building 2yr.ADI
**
**************************************
**
**
**************************************
** AERMOD Control Pathway
**************************************
**
**
CO STARTING
   TITLEONE 18-0079 Kahwaji Building
   TITLETWO DPM concentrations 2yr 2022-2023
   MODELOPT DFAULT CONC
   AVERTIME PERIOD
   URBANOPT 9818605 Los_Angeles_County
   POLLUTID DPM
   RUNORNOT RUN
   ERRORFIL "18-0079 Kahwaji Building 2yr.err"
CO FINISHED
**
**************************************
** AERMOD Source Pathway
**************************************
**
**
SO STARTING
** Source Location **
** Source ID - Type - X Coord. - Y Coord. **
** ------------------------------------------------------------------------
** Line Source Represented by Adjacent Volume Sources
** LINE VOLUME Source ID = SLINE1
** DESCRSRC NB I-5 freeway traffic
** PREFIX
** Length of Side = 3.66
** Configuration = Adjacent
** Emission Rate = 0.000465
** Elevated
** Vertical Dimension = 3.66
** SZINIT = 0.85
** Nodes = 7
** 383373.265, 3775242.153, 113.42, 0.00, 1.70
** 383476.905, 3775159.151, 114.71, 0.00, 1.70
```

```
** 383532.090, 3775120.117, 115.11, 0.00, 1.70
** 383576.956, 3775088.263, 115.63, 0.00, 1.70
** 383616.887, 3775062.240, 116.23, 0.00, 1.70
** 383653.677, 3775038.462, 115.34, 0.00, 1.70
** 383673.866, 3775026.348, 116.83, 0.00, 1.70
** ------------------------------------------------------------------
   LOCATION L0001219     VOLUME   383374.692 3775241.010 113.50
   LOCATION L0001220     VOLUME   383377.547 3775238.723 113.54
   LOCATION L0001221     VOLUME   383380.402 3775236.437 113.58
   LOCATION L0001222     VOLUME   383383.257 3775234.150 113.61
   LOCATION L0001223     VOLUME   383386.112 3775231.864 113.63
   LOCATION L0001224     VOLUME   383388.967 3775229.578 113.65
   LOCATION L0001225     VOLUME   383391.822 3775227.291 113.66
   LOCATION L0001226     VOLUME   383394.677 3775225.005 113.69
   LOCATION L0001227     VOLUME   383397.531 3775222.718 113.72
   LOCATION L0001228     VOLUME   383400.386 3775220.432 113.73
   LOCATION L0001229     VOLUME   383403.241 3775218.146 113.71
   LOCATION L0001230     VOLUME   383406.096 3775215.859 113.67
   LOCATION L0001231     VOLUME   383408.951 3775213.573 113.59
   LOCATION L0001232     VOLUME   383411.806 3775211.287 113.58
   LOCATION L0001233     VOLUME   383414.661 3775209.000 113.62
   LOCATION L0001234     VOLUME   383417.516 3775206.714 113.66
   LOCATION L0001235     VOLUME   383420.371 3775204.427 113.70
   LOCATION L0001236     VOLUME   383423.226 3775202.141 113.74
   LOCATION L0001237     VOLUME   383426.080 3775199.855 113.78
   LOCATION L0001238     VOLUME   383428.935 3775197.568 113.81
   LOCATION L0001239     VOLUME   383431.790 3775195.282 113.84
   LOCATION L0001240     VOLUME   383434.645 3775192.995 113.87
   LOCATION L0001241     VOLUME   383437.500 3775190.709 113.89
   LOCATION L0001242     VOLUME   383440.355 3775188.423 113.91
   LOCATION L0001243     VOLUME   383443.210 3775186.136 113.93
   LOCATION L0001244     VOLUME   383446.065 3775183.850 113.96
   LOCATION L0001245     VOLUME   383448.920 3775181.563 113.97
   LOCATION L0001246     VOLUME   383451.775 3775179.277 114.02
   LOCATION L0001247     VOLUME   383454.629 3775176.991 114.06
   LOCATION L0001248     VOLUME   383457.484 3775174.704 114.11
   LOCATION L0001249     VOLUME   383460.339 3775172.418 114.16
   LOCATION L0001250     VOLUME   383463.194 3775170.131 114.20
   LOCATION L0001251     VOLUME   383466.049 3775167.845 114.24
   LOCATION L0001252     VOLUME   383468.904 3775165.559 114.29
   LOCATION L0001253     VOLUME   383471.759 3775163.272 114.39
   LOCATION L0001254     VOLUME   383474.614 3775160.986 114.49
   LOCATION L0001255     VOLUME   383477.495 3775158.734 114.55
   LOCATION L0001256     VOLUME   383480.481 3775156.622 114.59
   LOCATION L0001257     VOLUME   383483.467 3775154.510 114.59
   LOCATION L0001258     VOLUME   383486.453 3775152.397 114.57
   LOCATION L0001259     VOLUME   383489.439 3775150.285 114.52
   LOCATION L0001260     VOLUME   383492.425 3775148.173 114.55
   LOCATION L0001261     VOLUME   383495.411 3775146.061 114.60
   LOCATION L0001262     VOLUME   383498.397 3775143.949 114.72
   LOCATION L0001263     VOLUME   383501.384 3775141.837 114.83
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LOCATION L0001264     VOLUME   383504.370 3775139.725 114.92
LOCATION L0001265     VOLUME   383507.356 3775137.613 115.00
LOCATION L0001266     VOLUME   383510.342 3775135.500 115.06
LOCATION L0001267     VOLUME   383513.328 3775133.388 115.11
LOCATION L0001268     VOLUME   383516.314 3775131.276 115.14
LOCATION L0001269     VOLUME   383519.300 3775129.164 115.16
LOCATION L0001270     VOLUME   383522.286 3775127.052 115.10
LOCATION L0001271     VOLUME   383525.273 3775124.940 115.04
LOCATION L0001272     VOLUME   383528.259 3775122.828 115.02
LOCATION L0001273     VOLUME   383531.245 3775120.715 115.04
LOCATION L0001274     VOLUME   383534.228 3775118.600 115.09
LOCATION L0001275     VOLUME   383537.211 3775116.482 115.13
LOCATION L0001276     VOLUME   383540.193 3775114.365 115.18
LOCATION L0001277     VOLUME   383543.175 3775112.247 115.22
LOCATION L0001278     VOLUME   383546.158 3775110.130 115.26
LOCATION L0001279     VOLUME   383549.140 3775108.012 115.29
LOCATION L0001280     VOLUME   383552.122 3775105.895 115.32
LOCATION L0001281     VOLUME   383555.105 3775103.777 115.35
LOCATION L0001282     VOLUME   383558.087 3775101.660 115.38
LOCATION L0001283     VOLUME   383561.069 3775099.542 115.42
LOCATION L0001284     VOLUME   383564.052 3775097.425 115.45
LOCATION L0001285     VOLUME   383567.034 3775095.307 115.49
LOCATION L0001286     VOLUME   383570.016 3775093.190 115.53
LOCATION L0001287     VOLUME   383572.999 3775091.072 115.53
LOCATION L0001288     VOLUME   383575.981 3775088.955 115.57
LOCATION L0001289     VOLUME   383579.019 3775086.919 115.66
LOCATION L0001290     VOLUME   383582.083 3775084.922 115.70
LOCATION L0001291     VOLUME   383585.147 3775082.925 115.74
LOCATION L0001292     VOLUME   383588.212 3775080.928 115.78
LOCATION L0001293     VOLUME   383591.276 3775078.931 115.82
LOCATION L0001294     VOLUME   383594.340 3775076.934 115.86
LOCATION L0001295     VOLUME   383597.404 3775074.937 115.84
LOCATION L0001296     VOLUME   383600.469 3775072.940 115.74
LOCATION L0001297     VOLUME   383603.533 3775070.943 115.68
LOCATION L0001298     VOLUME   383606.597 3775068.946 115.64
LOCATION L0001299     VOLUME   383609.662 3775066.949 115.64
LOCATION L0001300     VOLUME   383612.726 3775064.952 115.68
LOCATION L0001301     VOLUME   383615.790 3775062.955 115.75
LOCATION L0001302     VOLUME   383618.860 3775060.965 115.85
LOCATION L0001303     VOLUME   383621.931 3775058.980 115.97
LOCATION L0001304     VOLUME   383625.003 3775056.994 116.02
LOCATION L0001305     VOLUME   383628.075 3775055.009 116.05
LOCATION L0001306     VOLUME   383631.147 3775053.024 116.00
LOCATION L0001307     VOLUME   383634.219 3775051.038 115.97
LOCATION L0001308     VOLUME   383637.291 3775049.053 115.95
LOCATION L0001309     VOLUME   383640.362 3775047.067 115.94
LOCATION L0001310     VOLUME   383643.434 3775045.082 115.95
LOCATION L0001311     VOLUME   383646.506 3775043.096 115.97
LOCATION L0001312     VOLUME   383649.578 3775041.111 115.89
LOCATION L0001313     VOLUME   383652.650 3775039.125 115.83
LOCATION L0001314     VOLUME   383655.764 3775037.209 115.80
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   LOCATION L0001315     VOLUME   383658.901 3775035.327 115.82
   LOCATION L0001316     VOLUME   383662.037 3775033.445 115.89
   LOCATION L0001317     VOLUME   383665.173 3775031.564 116.00
   LOCATION L0001318     VOLUME   383668.310 3775029.682 116.16
   LOCATION L0001319     VOLUME   383671.446 3775027.800 116.37
** End of LINE VOLUME Source ID = SLINE1
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** Line Source Represented by Adjacent Volume Sources
** LINE VOLUME Source ID = SLINE2
** DESCRSRC SB I-5 freeway traffic
** PREFIX
** Length of Side = 3.66
** Configuration = Adjacent
** Emission Rate = 0.000465
** Elevated
** Vertical Dimension = 3.66
** SZINIT = 0.85
** Nodes = 6
** 383358.446, 3775223.764, 114.69, 0.00, 1.70
** 383433.357, 3775167.841, 115.07, 0.00, 1.70
** 383513.782, 3775106.418, 115.24, 0.00, 1.70
** 383566.173, 3775070.205, 116.55, 0.00, 1.70
** 383611.211, 3775042.702, 116.71, 0.00, 1.70
** 383661.304, 3775011.991, 116.88, 0.00, 1.70
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   LOCATION L0001321     VOLUME   383362.843 3775220.482 113.89
   LOCATION L0001322     VOLUME   383365.774 3775218.294 113.64
   LOCATION L0001323     VOLUME   383368.705 3775216.106 113.49
   LOCATION L0001324     VOLUME   383371.636 3775213.918 113.50
   LOCATION L0001325     VOLUME   383374.567 3775211.730 113.69
   LOCATION L0001326     VOLUME   383377.497 3775209.542 113.92
   LOCATION L0001327     VOLUME   383380.428 3775207.354 114.07
   LOCATION L0001328     VOLUME   383383.359 3775205.166 114.14
   LOCATION L0001329     VOLUME   383386.290 3775202.978 114.13
   LOCATION L0001330     VOLUME   383389.221 3775200.790 114.04
   LOCATION L0001331     VOLUME   383392.152 3775198.602 113.87
   LOCATION L0001332     VOLUME   383395.083 3775196.414 113.85
   LOCATION L0001333     VOLUME   383398.014 3775194.226 113.88
   LOCATION L0001334     VOLUME   383400.945 3775192.038 113.92
   LOCATION L0001335     VOLUME   383403.876 3775189.850 113.95
   LOCATION L0001336     VOLUME   383406.807 3775187.662 113.99
   LOCATION L0001337     VOLUME   383409.738 3775185.474 114.02
   LOCATION L0001338     VOLUME   383412.669 3775183.285 114.05
   LOCATION L0001339     VOLUME   383415.600 3775181.097 114.15
   LOCATION L0001340     VOLUME   383418.531 3775178.909 114.39
   LOCATION L0001341     VOLUME   383421.462 3775176.721 114.58
   LOCATION L0001342     VOLUME   383424.393 3775174.533 114.72
   LOCATION L0001343     VOLUME   383427.324 3775172.345 114.81
   LOCATION L0001344     VOLUME   383430.255 3775170.157 114.85
   LOCATION L0001345     VOLUME   383433.186 3775167.969 114.84
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LOCATION L0001347     VOLUME   383439.001 3775163.531 114.69
LOCATION L0001348     VOLUME   383441.907 3775161.311 114.54
LOCATION L0001349     VOLUME   383444.814 3775159.091 114.45
LOCATION L0001350     VOLUME   383447.721 3775156.871 114.49
LOCATION L0001351     VOLUME   383450.628 3775154.651 114.53
LOCATION L0001352     VOLUME   383453.535 3775152.431 114.57
LOCATION L0001353     VOLUME   383456.441 3775150.211 114.62
LOCATION L0001354     VOLUME   383459.348 3775147.991 114.73
LOCATION L0001355     VOLUME   383462.255 3775145.771 114.81
LOCATION L0001356     VOLUME   383465.162 3775143.551 114.86
LOCATION L0001357     VOLUME   383468.069 3775141.331 114.88
LOCATION L0001358     VOLUME   383470.975 3775139.111 114.90
LOCATION L0001359     VOLUME   383473.882 3775136.891 114.95
LOCATION L0001360     VOLUME   383476.789 3775134.670 114.98
LOCATION L0001361     VOLUME   383479.696 3775132.450 115.01
LOCATION L0001362     VOLUME   383482.603 3775130.230 115.04
LOCATION L0001363     VOLUME   383485.509 3775128.010 115.06
LOCATION L0001364     VOLUME   383488.416 3775125.790 115.08
LOCATION L0001365     VOLUME   383491.323 3775123.570 115.09
LOCATION L0001366     VOLUME   383494.230 3775121.350 115.10
LOCATION L0001367     VOLUME   383497.137 3775119.130 115.14
LOCATION L0001368     VOLUME   383500.043 3775116.910 115.26
LOCATION L0001369     VOLUME   383502.950 3775114.690 115.36
LOCATION L0001370     VOLUME   383505.857 3775112.470 115.43
LOCATION L0001371     VOLUME   383508.764 3775110.250 115.48
LOCATION L0001372     VOLUME   383511.671 3775108.030 115.50
LOCATION L0001373     VOLUME   383514.605 3775105.849 115.49
LOCATION L0001374     VOLUME   383517.614 3775103.769 115.45
LOCATION L0001375     VOLUME   383520.623 3775101.689 115.42
LOCATION L0001376     VOLUME   383523.632 3775099.609 115.47
LOCATION L0001377     VOLUME   383526.641 3775097.530 115.51
LOCATION L0001378     VOLUME   383529.649 3775095.450 115.55
LOCATION L0001379     VOLUME   383532.658 3775093.370 115.59
LOCATION L0001380     VOLUME   383535.667 3775091.291 115.63
LOCATION L0001381     VOLUME   383538.676 3775089.211 115.68
LOCATION L0001382     VOLUME   383541.685 3775087.131 115.74
LOCATION L0001383     VOLUME   383544.694 3775085.052 115.84
LOCATION L0001384     VOLUME   383547.702 3775082.972 115.92
LOCATION L0001385     VOLUME   383550.711 3775080.892 115.99
LOCATION L0001386     VOLUME   383553.720 3775078.813 116.04
LOCATION L0001387     VOLUME   383556.729 3775076.733 116.08
LOCATION L0001388     VOLUME   383559.738 3775074.653 116.10
LOCATION L0001389     VOLUME   383562.746 3775072.574 116.11
LOCATION L0001390     VOLUME   383565.755 3775070.494 116.11
LOCATION L0001391     VOLUME   383568.861 3775068.564 116.08
LOCATION L0001392     VOLUME   383571.983 3775066.657 116.08
LOCATION L0001393     VOLUME   383575.104 3775064.751 116.12
LOCATION L0001394     VOLUME   383578.226 3775062.845 116.16
LOCATION L0001395     VOLUME   383581.348 3775060.939 116.20
LOCATION L0001396     VOLUME   383584.469 3775059.033 116.23
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   LOCATION L0001397     VOLUME   383587.591 3775057.126 116.27
   LOCATION L0001398     VOLUME   383590.712 3775055.220 116.33
   LOCATION L0001399     VOLUME   383593.834 3775053.314 116.38
   LOCATION L0001400     VOLUME   383596.955 3775051.408 116.44
   LOCATION L0001401     VOLUME   383600.077 3775049.501 116.48
   LOCATION L0001402     VOLUME   383603.199 3775047.595 116.52
   LOCATION L0001403     VOLUME   383606.320 3775045.689 116.55
   LOCATION L0001404     VOLUME   383609.442 3775043.783 116.58
   LOCATION L0001405     VOLUME   383612.562 3775041.874 116.60
   LOCATION L0001406     VOLUME   383615.680 3775039.962 116.62
   LOCATION L0001407     VOLUME   383618.798 3775038.050 116.64
   LOCATION L0001408     VOLUME   383621.917 3775036.139 116.64
   LOCATION L0001409     VOLUME   383625.035 3775034.227 116.65
   LOCATION L0001410     VOLUME   383628.153 3775032.315 116.66
   LOCATION L0001411     VOLUME   383631.271 3775030.403 116.69
   LOCATION L0001412     VOLUME   383634.389 3775028.492 116.74
   LOCATION L0001413     VOLUME   383637.508 3775026.580 116.79
   LOCATION L0001414     VOLUME   383640.626 3775024.668 116.86
   LOCATION L0001415     VOLUME   383643.744 3775022.756 116.88
   LOCATION L0001416     VOLUME   383646.862 3775020.845 116.91
   LOCATION L0001417     VOLUME   383649.980 3775018.933 116.95
   LOCATION L0001418     VOLUME   383653.099 3775017.021 116.98
   LOCATION L0001419     VOLUME   383656.217 3775015.109 117.02
   LOCATION L0001420     VOLUME   383659.335 3775013.198 117.06
** End of LINE VOLUME Source ID = SLINE2
** Source Parameters **
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   SRCPARAM L0001222     0.000004604      0.00      1.70      0.85
   SRCPARAM L0001223     0.000004604      0.00      1.70      0.85
   SRCPARAM L0001224     0.000004604      0.00      1.70      0.85
   SRCPARAM L0001225     0.000004604      0.00      1.70      0.85
   SRCPARAM L0001226     0.000004604      0.00      1.70      0.85
   SRCPARAM L0001227     0.000004604      0.00      1.70      0.85
   SRCPARAM L0001228     0.000004604      0.00      1.70      0.85
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   SRCPARAM L0001242     0.000004604      0.00      1.70      0.85
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SRCPARAM L0001290     0.000004604      0.00      1.70      0.85
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SRCPARAM L0001293     0.000004604      0.00      1.70      0.85
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   SRCPARAM L0001304     0.000004604      0.00      1.70      0.85
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SRCPARAM L0001367     0.000004604      0.00      1.70      0.85
SRCPARAM L0001368     0.000004604      0.00      1.70      0.85
SRCPARAM L0001369     0.000004604      0.00      1.70      0.85
SRCPARAM L0001370     0.000004604      0.00      1.70      0.85
SRCPARAM L0001371     0.000004604      0.00      1.70      0.85
SRCPARAM L0001372     0.000004604      0.00      1.70      0.85
SRCPARAM L0001373     0.000004604      0.00      1.70      0.85
SRCPARAM L0001374     0.000004604      0.00      1.70      0.85
SRCPARAM L0001375     0.000004604      0.00      1.70      0.85
SRCPARAM L0001376     0.000004604      0.00      1.70      0.85
SRCPARAM L0001377     0.000004604      0.00      1.70      0.85
SRCPARAM L0001378     0.000004604      0.00      1.70      0.85
SRCPARAM L0001379     0.000004604      0.00      1.70      0.85
SRCPARAM L0001380     0.000004604      0.00      1.70      0.85
SRCPARAM L0001381     0.000004604      0.00      1.70      0.85
SRCPARAM L0001382     0.000004604      0.00      1.70      0.85
SRCPARAM L0001383     0.000004604      0.00      1.70      0.85
SRCPARAM L0001384     0.000004604      0.00      1.70      0.85
SRCPARAM L0001385     0.000004604      0.00      1.70      0.85
SRCPARAM L0001386     0.000004604      0.00      1.70      0.85
SRCPARAM L0001387     0.000004604      0.00      1.70      0.85
SRCPARAM L0001388     0.000004604      0.00      1.70      0.85
SRCPARAM L0001389     0.000004604      0.00      1.70      0.85
SRCPARAM L0001390     0.000004604      0.00      1.70      0.85
SRCPARAM L0001391     0.000004604      0.00      1.70      0.85
SRCPARAM L0001392     0.000004604      0.00      1.70      0.85
SRCPARAM L0001393     0.000004604      0.00      1.70      0.85
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   SRCPARAM L0001394     0.000004604      0.00      1.70      0.85
   SRCPARAM L0001395     0.000004604      0.00      1.70      0.85
   SRCPARAM L0001396     0.000004604      0.00      1.70      0.85
   SRCPARAM L0001397     0.000004604      0.00      1.70      0.85
   SRCPARAM L0001398     0.000004604      0.00      1.70      0.85
   SRCPARAM L0001399     0.000004604      0.00      1.70      0.85
   SRCPARAM L0001400     0.000004604      0.00      1.70      0.85
   SRCPARAM L0001401     0.000004604      0.00      1.70      0.85
   SRCPARAM L0001402     0.000004604      0.00      1.70      0.85
   SRCPARAM L0001403     0.000004604      0.00      1.70      0.85
   SRCPARAM L0001404     0.000004604      0.00      1.70      0.85
   SRCPARAM L0001405     0.000004604      0.00      1.70      0.85
   SRCPARAM L0001406     0.000004604      0.00      1.70      0.85
   SRCPARAM L0001407     0.000004604      0.00      1.70      0.85
   SRCPARAM L0001408     0.000004604      0.00      1.70      0.85
   SRCPARAM L0001409     0.000004604      0.00      1.70      0.85
   SRCPARAM L0001410     0.000004604      0.00      1.70      0.85
   SRCPARAM L0001411     0.000004604      0.00      1.70      0.85
   SRCPARAM L0001412     0.000004604      0.00      1.70      0.85
   SRCPARAM L0001413     0.000004604      0.00      1.70      0.85
   SRCPARAM L0001414     0.000004604      0.00      1.70      0.85
   SRCPARAM L0001415     0.000004604      0.00      1.70      0.85
   SRCPARAM L0001416     0.000004604      0.00      1.70      0.85
   SRCPARAM L0001417     0.000004604      0.00      1.70      0.85
   SRCPARAM L0001418     0.000004604      0.00      1.70      0.85
   SRCPARAM L0001419     0.000004604      0.00      1.70      0.85
   SRCPARAM L0001420     0.000004604      0.00      1.70      0.85
** ------------------------------------------------------------------
   URBANSRC ALL
   SRCGROUP ALL
SO FINISHED
**
**************************************
** AERMOD Receptor Pathway
**************************************
**
**
RE STARTING
   INCLUDED "18-0079 Kahwaji Building 2yr.rou"
RE FINISHED
**
**************************************
** AERMOD Meteorology Pathway
**************************************
**
**
ME STARTING
   SURFFILE "E:\New MET data\KCQT_V9_ADJU\KCQT_v9.SFC"
   PROFFILE "E:\New MET data\KCQT_V9_ADJU\KCQT_v9.PFL"
   SURFDATA 93134 2012
   UAIRDATA 3190 2012
```

```
   PROFBASE 55.0 METERS
ME FINISHED
**
**************************************
** AERMOD Output Pathway
**************************************
**
**
OU STARTING
** Auto-Generated Plotfiles
   PLOTFILE PERIOD ALL "18-0079 KAHWAJI BUILDING 2YR.AD\PE00GALL.PLT" 31
   SUMMFILE "18-0079 Kahwaji Building 2yr.sum"
OU FINISHED


  *** Message Summary For AERMOD Model Setup ***

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

 A Total of            0 Fatal Error Message(s)
 A Total of            2 Warning Message(s)
 A Total of            0 Informational Message(s)


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


    ********   WARNING MESSAGES   ********
 ME W186     511       MEOPEN: THRESH_1MIN 1-min ASOS wind speed threshold used          0.50
 ME W187     511       MEOPEN: ADJ_U* Option for Stable Low Winds used in AERMET

 **********************************
 *** SETUP Finishes Successfully ***
 **********************************


 *** AERMOD - VERSION  18081 ***   *** 18-0079 Kahwaji Building                                        ***        03/27/19
 *** AERMET - VERSION  16216 ***   *** DPM concentrations 2yr 2022-2023                                ***        20:12:10
                                                                                                                 PAGE   1
 *** MODELOPTs:    RegDFAULT  CONC  ELEV  URBAN  ADJ_U*

                                        ***     MODEL SETUP OPTIONS SUMMARY       ***
 - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -

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

   --  DEPOSITION LOGIC  --
 **NO GAS DEPOSITION Data Provided.
 **NO PARTICLE DEPOSITION Data Provided.
 **Model Uses NO DRY DEPLETION.  DRYDPLT  =  F
```

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

**Model Uses URBAN Dispersion Algorithm for the SBL for   202 Source(s),
  for Total of    1 Urban Area(s):
  Urban Population =   9818605.0 ;  Urban Roughness Length =  1.000 m

**Model Uses Regulatory DEFAULT Options:
        1. Stack-tip Downwash.
        2. Model Accounts for ELEVated Terrain Effects.
        3. Use Calms Processing Routine.
        4. Use Missing Data Processing Routine.
        5. No Exponential Decay.
        6. Urban Roughness Length of 1.0 Meter Assumed.

**Other Options Specified:
        ADJ_U*   - Use ADJ_U* option for SBL in AERMET
        CCVR_Sub - Meteorological data includes CCVR substitutions
        TEMP_Sub - Meteorological data includes TEMP substitutions

**Model Assumes No FLAGPOLE Receptor Heights.

**The User Specified a Pollutant Type of:  DPM

**Model Calculates PERIOD Averages Only

**This Run Includes:    202 Source(s);       1 Source Group(s); and     445 Receptor(s)

               with:      0 POINT(s), including
                          0 POINTCAP(s) and      0 POINTHOR(s)
                and:    202 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 PERIOD Averages by Receptor
         Model Outputs External File(s) of High Values for Plotting (PLOTFILE Keyword)
         Model Outputs Separate Summary File of High Ranked Values (SUMMFILE Keyword)

**NOTE:  The Following Flags May Appear Following CONC Values:  c for Calm Hours
                                                                m for Missing Hours
                                                                b for Both Calm and Missing Hours

**Misc. Inputs:  Base Elev. for Pot. Temp. Profile (m MSL) =    55.00 ;  Decay Coef. =    0.000     ;  Rot. Angle =     0.0
                 Emission Units = GRAMS/SEC                                ;  Emission Rate Unit Factor =   0.10000E+07
```

*** VOLUME SOURCE DATA ***

SOURCE ID	NUMBER PART. CATS.	EMISSION RATE (GRAMS/SEC)	X (METERS)	Y (METERS)	BASE ELEV. (METERS)	RELEASE HEIGHT (METERS)	INIT. SY (METERS)	INIT. SZ (METERS)	URBAN SOURCE	EMISSION RATE SCALAR VARY BY
L0001219	0	0.46040E-05	383374.7	3775241.0	113.5	0.00	1.70	0.85	YES	
L0001220	0	0.46040E-05	383377.5	3775238.7	113.5	0.00	1.70	0.85	YES	
L0001221	0	0.46040E-05	383380.4	3775236.4	113.6	0.00	1.70	0.85	YES	
L0001222	0	0.46040E-05	383383.3	3775234.1	113.6	0.00	1.70	0.85	YES	
L0001223	0	0.46040E-05	383386.1	3775231.9	113.6	0.00	1.70	0.85	YES	
L0001224	0	0.46040E-05	383389.0	3775229.6	113.6	0.00	1.70	0.85	YES	
L0001225	0	0.46040E-05	383391.8	3775227.3	113.7	0.00	1.70	0.85	YES	
L0001226	0	0.46040E-05	383394.7	3775225.0	113.7	0.00	1.70	0.85	YES	
L0001227	0	0.46040E-05	383397.5	3775222.7	113.7	0.00	1.70	0.85	YES	
L0001228	0	0.46040E-05	383400.4	3775220.4	113.7	0.00	1.70	0.85	YES	
L0001229	0	0.46040E-05	383403.2	3775218.1	113.7	0.00	1.70	0.85	YES	
L0001230	0	0.46040E-05	383406.1	3775215.9	113.7	0.00	1.70	0.85	YES	
L0001231	0	0.46040E-05	383409.0	3775213.6	113.6	0.00	1.70	0.85	YES	
L0001232	0	0.46040E-05	383411.8	3775211.3	113.6	0.00	1.70	0.85	YES	
L0001233	0	0.46040E-05	383414.7	3775209.0	113.6	0.00	1.70	0.85	YES	
L0001234	0	0.46040E-05	383417.5	3775206.7	113.7	0.00	1.70	0.85	YES	
L0001235	0	0.46040E-05	383420.4	3775204.4	113.7	0.00	1.70	0.85	YES	
L0001236	0	0.46040E-05	383423.2	3775202.1	113.7	0.00	1.70	0.85	YES	
L0001237	0	0.46040E-05	383426.1	3775199.9	113.8	0.00	1.70	0.85	YES	
L0001238	0	0.46040E-05	383428.9	3775197.6	113.8	0.00	1.70	0.85	YES	
L0001239	0	0.46040E-05	383431.8	3775195.3	113.8	0.00	1.70	0.85	YES	
L0001240	0	0.46040E-05	383434.6	3775193.0	113.9	0.00	1.70	0.85	YES	
L0001241	0	0.46040E-05	383437.5	3775190.7	113.9	0.00	1.70	0.85	YES	
L0001242	0	0.46040E-05	383440.4	3775188.4	113.9	0.00	1.70	0.85	YES	
L0001243	0	0.46040E-05	383443.2	3775186.1	113.9	0.00	1.70	0.85	YES	
L0001244	0	0.46040E-05	383446.1	3775183.8	114.0	0.00	1.70	0.85	YES	
L0001245	0	0.46040E-05	383448.9	3775181.6	114.0	0.00	1.70	0.85	YES	
L0001246	0	0.46040E-05	383451.8	3775179.3	114.0	0.00	1.70	0.85	YES	

L0001247	0	0.46040E-05	383454.6	3775177.0	114.1	0.00	1.70	0.85	YES
L0001248	0	0.46040E-05	383457.5	3775174.7	114.1	0.00	1.70	0.85	YES
L0001249	0	0.46040E-05	383460.3	3775172.4	114.2	0.00	1.70	0.85	YES
L0001250	0	0.46040E-05	383463.2	3775170.1	114.2	0.00	1.70	0.85	YES
L0001251	0	0.46040E-05	383466.0	3775167.8	114.2	0.00	1.70	0.85	YES
L0001252	0	0.46040E-05	383468.9	3775165.6	114.3	0.00	1.70	0.85	YES
L0001253	0	0.46040E-05	383471.8	3775163.3	114.4	0.00	1.70	0.85	YES
L0001254	0	0.46040E-05	383474.6	3775161.0	114.5	0.00	1.70	0.85	YES
L0001255	0	0.46040E-05	383477.5	3775158.7	114.5	0.00	1.70	0.85	YES
L0001256	0	0.46040E-05	383480.5	3775156.6	114.6	0.00	1.70	0.85	YES
L0001257	0	0.46040E-05	383483.5	3775154.5	114.6	0.00	1.70	0.85	YES
L0001258	0	0.46040E-05	383486.5	3775152.4	114.6	0.00	1.70	0.85	YES

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** VOLUME SOURCE DATA ***

SOURCE ID	NUMBER PART. CATS.	EMISSION RATE (GRAMS/SEC)	X (METERS)	Y (METERS)	BASE ELEV. (METERS)	RELEASE HEIGHT (METERS)	INIT. SY (METERS)	INIT. SZ (METERS)	URBAN SOURCE	EMISSION RATE SCALAR VARY BY
L0001259	0	0.46040E-05	383489.4	3775150.3	114.5	0.00	1.70	0.85	YES	
L0001260	0	0.46040E-05	383492.4	3775148.2	114.5	0.00	1.70	0.85	YES	
L0001261	0	0.46040E-05	383495.4	3775146.1	114.6	0.00	1.70	0.85	YES	
L0001262	0	0.46040E-05	383498.4	3775143.9	114.7	0.00	1.70	0.85	YES	
L0001263	0	0.46040E-05	383501.4	3775141.8	114.8	0.00	1.70	0.85	YES	
L0001264	0	0.46040E-05	383504.4	3775139.7	114.9	0.00	1.70	0.85	YES	
L0001265	0	0.46040E-05	383507.4	3775137.6	115.0	0.00	1.70	0.85	YES	
L0001266	0	0.46040E-05	383510.3	3775135.5	115.1	0.00	1.70	0.85	YES	
L0001267	0	0.46040E-05	383513.3	3775133.4	115.1	0.00	1.70	0.85	YES	
L0001268	0	0.46040E-05	383516.3	3775131.3	115.1	0.00	1.70	0.85	YES	
L0001269	0	0.46040E-05	383519.3	3775129.2	115.2	0.00	1.70	0.85	YES	
L0001270	0	0.46040E-05	383522.3	3775127.1	115.1	0.00	1.70	0.85	YES	
L0001271	0	0.46040E-05	383525.3	3775124.9	115.0	0.00	1.70	0.85	YES	
L0001272	0	0.46040E-05	383528.3	3775122.8	115.0	0.00	1.70	0.85	YES	
L0001273	0	0.46040E-05	383531.2	3775120.7	115.0	0.00	1.70	0.85	YES	
L0001274	0	0.46040E-05	383534.2	3775118.6	115.1	0.00	1.70	0.85	YES	
L0001275	0	0.46040E-05	383537.2	3775116.5	115.1	0.00	1.70	0.85	YES	
L0001276	0	0.46040E-05	383540.2	3775114.4	115.2	0.00	1.70	0.85	YES	
L0001277	0	0.46040E-05	383543.2	3775112.2	115.2	0.00	1.70	0.85	YES	
L0001278	0	0.46040E-05	383546.2	3775110.1	115.3	0.00	1.70	0.85	YES	
L0001279	0	0.46040E-05	383549.1	3775108.0	115.3	0.00	1.70	0.85	YES	
L0001280	0	0.46040E-05	383552.1	3775105.9	115.3	0.00	1.70	0.85	YES	
L0001281	0	0.46040E-05	383555.1	3775103.8	115.3	0.00	1.70	0.85	YES	
L0001282	0	0.46040E-05	383558.1	3775101.7	115.4	0.00	1.70	0.85	YES	
L0001283	0	0.46040E-05	383561.1	3775099.5	115.4	0.00	1.70	0.85	YES	

L0001284	0	0.46040E-05	383564.1	3775097.4	115.5	0.00	1.70	0.85	YES
L0001285	0	0.46040E-05	383567.0	3775095.3	115.5	0.00	1.70	0.85	YES
L0001286	0	0.46040E-05	383570.0	3775093.2	115.5	0.00	1.70	0.85	YES
L0001287	0	0.46040E-05	383573.0	3775091.1	115.5	0.00	1.70	0.85	YES
L0001288	0	0.46040E-05	383576.0	3775089.0	115.6	0.00	1.70	0.85	YES
L0001289	0	0.46040E-05	383579.0	3775086.9	115.7	0.00	1.70	0.85	YES
L0001290	0	0.46040E-05	383582.1	3775084.9	115.7	0.00	1.70	0.85	YES
L0001291	0	0.46040E-05	383585.1	3775082.9	115.7	0.00	1.70	0.85	YES
L0001292	0	0.46040E-05	383588.2	3775080.9	115.8	0.00	1.70	0.85	YES
L0001293	0	0.46040E-05	383591.3	3775078.9	115.8	0.00	1.70	0.85	YES
L0001294	0	0.46040E-05	383594.3	3775076.9	115.9	0.00	1.70	0.85	YES
L0001295	0	0.46040E-05	383597.4	3775074.9	115.8	0.00	1.70	0.85	YES
L0001296	0	0.46040E-05	383600.5	3775072.9	115.7	0.00	1.70	0.85	YES
L0001297	0	0.46040E-05	383603.5	3775070.9	115.7	0.00	1.70	0.85	YES
L0001298	0	0.46040E-05	383606.6	3775068.9	115.6	0.00	1.70	0.85	YES

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** VOLUME SOURCE DATA ***

SOURCE ID	NUMBER PART. CATS.	EMISSION RATE (GRAMS/SEC)	X (METERS)	Y (METERS)	BASE ELEV. (METERS)	RELEASE HEIGHT (METERS)	INIT. SY (METERS)	INIT. SZ (METERS)	URBAN SOURCE	EMISSION RATE SCALAR VARY BY
L0001299	0	0.46040E-05	383609.7	3775066.9	115.6	0.00	1.70	0.85	YES	
L0001300	0	0.46040E-05	383612.7	3775065.0	115.7	0.00	1.70	0.85	YES	
L0001301	0	0.46040E-05	383615.8	3775063.0	115.8	0.00	1.70	0.85	YES	
L0001302	0	0.46040E-05	383618.9	3775061.0	115.8	0.00	1.70	0.85	YES	
L0001303	0	0.46040E-05	383621.9	3775059.0	116.0	0.00	1.70	0.85	YES	
L0001304	0	0.46040E-05	383625.0	3775057.0	116.0	0.00	1.70	0.85	YES	
L0001305	0	0.46040E-05	383628.1	3775055.0	116.0	0.00	1.70	0.85	YES	
L0001306	0	0.46040E-05	383631.1	3775053.0	116.0	0.00	1.70	0.85	YES	
L0001307	0	0.46040E-05	383634.2	3775051.0	116.0	0.00	1.70	0.85	YES	
L0001308	0	0.46040E-05	383637.3	3775049.1	116.0	0.00	1.70	0.85	YES	
L0001309	0	0.46040E-05	383640.4	3775047.1	115.9	0.00	1.70	0.85	YES	
L0001310	0	0.46040E-05	383643.4	3775045.1	116.0	0.00	1.70	0.85	YES	
L0001311	0	0.46040E-05	383646.5	3775043.1	116.0	0.00	1.70	0.85	YES	
L0001312	0	0.46040E-05	383649.6	3775041.1	115.9	0.00	1.70	0.85	YES	
L0001313	0	0.46040E-05	383652.6	3775039.1	115.8	0.00	1.70	0.85	YES	
L0001314	0	0.46040E-05	383655.8	3775037.2	115.8	0.00	1.70	0.85	YES	
L0001315	0	0.46040E-05	383658.9	3775035.3	115.8	0.00	1.70	0.85	YES	
L0001316	0	0.46040E-05	383662.0	3775033.4	115.9	0.00	1.70	0.85	YES	
L0001317	0	0.46040E-05	383665.2	3775031.6	116.0	0.00	1.70	0.85	YES	
L0001318	0	0.46040E-05	383668.3	3775029.7	116.2	0.00	1.70	0.85	YES	
L0001319	0	0.46040E-05	383671.4	3775027.8	116.4	0.00	1.70	0.85	YES	
L0001320	0	0.46040E-05	383359.9	3775222.7	114.1	0.00	1.70	0.85	YES	

L0001321	0	0.46040E-05	383362.8	3775220.5	113.9	0.00	1.70	0.85	YES	
L0001322	0	0.46040E-05	383365.8	3775218.3	113.6	0.00	1.70	0.85	YES	
L0001323	0	0.46040E-05	383368.7	3775216.1	113.5	0.00	1.70	0.85	YES	
L0001324	0	0.46040E-05	383371.6	3775213.9	113.5	0.00	1.70	0.85	YES	
L0001325	0	0.46040E-05	383374.6	3775211.7	113.7	0.00	1.70	0.85	YES	
L0001326	0	0.46040E-05	383377.5	3775209.5	113.9	0.00	1.70	0.85	YES	
L0001327	0	0.46040E-05	383380.4	3775207.4	114.1	0.00	1.70	0.85	YES	
L0001328	0	0.46040E-05	383383.4	3775205.2	114.1	0.00	1.70	0.85	YES	
L0001329	0	0.46040E-05	383386.3	3775203.0	114.1	0.00	1.70	0.85	YES	
L0001330	0	0.46040E-05	383389.2	3775200.8	114.0	0.00	1.70	0.85	YES	
L0001331	0	0.46040E-05	383392.2	3775198.6	113.9	0.00	1.70	0.85	YES	
L0001332	0	0.46040E-05	383395.1	3775196.4	113.8	0.00	1.70	0.85	YES	
L0001333	0	0.46040E-05	383398.0	3775194.2	113.9	0.00	1.70	0.85	YES	
L0001334	0	0.46040E-05	383400.9	3775192.0	113.9	0.00	1.70	0.85	YES	
L0001335	0	0.46040E-05	383403.9	3775189.8	114.0	0.00	1.70	0.85	YES	
L0001336	0	0.46040E-05	383406.8	3775187.7	114.0	0.00	1.70	0.85	YES	
L0001337	0	0.46040E-05	383409.7	3775185.5	114.0	0.00	1.70	0.85	YES	
L0001338	0	0.46040E-05	383412.7	3775183.3	114.0	0.00	1.70	0.85	YES	

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** VOLUME SOURCE DATA ***

SOURCE ID	NUMBER PART. CATS.	EMISSION RATE (GRAMS/SEC)	X (METERS)	Y (METERS)	BASE ELEV. (METERS)	RELEASE HEIGHT (METERS)	INIT. SY (METERS)	INIT. SZ (METERS)	URBAN SOURCE	EMISSION RATE SCALAR VARY BY
L0001339	0	0.46040E-05	383415.6	3775181.1	114.1	0.00	1.70	0.85	YES	
L0001340	0	0.46040E-05	383418.5	3775178.9	114.4	0.00	1.70	0.85	YES	
L0001341	0	0.46040E-05	383421.5	3775176.7	114.6	0.00	1.70	0.85	YES	
L0001342	0	0.46040E-05	383424.4	3775174.5	114.7	0.00	1.70	0.85	YES	
L0001343	0	0.46040E-05	383427.3	3775172.3	114.8	0.00	1.70	0.85	YES	
L0001344	0	0.46040E-05	383430.3	3775170.2	114.8	0.00	1.70	0.85	YES	
L0001345	0	0.46040E-05	383433.2	3775168.0	114.8	0.00	1.70	0.85	YES	
L0001346	0	0.46040E-05	383436.1	3775165.8	114.8	0.00	1.70	0.85	YES	
L0001347	0	0.46040E-05	383439.0	3775163.5	114.7	0.00	1.70	0.85	YES	
L0001348	0	0.46040E-05	383441.9	3775161.3	114.5	0.00	1.70	0.85	YES	
L0001349	0	0.46040E-05	383444.8	3775159.1	114.5	0.00	1.70	0.85	YES	
L0001350	0	0.46040E-05	383447.7	3775156.9	114.5	0.00	1.70	0.85	YES	
L0001351	0	0.46040E-05	383450.6	3775154.7	114.5	0.00	1.70	0.85	YES	
L0001352	0	0.46040E-05	383453.5	3775152.4	114.6	0.00	1.70	0.85	YES	
L0001353	0	0.46040E-05	383456.4	3775150.2	114.6	0.00	1.70	0.85	YES	
L0001354	0	0.46040E-05	383459.3	3775148.0	114.7	0.00	1.70	0.85	YES	
L0001355	0	0.46040E-05	383462.3	3775145.8	114.8	0.00	1.70	0.85	YES	
L0001356	0	0.46040E-05	383465.2	3775143.6	114.9	0.00	1.70	0.85	YES	
L0001357	0	0.46040E-05	383468.1	3775141.3	114.9	0.00	1.70	0.85	YES	

L0001358	0	0.46040E-05	383471.0	3775139.1	114.9	0.00	1.70	0.85	YES
L0001359	0	0.46040E-05	383473.9	3775136.9	115.0	0.00	1.70	0.85	YES
L0001360	0	0.46040E-05	383476.8	3775134.7	115.0	0.00	1.70	0.85	YES
L0001361	0	0.46040E-05	383479.7	3775132.4	115.0	0.00	1.70	0.85	YES
L0001362	0	0.46040E-05	383482.6	3775130.2	115.0	0.00	1.70	0.85	YES
L0001363	0	0.46040E-05	383485.5	3775128.0	115.1	0.00	1.70	0.85	YES
L0001364	0	0.46040E-05	383488.4	3775125.8	115.1	0.00	1.70	0.85	YES
L0001365	0	0.46040E-05	383491.3	3775123.6	115.1	0.00	1.70	0.85	YES
L0001366	0	0.46040E-05	383494.2	3775121.3	115.1	0.00	1.70	0.85	YES
L0001367	0	0.46040E-05	383497.1	3775119.1	115.1	0.00	1.70	0.85	YES
L0001368	0	0.46040E-05	383500.0	3775116.9	115.3	0.00	1.70	0.85	YES
L0001369	0	0.46040E-05	383503.0	3775114.7	115.4	0.00	1.70	0.85	YES
L0001370	0	0.46040E-05	383505.9	3775112.5	115.4	0.00	1.70	0.85	YES
L0001371	0	0.46040E-05	383508.8	3775110.2	115.5	0.00	1.70	0.85	YES
L0001372	0	0.46040E-05	383511.7	3775108.0	115.5	0.00	1.70	0.85	YES
L0001373	0	0.46040E-05	383514.6	3775105.8	115.5	0.00	1.70	0.85	YES
L0001374	0	0.46040E-05	383517.6	3775103.8	115.5	0.00	1.70	0.85	YES
L0001375	0	0.46040E-05	383520.6	3775101.7	115.4	0.00	1.70	0.85	YES
L0001376	0	0.46040E-05	383523.6	3775099.6	115.5	0.00	1.70	0.85	YES
L0001377	0	0.46040E-05	383526.6	3775097.5	115.5	0.00	1.70	0.85	YES
L0001378	0	0.46040E-05	383529.6	3775095.4	115.5	0.00	1.70	0.85	YES

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** VOLUME SOURCE DATA ***

SOURCE ID	NUMBER PART. CATS.	EMISSION RATE (GRAMS/SEC)	X (METERS)	Y (METERS)	BASE ELEV. (METERS)	RELEASE HEIGHT (METERS)	INIT. SY (METERS)	INIT. SZ (METERS)	URBAN SOURCE	EMISSION RATE SCALAR VARY BY
L0001379	0	0.46040E-05	383532.7	3775093.4	115.6	0.00	1.70	0.85	YES	
L0001380	0	0.46040E-05	383535.7	3775091.3	115.6	0.00	1.70	0.85	YES	
L0001381	0	0.46040E-05	383538.7	3775089.2	115.7	0.00	1.70	0.85	YES	
L0001382	0	0.46040E-05	383541.7	3775087.1	115.7	0.00	1.70	0.85	YES	
L0001383	0	0.46040E-05	383544.7	3775085.1	115.8	0.00	1.70	0.85	YES	
L0001384	0	0.46040E-05	383547.7	3775083.0	115.9	0.00	1.70	0.85	YES	
L0001385	0	0.46040E-05	383550.7	3775080.9	116.0	0.00	1.70	0.85	YES	
L0001386	0	0.46040E-05	383553.7	3775078.8	116.0	0.00	1.70	0.85	YES	
L0001387	0	0.46040E-05	383556.7	3775076.7	116.1	0.00	1.70	0.85	YES	
L0001388	0	0.46040E-05	383559.7	3775074.7	116.1	0.00	1.70	0.85	YES	
L0001389	0	0.46040E-05	383562.7	3775072.6	116.1	0.00	1.70	0.85	YES	
L0001390	0	0.46040E-05	383565.8	3775070.5	116.1	0.00	1.70	0.85	YES	
L0001391	0	0.46040E-05	383568.9	3775068.6	116.1	0.00	1.70	0.85	YES	
L0001392	0	0.46040E-05	383572.0	3775066.7	116.1	0.00	1.70	0.85	YES	
L0001393	0	0.46040E-05	383575.1	3775064.8	116.1	0.00	1.70	0.85	YES	
L0001394	0	0.46040E-05	383578.2	3775062.8	116.2	0.00	1.70	0.85	YES	

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L0001395         0   0.46040E-05  383581.3 3775060.9   116.2     0.00     1.70     0.85     YES
L0001396         0   0.46040E-05  383584.5 3775059.0   116.2     0.00     1.70     0.85     YES
L0001397         0   0.46040E-05  383587.6 3775057.1   116.3     0.00     1.70     0.85     YES
L0001398         0   0.46040E-05  383590.7 3775055.2   116.3     0.00     1.70     0.85     YES
L0001399         0   0.46040E-05  383593.8 3775053.3   116.4     0.00     1.70     0.85     YES
L0001400         0   0.46040E-05  383597.0 3775051.4   116.4     0.00     1.70     0.85     YES
L0001401         0   0.46040E-05  383600.1 3775049.5   116.5     0.00     1.70     0.85     YES
L0001402         0   0.46040E-05  383603.2 3775047.6   116.5     0.00     1.70     0.85     YES
L0001403         0   0.46040E-05  383606.3 3775045.7   116.5     0.00     1.70     0.85     YES
L0001404         0   0.46040E-05  383609.4 3775043.8   116.6     0.00     1.70     0.85     YES
L0001405         0   0.46040E-05  383612.6 3775041.9   116.6     0.00     1.70     0.85     YES
L0001406         0   0.46040E-05  383615.7 3775040.0   116.6     0.00     1.70     0.85     YES
L0001407         0   0.46040E-05  383618.8 3775038.0   116.6     0.00     1.70     0.85     YES
L0001408         0   0.46040E-05  383621.9 3775036.1   116.6     0.00     1.70     0.85     YES
L0001409         0   0.46040E-05  383625.0 3775034.2   116.6     0.00     1.70     0.85     YES
L0001410         0   0.46040E-05  383628.2 3775032.3   116.7     0.00     1.70     0.85     YES
L0001411         0   0.46040E-05  383631.3 3775030.4   116.7     0.00     1.70     0.85     YES
L0001412         0   0.46040E-05  383634.4 3775028.5   116.7     0.00     1.70     0.85     YES
L0001413         0   0.46040E-05  383637.5 3775026.6   116.8     0.00     1.70     0.85     YES
L0001414         0   0.46040E-05  383640.6 3775024.7   116.9     0.00     1.70     0.85     YES
L0001415         0   0.46040E-05  383643.7 3775022.8   116.9     0.00     1.70     0.85     YES
L0001416         0   0.46040E-05  383646.9 3775020.8   116.9     0.00     1.70     0.85     YES
L0001417         0   0.46040E-05  383650.0 3775018.9   117.0     0.00     1.70     0.85     YES
L0001418         0   0.46040E-05  383653.1 3775017.0   117.0     0.00     1.70     0.85     YES

*** AERMOD - VERSION  18081 ***   *** 18-0079 Kahwaji Building                                  ***        03/27/19
*** AERMET - VERSION  16216 ***   *** DPM concentrations 2yr 2022-2023                          ***        20:12:10
                                                                                                          PAGE   7
*** MODELOPTs:    RegDFAULT  CONC  ELEV  URBAN  ADJ_U*


                                        *** VOLUME SOURCE DATA ***

             NUMBER EMISSION RATE                   BASE    RELEASE    INIT.    INIT.   URBAN  EMISSION RATE
  SOURCE      PART.  (GRAMS/SEC)     X        Y      ELEV.   HEIGHT      SY       SZ     SOURCE  SCALAR VARY
    ID        CATS.               (METERS) (METERS) (METERS) (METERS) (METERS) (METERS)             BY
- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -

L0001419         0   0.46040E-05  383656.2 3775015.1   117.0     0.00     1.70     0.85     YES
L0001420         0   0.46040E-05  383659.3 3775013.2   117.1     0.00     1.70     0.85     YES

*** AERMOD - VERSION  18081 ***   *** 18-0079 Kahwaji Building                                  ***        03/27/19
*** AERMET - VERSION  16216 ***   *** DPM concentrations 2yr 2022-2023                          ***        20:12:10
                                                                                                          PAGE   8
*** MODELOPTs:    RegDFAULT  CONC  ELEV  URBAN  ADJ_U*


                                  *** SOURCE IDs DEFINING SOURCE GROUPS ***

SRCGROUP ID                                    SOURCE IDs
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 ALL        L0001219    , L0001220    , L0001221    , L0001222    , L0001223    , L0001224    , L0001225    , L0001226    ,
            L0001227    , L0001228    , L0001229    , L0001230    , L0001231    , L0001232    , L0001233    , L0001234    ,
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*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** SOURCE IDs DEFINING SOURCE GROUPS ***

SRCGROUP ID	SOURCE IDs

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           L0001379    , L0001380    , L0001381    , L0001382    , L0001383    , L0001384    , L0001385    , L0001386    ,
           L0001387    , L0001388    , L0001389    , L0001390    , L0001391    , L0001392    , L0001393    , L0001394    ,
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           L0001411    , L0001412    , L0001413    , L0001414    , L0001415    , L0001416    , L0001417    , L0001418    ,
           L0001419    , L0001420    ,

*** AERMOD - VERSION  18081 ***   *** 18-0079 Kahwaji Building                                          ***        03/27/19
*** AERMET - VERSION  16216 ***   *** DPM concentrations 2yr 2022-2023                                  ***        20:12:10
                                                                                                                 PAGE  10
*** MODELOPTs:    RegDFAULT  CONC  ELEV  URBAN  ADJ_U*

                                   *** SOURCE IDs DEFINED AS URBAN SOURCES ***

 URBAN ID   URBAN POP                                SOURCE IDs
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            9818605.   L0001219    , L0001220    , L0001221    , L0001222    , L0001223    , L0001224    , L0001225    ,
L0001226    ,
           L0001227    , L0001228    , L0001229    , L0001230    , L0001231    , L0001232    , L0001233    , L0001234    ,
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*** AERMOD - VERSION  18081 ***   *** 18-0079 Kahwaji Building                                                  ***        03/27/19
*** AERMET - VERSION  16216 ***   *** DPM concentrations 2yr 2022-2023                                          ***        20:12:10
                                                                                                                          PAGE  11
*** MODELOPTs:    RegDFAULT  CONC  ELEV  URBAN  ADJ_U*

                                    *** SOURCE IDs DEFINED AS URBAN SOURCES ***

 URBAN ID   URBAN POP                                SOURCE IDs
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           L0001379    , L0001380    , L0001381    , L0001382    , L0001383    , L0001384    , L0001385    , L0001386    ,
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           L0001411    , L0001412    , L0001413    , L0001414    , L0001415    , L0001416    , L0001417    , L0001418    ,
           L0001419    , L0001420    ,

*** AERMOD - VERSION  18081 ***   *** 18-0079 Kahwaji Building                                                  ***        03/27/19
*** AERMET - VERSION  16216 ***   *** DPM concentrations 2yr 2022-2023                                          ***        20:12:10
                                                                                                                          PAGE  12
*** MODELOPTs:    RegDFAULT  CONC  ELEV  URBAN  ADJ_U*

                                  *** GRIDDED RECEPTOR NETWORK SUMMARY ***

                               *** NETWORK ID: UCART1   ;  NETWORK TYPE: GRIDCART ***

                                      *** X-COORDINATES OF GRID ***
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(METERS)

383249.4, 383269.4, 383289.4, 383309.4, 383329.4, 383349.4, 383369.4, 383389.4, 383409.4, 383429.4,
383449.4, 383469.4, 383489.4, 383509.4, 383529.4, 383549.4, 383569.4, 383589.4, 383609.4, 383629.4,
383649.4,

*** Y-COORDINATES OF GRID ***
(METERS)

3774796.2, 3774816.2, 3774836.2, 3774856.2, 3774876.2, 3774896.2, 3774916.2, 3774936.2, 3774956.2, 3774976.2,
3774996.2, 3775016.2, 3775036.2, 3775056.2, 3775076.2, 3775096.2, 3775116.2, 3775136.2, 3775156.2, 3775176.2,
3775196.2,

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** NETWORK ID: UCART1 ; NETWORK TYPE: GRIDCART ***

* ELEVATION HEIGHTS IN METERS *

Y-COORD (METERS)	X-COORD (METERS)								
	383249.39	383269.39	383289.39	383309.39	383329.39	383349.39	383369.39	383389.39	383409.39
3775196.21	122.20	121.60	121.10	120.70	119.50	117.90	116.30	114.20	113.80
3775176.21	124.80	123.00	121.90	121.00	120.50	119.90	118.70	115.40	114.80
3775156.21	131.50	126.40	123.80	121.80	121.10	120.40	118.90	117.50	117.20
3775136.21	144.30	138.80	132.00	127.40	124.80	123.00	121.10	119.10	118.00
3775116.21	155.90	151.20	141.80	134.60	130.20	126.80	123.50	120.80	119.00
3775096.21	161.40	158.80	152.50	142.80	138.10	132.40	124.70	123.00	122.20
3775076.21	161.80	160.80	157.20	150.30	145.40	138.00	128.60	125.70	125.40
3775056.21	160.50	160.60	159.20	156.20	151.20	143.10	133.40	128.40	128.70
3775036.21	158.60	158.70	158.20	155.80	151.70	144.90	136.30	129.40	133.40
3775016.21	156.60	156.90	157.20	155.40	152.20	146.60	139.20	131.30	136.60
3774996.21	154.40	155.10	155.90	155.00	152.50	148.30	142.00	134.00	138.50
3774976.21	152.10	152.80	153.60	153.20	151.00	148.00	143.80	137.10	135.90
3774956.21	149.30	150.10	150.80	150.90	149.20	146.90	143.80	138.60	135.20
3774936.21	146.30	147.30	147.50	148.10	147.00	144.90	142.00	138.40	136.60
3774916.21	143.40	143.50	144.00	144.60	143.80	142.50	140.60	138.00	136.70
3774896.21	140.90	140.70	141.20	141.70	141.10	140.30	139.10	137.10	136.40
3774876.21	139.00	138.90	139.30	139.40	139.00	138.40	137.50	135.70	135.70
3774856.21	137.60	137.20	137.10	137.20	137.00	136.40	135.60	134.90	135.10
3774836.21	136.40	135.90	135.60	135.50	135.40	134.70	134.10	134.10	134.20
3774816.21	135.40	135.10	134.90	134.50	134.10	133.70	133.30	133.20	132.70
3774796.21	135.80	135.70	135.40	134.40	134.00	133.80	133.50	132.90	132.20

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** NETWORK ID: UCART1 ; NETWORK TYPE: GRIDCART ***

* ELEVATION HEIGHTS IN METERS *

Y-COORD (METERS)	X-COORD (METERS)								
	383429.39	383449.39	383469.39	383489.39	383509.39	383529.39	383549.39	383569.39	383589.39
3775196.21	113.80	114.00	114.70	113.20	111.40	110.00	109.10	108.70	109.90
3775176.21	114.40	114.10	114.10	115.20	113.40	111.20	110.10	108.90	108.70
3775156.21	115.90	114.50	114.50	114.70	114.60	113.80	112.00	109.40	109.20
3775136.21	116.90	115.80	115.00	114.80	115.00	114.80	113.70	111.80	110.40
3775116.21	118.00	117.20	115.70	115.40	115.20	115.10	115.10	115.00	111.90
3775096.21	120.50	118.50	117.00	116.90	116.00	115.50	115.50	115.50	114.50
3775076.21	123.90	121.60	119.30	118.00	116.90	116.30	116.20	115.90	115.90
3775056.21	128.20	126.10	122.40	119.20	118.00	117.50	117.10	116.30	116.30
3775036.21	135.10	133.30	128.40	123.40	121.00	119.10	117.50	117.10	116.90
3775016.21	138.90	137.90	134.40	129.80	125.50	122.00	119.40	118.40	117.60
3774996.21	140.30	140.50	140.40	138.10	131.40	125.90	122.60	120.40	118.20
3774976.21	138.30	140.60	140.60	140.10	137.70	134.10	129.90	125.70	122.00
3774956.21	137.70	140.80	140.90	141.20	141.50	139.90	136.90	134.00	128.40
3774936.21	138.70	141.00	141.30	141.40	142.10	142.50	143.50	146.40	138.30
3774916.21	137.40	138.60	139.70	140.90	142.10	143.40	145.40	148.30	143.90
3774896.21	136.30	136.90	138.50	140.40	141.80	143.50	145.50	147.40	146.50
3774876.21	135.80	136.50	138.10	139.80	141.00	142.30	143.50	143.90	144.20
3774856.21	134.80	135.00	136.10	138.30	139.40	140.40	141.10	141.50	142.20
3774836.21	133.80	133.50	134.20	136.40	137.50	138.20	138.80	139.40	140.20
3774816.21	132.40	132.50	133.00	133.90	135.60	136.20	136.50	137.10	138.20
3774796.21	131.90	131.80	131.90	132.00	133.60	134.70	135.40	135.90	136.60

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** NETWORK ID: UCART1 ; NETWORK TYPE: GRIDCART ***

* ELEVATION HEIGHTS IN METERS *

Y-COORD (METERS)	X-COORD (METERS)		
	383609.39	383629.39	383649.39
3775196.21	111.40	112.90	114.50
3775176.21	109.00	110.40	113.90
3775156.21	109.00	109.10	110.10
3775136.21	109.40	108.80	108.50
3775116.21	110.10	109.20	108.40
3775096.21	113.10	111.20	108.60

3775076.21	115.10	113.40	110.80
3775056.21	116.30	115.90	115.00
3775036.21	116.80	116.50	116.20
3775016.21	117.20	117.00	117.00
3774996.21	117.40	117.30	117.30
3774976.21	119.90	118.50	117.40
3774956.21	124.10	121.00	118.90
3774936.21	130.90	125.90	123.40
3774916.21	138.40	134.40	132.20
3774896.21	144.00	142.10	140.90
3774876.21	144.40	145.30	146.70
3774856.21	142.80	144.30	146.60
3774836.21	140.70	142.10	144.20
3774816.21	139.20	140.40	141.80
3774796.21	137.30	138.40	139.60

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** NETWORK ID: UCART1 ; NETWORK TYPE: GRIDCART ***

* HILL HEIGHT SCALES IN METERS *

Y-COORD (METERS)	X-COORD (METERS) 383249.39	383269.39	383289.39	383309.39	383329.39	383349.39	383369.39	383389.39	383409.39
3775196.21	166.50	166.50	166.50	166.50	166.50	166.50	166.50	166.50	166.50
3775176.21	166.50	166.50	166.50	166.50	166.50	166.50	166.50	166.50	166.50
3775156.21	166.50	166.50	166.50	166.50	166.50	166.50	166.50	166.50	166.50
3775136.21	166.50	166.50	166.50	166.50	166.50	166.50	166.50	166.50	166.50
3775116.21	166.50	166.50	166.50	166.50	166.50	166.50	166.50	166.50	166.50
3775096.21	163.00	163.00	166.50	166.50	166.50	166.50	166.50	166.50	166.50
3775076.21	161.80	160.80	163.00	166.50	166.50	166.50	166.50	166.50	166.50
3775056.21	160.50	161.50	159.20	162.30	163.00	166.50	166.50	166.50	166.50
3775036.21	161.50	161.50	158.20	161.50	163.00	166.50	166.50	166.50	166.50
3775016.21	161.50	161.50	157.20	158.00	162.30	163.00	166.50	166.50	166.50
3774996.21	161.50	155.10	156.30	155.00	158.00	163.00	166.50	166.50	166.50
3774976.21	161.50	161.50	156.30	153.20	158.00	161.50	163.00	166.50	166.50
3774956.21	163.00	161.50	161.50	156.30	161.50	161.50	163.00	165.60	166.50
3774936.21	163.00	161.50	161.50	161.50	161.50	161.50	163.00	163.00	165.60
3774916.21	166.50	163.00	163.00	161.50	161.50	162.30	163.00	163.00	163.00
3774896.21	166.50	166.50	163.00	163.00	163.00	163.00	163.00	163.00	163.00
3774876.21	166.50	166.50	163.00	163.00	163.00	163.00	163.00	165.10	165.10
3774856.21	166.50	166.50	163.00	163.00	163.00	165.10	165.10	165.10	165.10
3774836.21	163.00	163.00	163.00	165.10	165.10	165.10	165.10	165.10	165.10
3774816.21	187.50	187.50	187.50	165.10	165.10	165.10	171.90	171.90	173.00
3774796.21	187.50	187.50	187.50	187.50	165.10	171.90	171.90	173.00	173.00

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** NETWORK ID: UCART1   ; NETWORK TYPE: GRIDCART ***

* HILL HEIGHT SCALES IN METERS *

Y-COORD (METERS)	X-COORD (METERS)								
	383429.39	383449.39	383469.39	383489.39	383509.39	383529.39	383549.39	383569.39	383589.39
3775196.21	166.50	166.50	166.50	166.50	166.50	166.50	166.50	166.50	166.50
3775176.21	166.50	166.50	166.50	166.50	166.50	166.50	166.50	166.50	166.50
3775156.21	166.50	166.50	166.50	166.50	166.50	166.50	166.50	166.50	166.50
3775136.21	166.50	166.50	166.50	166.50	166.50	166.50	166.50	166.50	166.50
3775116.21	166.50	166.50	166.50	166.50	166.50	166.50	166.50	166.50	166.50
3775096.21	166.50	166.50	166.50	166.50	166.50	166.50	166.50	166.50	166.50
3775076.21	166.50	166.50	166.50	166.50	166.50	166.50	166.50	166.50	166.50
3775056.21	166.50	166.50	166.50	166.50	166.50	166.50	166.50	171.90	171.90
3775036.21	166.50	166.50	166.50	166.50	166.50	166.50	171.90	171.90	171.90
3775016.21	165.60	163.00	165.60	166.50	166.50	166.50	171.90	171.90	173.00
3774996.21	163.00	162.30	140.60	159.50	163.00	166.50	166.50	171.90	173.00
3774976.21	163.00	161.50	140.60	140.10	148.60	148.60	162.30	163.00	173.00
3774956.21	163.00	140.80	140.90	141.20	148.30	148.60	148.60	149.80	150.90
3774936.21	162.30	141.00	141.30	141.40	148.30	148.60	148.60	148.30	149.80
3774916.21	162.30	154.90	139.70	140.90	148.60	148.60	148.60	148.30	148.60
3774896.21	162.30	158.00	148.60	148.60	148.60	148.60	148.60	148.60	146.50
3774876.21	165.10	165.10	148.60	148.60	148.60	148.60	148.60	148.60	148.60
3774856.21	165.10	165.10	165.10	165.10	148.60	148.60	148.60	148.60	148.60
3774836.21	171.90	171.90	171.90	171.90	171.90	165.10	165.10	148.60	149.80
3774816.21	173.00	173.00	173.00	173.00	173.00	173.00	173.00	173.00	173.00
3774796.21	173.00	182.20	182.20	182.20	182.20	182.20	182.20	182.20	182.20

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** NETWORK ID: UCART1   ; NETWORK TYPE: GRIDCART ***

* HILL HEIGHT SCALES IN METERS *

Y-COORD (METERS)	X-COORD (METERS)		
	383609.39	383629.39	383649.39
3775196.21	166.50	166.50	166.50
3775176.21	166.50	166.50	166.50
3775156.21	166.50	166.50	166.50

3775136.21	166.50	166.50	166.50
3775116.21	171.90	171.90	171.90
3775096.21	166.50	171.90	173.00
3775076.21	166.50	171.90	173.00
3775056.21	171.90	171.90	171.90
3775036.21	171.90	171.90	173.00
3775016.21	173.00	173.00	173.00
3774996.21	173.00	173.00	173.00
3774976.21	173.00	182.20	182.20
3774956.21	173.00	182.20	182.20
3774936.21	150.90	173.00	173.00
3774916.21	149.80	150.90	150.90
3774896.21	148.60	149.80	149.80
3774876.21	144.40	149.80	149.80
3774856.21	149.80	149.80	149.80
3774836.21	149.80	149.80	149.80
3774816.21	171.90	149.80	149.80
3774796.21	173.00	173.00	173.00

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** DISCRETE CARTESIAN RECEPTORS ***
(X-COORD, Y-COORD, ZELEV, ZHILL, ZFLAG)
(METERS)

(383410.6, 3774854.8, 135.1, 165.2, 0.0); (383424.9, 3774850.2, 134.7, 165.2, 0.0);
(383400.4, 3774834.0, 134.0, 165.2, 0.0); (383411.7, 3774822.3, 133.1, 171.9, 0.0);

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

* SOURCE-RECEPTOR COMBINATIONS FOR WHICH CALCULATIONS MAY NOT BE PERFORMED *
LESS THAN 1.0 METER; WITHIN OPENPIT; OR BEYOND 80KM FOR FASTAREA/FASTALL

SOURCE ID	- - RECEPTOR LOCATION - - XR (METERS)	YR (METERS)	DISTANCE (METERS)
L0001238	383429.4	3775196.2	-2.22
L0001239	383429.4	3775196.2	-1.08
L0001246	383449.4	3775176.2	0.23
L0001265	383509.4	3775136.2	-1.18
L0001266	383509.4	3775136.2	-2.47
L0001285	383569.4	3775096.2	-1.13
L0001286	383569.4	3775096.2	-0.57

L0001293	383589.4	3775076.2	-0.34
L0001304	383629.4	3775056.2	0.80
L0001305	383629.4	3775056.2	-1.87
L0001306	383629.4	3775056.2	-0.02
L0001313	383649.4	3775036.2	0.72
L0001330	383389.4	3775196.2	0.93
L0001331	383389.4	3775196.2	-0.00
L0001343	383429.4	3775176.2	0.73
L0001350	383449.4	3775156.2	-1.86
L0001351	383449.4	3775156.2	-1.66
L0001358	383469.4	3775136.2	-0.35
L0001359	383469.4	3775136.2	0.89
L0001377	383529.4	3775096.2	-0.61
L0001378	383529.4	3775096.2	-2.85
L0001379	383529.4	3775096.2	0.67
L0001397	383589.4	3775056.2	-1.64
L0001398	383589.4	3775056.2	-2.00
L0001410	383629.4	3775036.2	0.43
L0001417	383649.4	3775016.2	-0.87
L0001418	383649.4	3775016.2	0.14

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

1 1 1

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

Surface file: E:\New MET data\KCQT_V9_ADJU\KCQT_v9.SFC Met Version: 16216
Profile file: E:\New MET data\KCQT_V9_ADJU\KCQT_v9.PFL
Surface format: FREE
Profile format: FREE
Surface station no.: 93134 Upper air station no.: 3190
Name: UNKNOWN Name: UNKNOWN
Year: 2012 Year: 2012

First 24 hours of scalar data

YR	MO	DY	JDY	HR	H0	U*	W*	DT/DZ	ZICNV	ZIMCH	M-O LEN	Z0	BOWEN	ALBEDO	REF WS	WD	HT	REF TA	HT
12	01	01	1	01	-4.2	0.081	-9.000	-9.000	-999.	56.	11.6	0.27	2.83	1.00	0.64	306.	5.8	283.1	2.0
12	01	01	1	02	-5.0	0.089	-9.000	-9.000	-999.	63.	12.6	0.27	2.83	1.00	0.70	334.	5.8	283.1	2.0
12	01	01	1	03	-10.7	0.131	-9.000	-9.000	-999.	114.	19.1	0.27	2.83	1.00	1.01	357.	5.8	283.1	2.0
12	01	01	1	04	-18.5	0.186	-9.000	-9.000	-999.	192.	38.0	0.27	2.83	1.00	1.40	15.	5.8	285.4	2.0
12	01	01	1	05	-16.0	0.162	-9.000	-9.000	-999.	157.	28.9	0.27	2.83	1.00	1.23	44.	5.8	284.2	2.0
12	01	01	1	06	-6.9	0.104	-9.000	-9.000	-999.	82.	14.9	0.27	2.83	1.00	0.82	7.	5.8	282.5	2.0
12	01	01	1	07	-3.2	0.071	-9.000	-9.000	-999.	46.	10.4	0.27	2.83	1.00	0.55	282.	5.8	281.4	2.0
12	01	01	1	08	-7.9	0.119	-9.000	-9.000	-999.	99.	19.4	0.27	2.83	0.55	0.92	359.	5.8	282.5	2.0
12	01	01	1	09	38.2	0.213	0.345	0.006	39.	237.	-23.0	0.27	2.83	0.32	1.38	8.	5.8	290.4	2.0
12	01	01	1	10	112.7	0.212	0.730	0.006	125.	235.	-7.7	0.27	2.83	0.24	1.18	14.	5.8	294.9	2.0
12	01	01	1	11	164.8	0.219	1.173	0.005	355.	246.	-5.8	0.27	2.83	0.21	1.16	6.	5.8	297.5	2.0
12	01	01	1	12	191.0	0.225	1.516	0.005	660.	257.	-5.4	0.27	2.83	0.20	1.18	34.	5.8	299.2	2.0
12	01	01	1	13	189.9	0.179	1.806	0.005	1122.	183.	-2.7	0.27	2.83	0.20	0.82	117.	5.8	299.9	2.0
12	01	01	1	14	162.6	0.158	1.858	0.005	1426.	150.	-2.2	0.27	2.83	0.21	0.69	144.	5.8	300.4	2.0
12	01	01	1	15	109.2	0.201	1.670	0.005	1541.	216.	-6.7	0.27	2.83	0.25	1.09	202.	5.8	299.9	2.0
12	01	01	1	16	32.0	0.301	1.113	0.005	1557.	395.	-76.6	0.27	2.83	0.33	2.15	275.	5.8	295.4	2.0
12	01	01	1	17	-16.0	0.187	-9.000	-9.000	-999.	200.	38.3	0.27	2.83	0.60	1.40	287.	5.8	291.4	2.0
12	01	01	1	18	-15.4	0.159	-9.000	-9.000	-999.	153.	27.9	0.27	2.83	1.00	1.21	295.	5.8	288.8	2.0
12	01	01	1	19	-5.2	0.091	-9.000	-9.000	-999.	67.	13.0	0.27	2.83	1.00	0.72	286.	5.8	287.5	2.0
12	01	01	1	20	-999.0	-9.000	-9.000	-9.000	-999.	-999.	-99999.0	0.27	2.83	1.00	0.00	0.	5.8	286.4	2.0
12	01	01	1	21	-2.9	0.069	-9.000	-9.000	-999.	44.	10.3	0.27	2.83	1.00	0.53	319.	5.8	285.9	2.0
12	01	01	1	22	-6.0	0.098	-9.000	-9.000	-999.	73.	14.0	0.27	2.83	1.00	0.77	336.	5.8	285.4	2.0
12	01	01	1	23	-13.5	0.148	-9.000	-9.000	-999.	137.	24.1	0.27	2.83	1.00	1.13	293.	5.8	285.4	2.0
12	01	01	1	24	-8.8	0.118	-9.000	-9.000	-999.	98.	17.1	0.27	2.83	1.00	0.92	315.	5.8	284.9	2.0

First hour of profile data

YR	MO	DY	HR	HEIGHT	F	WDIR	WSPD	AMB_TMP	sigmaA	sigmaW	sigmaV
12	01	01	01	5.8	1	306.	0.64	283.2	99.0	-99.00	-99.00

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

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** THE PERIOD (43848 HRS) AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): L0001219 , L0001220 , L0001221 , L0001222 , L0001223 ,
L0001224 , L0001225 , L0001226 , L0001227 , L0001228 , L0001229 , L0001230 , L0001231 ,
L0001232 , L0001233 , L0001234 , L0001235 , L0001236 , L0001237 , L0001238 , L0001239 ,
L0001240 , L0001241 , L0001242 , L0001243 , L0001244 , L0001245 , L0001246 , . . . ,

*** NETWORK ID: UCART1 ; NETWORK TYPE: GRIDCART ***

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

Y-COORD (METERS)	X-COORD (METERS)								
	383249.39	383269.39	383289.39	383309.39	383329.39	383349.39	383369.39	383389.39	383409.39
3775196.21	0.01595	0.01932	0.02425	0.03201	0.04687	0.08084	0.16722	0.36420	0.42907
3775176.21	0.01524	0.01860	0.02315	0.02995	0.04048	0.05811	0.09079	0.16061	0.35838
3775156.21	0.01196	0.01665	0.02117	0.02716	0.03508	0.04672	0.06542	0.09403	0.14134
3775136.21	0.00742	0.00982	0.01490	0.02143	0.02833	0.03685	0.04891	0.06635	0.09021
3775116.21	0.00611	0.00736	0.00992	0.01463	0.02083	0.02839	0.03807	0.05027	0.06556
3775096.21	0.00555	0.00654	0.00800	0.01060	0.01390	0.01990	0.03151	0.03918	0.04806
3775076.21	0.00518	0.00603	0.00719	0.00882	0.01082	0.01444	0.02400	0.03073	0.03598
3775056.21	0.00488	0.00562	0.00657	0.00774	0.00921	0.01146	0.01726	0.02417	0.02695
3775036.21	0.00462	0.00528	0.00609	0.00706	0.00824	0.00993	0.01371	0.02044	0.01894
3775016.21	0.00440	0.00498	0.00565	0.00647	0.00742	0.00870	0.01116	0.01675	0.01463
3774996.21	0.00421	0.00471	0.00528	0.00595	0.00673	0.00770	0.00934	0.01336	0.01216
3774976.21	0.00408	0.00450	0.00498	0.00554	0.00621	0.00701	0.00814	0.01067	0.01201
3774956.21	0.00402	0.00437	0.00477	0.00523	0.00582	0.00651	0.00742	0.00921	0.01118
3774936.21	0.00407	0.00434	0.00470	0.00505	0.00556	0.00622	0.00714	0.00850	0.00963
3774916.21	0.00421	0.00453	0.00481	0.00509	0.00556	0.00614	0.00689	0.00795	0.00879
3774896.21	0.00437	0.00472	0.00497	0.00522	0.00565	0.00614	0.00674	0.00761	0.00818
3774876.21	0.00447	0.00479	0.00503	0.00532	0.00571	0.00614	0.00665	0.00742	0.00774
3774856.21	0.00450	0.00484	0.00515	0.00543	0.00576	0.00617	0.00663	0.00708	0.00732
3774836.21	0.00448	0.00482	0.00514	0.00543	0.00572	0.00612	0.00650	0.00676	0.00698
3774816.21	0.00442	0.00471	0.00498	0.00529	0.00560	0.00591	0.00621	0.00645	0.00676
3774796.21	0.00418	0.00441	0.00467	0.00502	0.00530	0.00553	0.00578	0.00606	0.00635

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** THE PERIOD (43848 HRS) AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): L0001219 , L0001220 , L0001221 , L0001222 , L0001223 ,
L0001224 , L0001225 , L0001226 , L0001227 , L0001228 , L0001229 , L0001230 , L0001231 ,
L0001232 , L0001233 , L0001234 , L0001235 , L0001236 , L0001237 , L0001238 , L0001239 ,
L0001240 , L0001241 , L0001242 , L0001243 , L0001244 , L0001245 , L0001246 , . . . ,

*** NETWORK ID: UCART1 ; NETWORK TYPE: GRIDCART ***

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

Y-COORD (METERS)	X-COORD (METERS)								
	383429.39	383449.39	383469.39	383489.39	383509.39	383529.39	383549.39	383569.39	383589.39
3775196.21	0.45549	0.26932	0.15241	0.10811	0.08290	0.06687	0.05589	0.04787	0.04225
3775176.21	0.49906	0.52034	0.34850	0.17642	0.12134	0.09041	0.07217	0.05930	0.05040
3775156.21	0.26294	0.46398	0.49647	0.53669	0.21423	0.13824	0.10043	0.07645	0.06300
3775136.21	0.13005	0.21605	0.41163	0.45757	0.46823	0.27803	0.15945	0.11014	0.08353
3775116.21	0.08589	0.11831	0.18340	0.39779	0.56043	0.57937	0.41227	0.19320	0.12262
3775096.21	0.06150	0.08036	0.10816	0.15536	0.28113	0.36644	0.43649	0.43316	0.24192
3775076.21	0.04444	0.05717	0.07414	0.09659	0.13386	0.20989	0.53629	0.49135	0.54329
3775056.21	0.03126	0.03929	0.05282	0.06850	0.08658	0.11404	0.16410	0.29379	0.45804
3775036.21	0.01957	0.02354	0.03355	0.04770	0.06041	0.07557	0.09706	0.12996	0.19410
3775016.21	0.01492	0.01692	0.02119	0.02925	0.04037	0.05279	0.06542	0.08001	0.10157
3774996.21	0.01255	0.01361	0.01492	0.01731	0.02482	0.03579	0.04551	0.05461	0.06480
3774976.21	0.01179	0.01185	0.01278	0.01396	0.01610	0.01983	0.02608	0.03456	0.04313
3774956.21	0.01080	0.01043	0.01109	0.01175	0.01247	0.01378	0.01592	0.01870	0.02544
3774936.21	0.00943	0.00928	0.00973	0.01024	0.01064	0.01113	0.01153	0.01168	0.01377
3774916.21	0.00900	0.00904	0.00913	0.00921	0.00933	0.00948	0.00955	0.00958	0.01018
3774896.21	0.00858	0.00876	0.00860	0.00839	0.00835	0.00829	0.00823	0.00817	0.00824
3774876.21	0.00803	0.00813	0.00794	0.00773	0.00766	0.00755	0.00745	0.00741	0.00727
3774856.21	0.00766	0.00786	0.00779	0.00740	0.00727	0.00714	0.00702	0.00689	0.00662
3774836.21	0.00730	0.00759	0.00761	0.00721	0.00705	0.00692	0.00676	0.00654	0.00621
3774816.21	0.00701	0.00718	0.00723	0.00715	0.00684	0.00671	0.00659	0.00635	0.00595
3774796.21	0.00656	0.00672	0.00683	0.00690	0.00664	0.00641	0.00620	0.00598	0.00568

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** THE PERIOD (43848 HRS) AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): L0001219 , L0001220 , L0001221 , L0001222 , L0001223 ,
L0001224 , L0001225 , L0001226 , L0001227 , L0001228 , L0001229 , L0001230 , L0001231 ,
L0001232 , L0001233 , L0001234 , L0001235 , L0001236 , L0001237 , L0001238 , L0001239 ,
L0001240 , L0001241 , L0001242 , L0001243 , L0001244 , L0001245 , L0001246 , . . . ,

*** NETWORK ID: UCART1 ; NETWORK TYPE: GRIDCART ***

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

Y-COORD (METERS)	X-COORD (METERS)		
	383609.39	383629.39	383649.39
3775196.21	0.03744	0.03313	0.02927
3775176.21	0.04356	0.03829	0.03393
3775156.21	0.05283	0.04492	0.03879
3775136.21	0.06652	0.05444	0.04522
3775116.21	0.08920	0.06934	0.05508
3775096.21	0.14443	0.09883	0.07065

```
 3775076.21 |       0.37084      0.17327      0.10490
 3775056.21 |       0.45284      0.34233      0.23173
 3775036.21 |       0.41010      0.51389      0.47801
 3775016.21 |       0.13723      0.21652      0.34161
 3774996.21 |       0.07674      0.09093      0.10246
 3774976.21 |       0.04867      0.05242      0.05250
 3774956.21 |       0.03173      0.03498      0.03460
 3774936.21 |       0.01836      0.02276      0.02398
 3774916.21 |       0.01130      0.01251      0.01302
 3774896.21 |       0.00832      0.00823      0.00798
 3774876.21 |       0.00700      0.00655      0.00602
 3774856.21 |       0.00629      0.00578      0.00523
 3774836.21 |       0.00590      0.00541      0.00487
 3774816.21 |       0.00555      0.00512      0.00469
 3774796.21 |       0.00535      0.00496      0.00458
```


*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** THE PERIOD (43848 HRS) AVERAGE CONCENTRATION   VALUES FOR SOURCE GROUP: ALL   ***
INCLUDING SOURCE(S):   L0001219   , L0001220   , L0001221   , L0001222   , L0001223   ,
L0001224   , L0001225   , L0001226   , L0001227   , L0001228   , L0001229   , L0001230   , L0001231   ,
L0001232   , L0001233   , L0001234   , L0001235   , L0001236   , L0001237   , L0001238   , L0001239   ,
L0001240   , L0001241   , L0001242   , L0001243   , L0001244   , L0001245   , L0001246   , . . .   ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

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

X-COORD (M)	Y-COORD (M)	CONC	X-COORD (M)	Y-COORD (M)	CONC
383410.61	3774854.84	0.00729	383424.92	3774850.25	0.00745
383400.42	3774833.97	0.00685	383411.73	3774822.29	0.00686

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** THE SUMMARY OF MAXIMUM PERIOD (43848 HRS) RESULTS ***

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

GROUP ID	AVERAGE CONC	RECEPTOR (XR, YR, ZELEV, ZHILL, ZFLAG)	OF TYPE	NETWORK GRID-ID
ALL	1ST HIGHEST VALUE IS	0.57937 AT (383529.39, 3775116.21, 115.10, 166.50, 0.00)	GC	UCART1

```
         2ND HIGHEST VALUE IS       0.56043 AT (  383509.39,  3775116.21,   115.20,   166.50,    0.00)  GC  UCART1
         3RD HIGHEST VALUE IS       0.54329 AT (  383589.39,  3775076.21,   115.90,   166.50,    0.00)  GC  UCART1
         4TH HIGHEST VALUE IS       0.53669 AT (  383489.39,  3775156.21,   114.70,   166.50,    0.00)  GC  UCART1
         5TH HIGHEST VALUE IS       0.53629 AT (  383549.39,  3775076.21,   116.20,   166.50,    0.00)  GC  UCART1
         6TH HIGHEST VALUE IS       0.52034 AT (  383449.39,  3775176.21,   114.10,   166.50,    0.00)  GC  UCART1
         7TH HIGHEST VALUE IS       0.51389 AT (  383629.39,  3775036.21,   116.50,   171.90,    0.00)  GC  UCART1
         8TH HIGHEST VALUE IS       0.49906 AT (  383429.39,  3775176.21,   114.40,   166.50,    0.00)  GC  UCART1
         9TH HIGHEST VALUE IS       0.49647 AT (  383469.39,  3775156.21,   114.50,   166.50,    0.00)  GC  UCART1
        10TH HIGHEST VALUE IS       0.49135 AT (  383569.39,  3775076.21,   115.90,   166.50,    0.00)  GC  UCART1


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

*** AERMOD - VERSION  18081 ***   *** 18-0079 Kahwaji Building                                        ***        03/27/19
*** AERMET - VERSION  16216 ***   *** DPM concentrations 2yr 2022-2023                                ***        20:12:10
                                                                                                               PAGE  28
*** MODELOPTs:    RegDFAULT  CONC  ELEV  URBAN  ADJ_U*

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

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

A Total of            0 Fatal Error Message(s)
A Total of            2 Warning Message(s)
A Total of         6278 Informational Message(s)

A Total of        43848 Hours Were Processed

A Total of         5012 Calm Hours Identified

A Total of         1266 Missing Hours Identified (  2.89 Percent)


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


   ********   WARNING MESSAGES   ********
ME W186     511       MEOPEN: THRESH_1MIN 1-min ASOS wind speed threshold used          0.50
ME W187     511       MEOPEN: ADJ_U* Option for Stable Low Winds used in AERMET

   ***********************************
   *** AERMOD Finishes Successfully ***
   ***********************************
```

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** Lakes Environmental AERMOD MPI
**
**************************************
**
** AERMOD Input Produced by:
** AERMOD View Ver. 9.6.5
** Lakes Environmental Software Inc.
** Date: 3/27/2019
** File: C:\Lakes\AERMOD View\18-0079 Kahwaji Building\18-0079 Kahwaji Building.ADI
**
**************************************
**
**
**************************************
** AERMOD Control Pathway
**************************************
**
**
CO STARTING
   TITLEONE 18-0079 Kahwaji Building
   TITLETWO DPM concentrations 14yr 2024-2037
   MODELOPT DFAULT CONC
   AVERTIME PERIOD
   URBANOPT 9818605 Los_Angeles_County
   POLLUTID DPM
   RUNORNOT RUN
   ERRORFIL "18-0079 Kahwaji Building.err"
CO FINISHED
**
**************************************
** AERMOD Source Pathway
**************************************
**
**
SO STARTING
** Source Location **
** Source ID - Type - X Coord. - Y Coord. **
** ------------------------------------------------------------------------
** Line Source Represented by Adjacent Volume Sources
** LINE VOLUME Source ID = SLINE1
** DESCRSRC NB I-5 freeway traffic
** PREFIX
** Length of Side = 3.66
** Configuration = Adjacent
** Emission Rate = 0.0000905
** Elevated
** Vertical Dimension = 3.66
** SZINIT = 0.85
** Nodes = 7
** 383373.265, 3775242.153, 113.42, 0.00, 1.70
** 383476.905, 3775159.151, 114.71, 0.00, 1.70
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** 383532.090, 3775120.117, 115.11, 0.00, 1.70
** 383576.956, 3775088.263, 115.63, 0.00, 1.70
** 383616.887, 3775062.240, 116.23, 0.00, 1.70
** 383653.677, 3775038.462, 115.34, 0.00, 1.70
** 383673.866, 3775026.348, 116.83, 0.00, 1.70
** ------------------------------------------------------------------
   LOCATION L0001421     VOLUME   383374.692 3775241.010 113.50
   LOCATION L0001422     VOLUME   383377.547 3775238.723 113.54
   LOCATION L0001423     VOLUME   383380.402 3775236.437 113.58
   LOCATION L0001424     VOLUME   383383.257 3775234.150 113.61
   LOCATION L0001425     VOLUME   383386.112 3775231.864 113.63
   LOCATION L0001426     VOLUME   383388.967 3775229.578 113.65
   LOCATION L0001427     VOLUME   383391.822 3775227.291 113.66
   LOCATION L0001428     VOLUME   383394.677 3775225.005 113.69
   LOCATION L0001429     VOLUME   383397.531 3775222.718 113.72
   LOCATION L0001430     VOLUME   383400.386 3775220.432 113.73
   LOCATION L0001431     VOLUME   383403.241 3775218.146 113.71
   LOCATION L0001432     VOLUME   383406.096 3775215.859 113.67
   LOCATION L0001433     VOLUME   383408.951 3775213.573 113.59
   LOCATION L0001434     VOLUME   383411.806 3775211.287 113.58
   LOCATION L0001435     VOLUME   383414.661 3775209.000 113.62
   LOCATION L0001436     VOLUME   383417.516 3775206.714 113.66
   LOCATION L0001437     VOLUME   383420.371 3775204.427 113.70
   LOCATION L0001438     VOLUME   383423.226 3775202.141 113.74
   LOCATION L0001439     VOLUME   383426.080 3775199.855 113.78
   LOCATION L0001440     VOLUME   383428.935 3775197.568 113.81
   LOCATION L0001441     VOLUME   383431.790 3775195.282 113.84
   LOCATION L0001442     VOLUME   383434.645 3775192.995 113.87
   LOCATION L0001443     VOLUME   383437.500 3775190.709 113.89
   LOCATION L0001444     VOLUME   383440.355 3775188.423 113.91
   LOCATION L0001445     VOLUME   383443.210 3775186.136 113.93
   LOCATION L0001446     VOLUME   383446.065 3775183.850 113.96
   LOCATION L0001447     VOLUME   383448.920 3775181.563 113.97
   LOCATION L0001448     VOLUME   383451.775 3775179.277 114.02
   LOCATION L0001449     VOLUME   383454.629 3775176.991 114.06
   LOCATION L0001450     VOLUME   383457.484 3775174.704 114.11
   LOCATION L0001451     VOLUME   383460.339 3775172.418 114.16
   LOCATION L0001452     VOLUME   383463.194 3775170.131 114.20
   LOCATION L0001453     VOLUME   383466.049 3775167.845 114.24
   LOCATION L0001454     VOLUME   383468.904 3775165.559 114.29
   LOCATION L0001455     VOLUME   383471.759 3775163.272 114.39
   LOCATION L0001456     VOLUME   383474.614 3775160.986 114.49
   LOCATION L0001457     VOLUME   383477.495 3775158.734 114.55
   LOCATION L0001458     VOLUME   383480.481 3775156.622 114.59
   LOCATION L0001459     VOLUME   383483.467 3775154.510 114.59
   LOCATION L0001460     VOLUME   383486.453 3775152.397 114.57
   LOCATION L0001461     VOLUME   383489.439 3775150.285 114.52
   LOCATION L0001462     VOLUME   383492.425 3775148.173 114.55
   LOCATION L0001463     VOLUME   383495.411 3775146.061 114.60
   LOCATION L0001464     VOLUME   383498.397 3775143.949 114.72
   LOCATION L0001465     VOLUME   383501.384 3775141.837 114.83
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LOCATION L0001466     VOLUME   383504.370 3775139.725 114.92
LOCATION L0001467     VOLUME   383507.356 3775137.613 115.00
LOCATION L0001468     VOLUME   383510.342 3775135.500 115.06
LOCATION L0001469     VOLUME   383513.328 3775133.388 115.11
LOCATION L0001470     VOLUME   383516.314 3775131.276 115.14
LOCATION L0001471     VOLUME   383519.300 3775129.164 115.16
LOCATION L0001472     VOLUME   383522.286 3775127.052 115.10
LOCATION L0001473     VOLUME   383525.273 3775124.940 115.04
LOCATION L0001474     VOLUME   383528.259 3775122.828 115.02
LOCATION L0001475     VOLUME   383531.245 3775120.715 115.04
LOCATION L0001476     VOLUME   383534.228 3775118.600 115.09
LOCATION L0001477     VOLUME   383537.211 3775116.482 115.13
LOCATION L0001478     VOLUME   383540.193 3775114.365 115.18
LOCATION L0001479     VOLUME   383543.175 3775112.247 115.22
LOCATION L0001480     VOLUME   383546.158 3775110.130 115.26
LOCATION L0001481     VOLUME   383549.140 3775108.012 115.29
LOCATION L0001482     VOLUME   383552.122 3775105.895 115.32
LOCATION L0001483     VOLUME   383555.105 3775103.777 115.35
LOCATION L0001484     VOLUME   383558.087 3775101.660 115.38
LOCATION L0001485     VOLUME   383561.069 3775099.542 115.42
LOCATION L0001486     VOLUME   383564.052 3775097.425 115.45
LOCATION L0001487     VOLUME   383567.034 3775095.307 115.49
LOCATION L0001488     VOLUME   383570.016 3775093.190 115.53
LOCATION L0001489     VOLUME   383572.999 3775091.072 115.53
LOCATION L0001490     VOLUME   383575.981 3775088.955 115.57
LOCATION L0001491     VOLUME   383579.019 3775086.919 115.66
LOCATION L0001492     VOLUME   383582.083 3775084.922 115.70
LOCATION L0001493     VOLUME   383585.147 3775082.925 115.74
LOCATION L0001494     VOLUME   383588.212 3775080.928 115.78
LOCATION L0001495     VOLUME   383591.276 3775078.931 115.82
LOCATION L0001496     VOLUME   383594.340 3775076.934 115.86
LOCATION L0001497     VOLUME   383597.404 3775074.937 115.84
LOCATION L0001498     VOLUME   383600.469 3775072.940 115.74
LOCATION L0001499     VOLUME   383603.533 3775070.943 115.68
LOCATION L0001500     VOLUME   383606.597 3775068.946 115.64
LOCATION L0001501     VOLUME   383609.662 3775066.949 115.64
LOCATION L0001502     VOLUME   383612.726 3775064.952 115.68
LOCATION L0001503     VOLUME   383615.790 3775062.955 115.75
LOCATION L0001504     VOLUME   383618.860 3775060.965 115.85
LOCATION L0001505     VOLUME   383621.931 3775058.980 115.97
LOCATION L0001506     VOLUME   383625.003 3775056.994 116.02
LOCATION L0001507     VOLUME   383628.075 3775055.009 116.05
LOCATION L0001508     VOLUME   383631.147 3775053.024 116.00
LOCATION L0001509     VOLUME   383634.219 3775051.038 115.97
LOCATION L0001510     VOLUME   383637.291 3775049.053 115.95
LOCATION L0001511     VOLUME   383640.362 3775047.067 115.94
LOCATION L0001512     VOLUME   383643.434 3775045.082 115.95
LOCATION L0001513     VOLUME   383646.506 3775043.096 115.97
LOCATION L0001514     VOLUME   383649.578 3775041.111 115.89
LOCATION L0001515     VOLUME   383652.650 3775039.125 115.83
LOCATION L0001516     VOLUME   383655.764 3775037.209 115.80
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   LOCATION L0001517     VOLUME   383658.901 3775035.327 115.82
   LOCATION L0001518     VOLUME   383662.037 3775033.445 115.89
   LOCATION L0001519     VOLUME   383665.173 3775031.564 116.00
   LOCATION L0001520     VOLUME   383668.310 3775029.682 116.16
   LOCATION L0001521     VOLUME   383671.446 3775027.800 116.37
** End of LINE VOLUME Source ID = SLINE1
** ----------------------------------------------------------------------
** Line Source Represented by Adjacent Volume Sources
** LINE VOLUME Source ID = SLINE2
** DESCRSRC SB I-5 freeway traffic
** PREFIX
** Length of Side = 3.66
** Configuration = Adjacent
** Emission Rate = 0.0000905
** Elevated
** Vertical Dimension = 3.66
** SZINIT = 0.85
** Nodes = 6
** 383358.446, 3775223.764, 114.69, 0.00, 1.70
** 383433.357, 3775167.841, 115.07, 0.00, 1.70
** 383513.782, 3775106.418, 115.24, 0.00, 1.70
** 383566.173, 3775070.205, 116.55, 0.00, 1.70
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** ------------------------------------------------------------------
   URBANSRC ALL
   SRCGROUP ALL
SO FINISHED
**
**************************************
** AERMOD Receptor Pathway
**************************************
**
**
RE STARTING
   INCLUDED "18-0079 Kahwaji Building.rou"
RE FINISHED
**
**************************************
** AERMOD Meteorology Pathway
**************************************
**
**
ME STARTING
   SURFFILE "E:\New MET data\KCQT_V9_ADJU\KCQT_v9.SFC"
   PROFFILE "E:\New MET data\KCQT_V9_ADJU\KCQT_v9.PFL"
   SURFDATA 93134 2012
   UAIRDATA 3190 2012
```

```
   PROFBASE 55.0 METERS
ME FINISHED
**
**************************************
** AERMOD Output Pathway
**************************************
**
**
OU STARTING
** Auto-Generated Plotfiles
   PLOTFILE PERIOD ALL "18-0079 KAHWAJI BUILDING.AD\PE00GALL.PLT" 31
   SUMMFILE "18-0079 Kahwaji Building.sum"
OU FINISHED


  *** Message Summary For AERMOD Model Setup ***

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

 A Total of            0 Fatal Error Message(s)
 A Total of            2 Warning Message(s)
 A Total of            0 Informational Message(s)


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


    ********   WARNING MESSAGES   ********
 ME W186     511       MEOPEN: THRESH_1MIN 1-min ASOS wind speed threshold used          0.50
 ME W187     511       MEOPEN: ADJ_U* Option for Stable Low Winds used in AERMET

 **********************************
 *** SETUP Finishes Successfully ***
 **********************************


 *** AERMOD - VERSION  18081 ***   *** 18-0079 Kahwaji Building                                        ***        03/27/19
 *** AERMET - VERSION  16216 ***   *** DPM concentrations 14yr 2024-2037                               ***        21:20:08
                                                                                                                 PAGE   1
 *** MODELOPTs:    RegDFAULT  CONC  ELEV  URBAN  ADJ_U*

                                        ***     MODEL SETUP OPTIONS SUMMARY       ***
 - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -

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

   --  DEPOSITION LOGIC  --
 **NO GAS DEPOSITION Data Provided.
 **NO PARTICLE DEPOSITION Data Provided.
 **Model Uses NO DRY DEPLETION.  DRYDPLT  =  F
```

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

**Model Uses URBAN Dispersion Algorithm for the SBL for   202 Source(s),
  for Total of    1 Urban Area(s):
  Urban Population =   9818605.0 ;  Urban Roughness Length =  1.000 m

**Model Uses Regulatory DEFAULT Options:
        1. Stack-tip Downwash.
        2. Model Accounts for ELEVated Terrain Effects.
        3. Use Calms Processing Routine.
        4. Use Missing Data Processing Routine.
        5. No Exponential Decay.
        6. Urban Roughness Length of 1.0 Meter Assumed.

**Other Options Specified:
        ADJ_U*   - Use ADJ_U* option for SBL in AERMET
        CCVR_Sub - Meteorological data includes CCVR substitutions
        TEMP_Sub - Meteorological data includes TEMP substitutions

**Model Assumes No FLAGPOLE Receptor Heights.

**The User Specified a Pollutant Type of:  DPM

**Model Calculates PERIOD Averages Only

**This Run Includes:    202 Source(s);       1 Source Group(s); and     445 Receptor(s)

               with:      0 POINT(s), including
                          0 POINTCAP(s) and      0 POINTHOR(s)
                and:    202 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 PERIOD Averages by Receptor
         Model Outputs External File(s) of High Values for Plotting (PLOTFILE Keyword)
         Model Outputs Separate Summary File of High Ranked Values (SUMMFILE Keyword)

**NOTE:  The Following Flags May Appear Following CONC Values:  c for Calm Hours
                                                                m for Missing Hours
                                                                b for Both Calm and Missing Hours

**Misc. Inputs:  Base Elev. for Pot. Temp. Profile (m MSL) =    55.00 ;  Decay Coef. =    0.000     ;  Rot. Angle =     0.0
                 Emission Units = GRAMS/SEC                                ;  Emission Rate Unit Factor =   0.10000E+07
```

*** VOLUME SOURCE DATA ***

SOURCE ID	NUMBER PART. CATS.	EMISSION RATE (GRAMS/SEC)	X (METERS)	Y (METERS)	BASE ELEV. (METERS)	RELEASE HEIGHT (METERS)	INIT. SY (METERS)	INIT. SZ (METERS)	URBAN SOURCE	EMISSION RATE SCALAR VARY BY
L0001421	0	0.89600E-06	383374.7	3775241.0	113.5	0.00	1.70	0.85	YES	
L0001422	0	0.89600E-06	383377.5	3775238.7	113.5	0.00	1.70	0.85	YES	
L0001423	0	0.89600E-06	383380.4	3775236.4	113.6	0.00	1.70	0.85	YES	
L0001424	0	0.89600E-06	383383.3	3775234.1	113.6	0.00	1.70	0.85	YES	
L0001425	0	0.89600E-06	383386.1	3775231.9	113.6	0.00	1.70	0.85	YES	
L0001426	0	0.89600E-06	383389.0	3775229.6	113.6	0.00	1.70	0.85	YES	
L0001427	0	0.89600E-06	383391.8	3775227.3	113.7	0.00	1.70	0.85	YES	
L0001428	0	0.89600E-06	383394.7	3775225.0	113.7	0.00	1.70	0.85	YES	
L0001429	0	0.89600E-06	383397.5	3775222.7	113.7	0.00	1.70	0.85	YES	
L0001430	0	0.89600E-06	383400.4	3775220.4	113.7	0.00	1.70	0.85	YES	
L0001431	0	0.89600E-06	383403.2	3775218.1	113.7	0.00	1.70	0.85	YES	
L0001432	0	0.89600E-06	383406.1	3775215.9	113.7	0.00	1.70	0.85	YES	
L0001433	0	0.89600E-06	383409.0	3775213.6	113.6	0.00	1.70	0.85	YES	
L0001434	0	0.89600E-06	383411.8	3775211.3	113.6	0.00	1.70	0.85	YES	
L0001435	0	0.89600E-06	383414.7	3775209.0	113.6	0.00	1.70	0.85	YES	
L0001436	0	0.89600E-06	383417.5	3775206.7	113.7	0.00	1.70	0.85	YES	
L0001437	0	0.89600E-06	383420.4	3775204.4	113.7	0.00	1.70	0.85	YES	
L0001438	0	0.89600E-06	383423.2	3775202.1	113.7	0.00	1.70	0.85	YES	
L0001439	0	0.89600E-06	383426.1	3775199.9	113.8	0.00	1.70	0.85	YES	
L0001440	0	0.89600E-06	383428.9	3775197.6	113.8	0.00	1.70	0.85	YES	
L0001441	0	0.89600E-06	383431.8	3775195.3	113.8	0.00	1.70	0.85	YES	
L0001442	0	0.89600E-06	383434.6	3775193.0	113.9	0.00	1.70	0.85	YES	
L0001443	0	0.89600E-06	383437.5	3775190.7	113.9	0.00	1.70	0.85	YES	
L0001444	0	0.89600E-06	383440.4	3775188.4	113.9	0.00	1.70	0.85	YES	
L0001445	0	0.89600E-06	383443.2	3775186.1	113.9	0.00	1.70	0.85	YES	
L0001446	0	0.89600E-06	383446.1	3775183.8	114.0	0.00	1.70	0.85	YES	
L0001447	0	0.89600E-06	383448.9	3775181.6	114.0	0.00	1.70	0.85	YES	
L0001448	0	0.89600E-06	383451.8	3775179.3	114.0	0.00	1.70	0.85	YES	

L0001449	0	0.89600E-06	383454.6	3775177.0	114.1	0.00	1.70	0.85	YES
L0001450	0	0.89600E-06	383457.5	3775174.7	114.1	0.00	1.70	0.85	YES
L0001451	0	0.89600E-06	383460.3	3775172.4	114.2	0.00	1.70	0.85	YES
L0001452	0	0.89600E-06	383463.2	3775170.1	114.2	0.00	1.70	0.85	YES
L0001453	0	0.89600E-06	383466.0	3775167.8	114.2	0.00	1.70	0.85	YES
L0001454	0	0.89600E-06	383468.9	3775165.6	114.3	0.00	1.70	0.85	YES
L0001455	0	0.89600E-06	383471.8	3775163.3	114.4	0.00	1.70	0.85	YES
L0001456	0	0.89600E-06	383474.6	3775161.0	114.5	0.00	1.70	0.85	YES
L0001457	0	0.89600E-06	383477.5	3775158.7	114.5	0.00	1.70	0.85	YES
L0001458	0	0.89600E-06	383480.5	3775156.6	114.6	0.00	1.70	0.85	YES
L0001459	0	0.89600E-06	383483.5	3775154.5	114.6	0.00	1.70	0.85	YES
L0001460	0	0.89600E-06	383486.5	3775152.4	114.6	0.00	1.70	0.85	YES

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** VOLUME SOURCE DATA ***

SOURCE ID	NUMBER PART. CATS.	EMISSION RATE (GRAMS/SEC)	X (METERS)	Y (METERS)	BASE ELEV. (METERS)	RELEASE HEIGHT (METERS)	INIT. SY (METERS)	INIT. SZ (METERS)	URBAN SOURCE	EMISSION RATE SCALAR VARY BY
L0001461	0	0.89600E-06	383489.4	3775150.3	114.5	0.00	1.70	0.85	YES	
L0001462	0	0.89600E-06	383492.4	3775148.2	114.5	0.00	1.70	0.85	YES	
L0001463	0	0.89600E-06	383495.4	3775146.1	114.6	0.00	1.70	0.85	YES	
L0001464	0	0.89600E-06	383498.4	3775143.9	114.7	0.00	1.70	0.85	YES	
L0001465	0	0.89600E-06	383501.4	3775141.8	114.8	0.00	1.70	0.85	YES	
L0001466	0	0.89600E-06	383504.4	3775139.7	114.9	0.00	1.70	0.85	YES	
L0001467	0	0.89600E-06	383507.4	3775137.6	115.0	0.00	1.70	0.85	YES	
L0001468	0	0.89600E-06	383510.3	3775135.5	115.1	0.00	1.70	0.85	YES	
L0001469	0	0.89600E-06	383513.3	3775133.4	115.1	0.00	1.70	0.85	YES	
L0001470	0	0.89600E-06	383516.3	3775131.3	115.1	0.00	1.70	0.85	YES	
L0001471	0	0.89600E-06	383519.3	3775129.2	115.2	0.00	1.70	0.85	YES	
L0001472	0	0.89600E-06	383522.3	3775127.1	115.1	0.00	1.70	0.85	YES	
L0001473	0	0.89600E-06	383525.3	3775124.9	115.0	0.00	1.70	0.85	YES	
L0001474	0	0.89600E-06	383528.3	3775122.8	115.0	0.00	1.70	0.85	YES	
L0001475	0	0.89600E-06	383531.2	3775120.7	115.0	0.00	1.70	0.85	YES	
L0001476	0	0.89600E-06	383534.2	3775118.6	115.1	0.00	1.70	0.85	YES	
L0001477	0	0.89600E-06	383537.2	3775116.5	115.1	0.00	1.70	0.85	YES	
L0001478	0	0.89600E-06	383540.2	3775114.4	115.2	0.00	1.70	0.85	YES	
L0001479	0	0.89600E-06	383543.2	3775112.2	115.2	0.00	1.70	0.85	YES	
L0001480	0	0.89600E-06	383546.2	3775110.1	115.3	0.00	1.70	0.85	YES	
L0001481	0	0.89600E-06	383549.1	3775108.0	115.3	0.00	1.70	0.85	YES	
L0001482	0	0.89600E-06	383552.1	3775105.9	115.3	0.00	1.70	0.85	YES	
L0001483	0	0.89600E-06	383555.1	3775103.8	115.3	0.00	1.70	0.85	YES	
L0001484	0	0.89600E-06	383558.1	3775101.7	115.4	0.00	1.70	0.85	YES	
L0001485	0	0.89600E-06	383561.1	3775099.5	115.4	0.00	1.70	0.85	YES	

L0001486	0	0.89600E-06	383564.1	3775097.4	115.5	0.00	1.70	0.85	YES
L0001487	0	0.89600E-06	383567.0	3775095.3	115.5	0.00	1.70	0.85	YES
L0001488	0	0.89600E-06	383570.0	3775093.2	115.5	0.00	1.70	0.85	YES
L0001489	0	0.89600E-06	383573.0	3775091.1	115.5	0.00	1.70	0.85	YES
L0001490	0	0.89600E-06	383576.0	3775089.0	115.6	0.00	1.70	0.85	YES
L0001491	0	0.89600E-06	383579.0	3775086.9	115.7	0.00	1.70	0.85	YES
L0001492	0	0.89600E-06	383582.1	3775084.9	115.7	0.00	1.70	0.85	YES
L0001493	0	0.89600E-06	383585.1	3775082.9	115.7	0.00	1.70	0.85	YES
L0001494	0	0.89600E-06	383588.2	3775080.9	115.8	0.00	1.70	0.85	YES
L0001495	0	0.89600E-06	383591.3	3775078.9	115.8	0.00	1.70	0.85	YES
L0001496	0	0.89600E-06	383594.3	3775076.9	115.9	0.00	1.70	0.85	YES
L0001497	0	0.89600E-06	383597.4	3775074.9	115.8	0.00	1.70	0.85	YES
L0001498	0	0.89600E-06	383600.5	3775072.9	115.7	0.00	1.70	0.85	YES
L0001499	0	0.89600E-06	383603.5	3775070.9	115.7	0.00	1.70	0.85	YES
L0001500	0	0.89600E-06	383606.6	3775068.9	115.6	0.00	1.70	0.85	YES

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** VOLUME SOURCE DATA ***

SOURCE ID	NUMBER PART. CATS.	EMISSION RATE (GRAMS/SEC)	X (METERS)	Y (METERS)	BASE ELEV. (METERS)	RELEASE HEIGHT (METERS)	INIT. SY (METERS)	INIT. SZ (METERS)	URBAN SOURCE	EMISSION RATE SCALAR VARY BY
L0001501	0	0.89600E-06	383609.7	3775066.9	115.6	0.00	1.70	0.85	YES	
L0001502	0	0.89600E-06	383612.7	3775065.0	115.7	0.00	1.70	0.85	YES	
L0001503	0	0.89600E-06	383615.8	3775063.0	115.8	0.00	1.70	0.85	YES	
L0001504	0	0.89600E-06	383618.9	3775061.0	115.8	0.00	1.70	0.85	YES	
L0001505	0	0.89600E-06	383621.9	3775059.0	116.0	0.00	1.70	0.85	YES	
L0001506	0	0.89600E-06	383625.0	3775057.0	116.0	0.00	1.70	0.85	YES	
L0001507	0	0.89600E-06	383628.1	3775055.0	116.0	0.00	1.70	0.85	YES	
L0001508	0	0.89600E-06	383631.1	3775053.0	116.0	0.00	1.70	0.85	YES	
L0001509	0	0.89600E-06	383634.2	3775051.0	116.0	0.00	1.70	0.85	YES	
L0001510	0	0.89600E-06	383637.3	3775049.1	116.0	0.00	1.70	0.85	YES	
L0001511	0	0.89600E-06	383640.4	3775047.1	115.9	0.00	1.70	0.85	YES	
L0001512	0	0.89600E-06	383643.4	3775045.1	116.0	0.00	1.70	0.85	YES	
L0001513	0	0.89600E-06	383646.5	3775043.1	116.0	0.00	1.70	0.85	YES	
L0001514	0	0.89600E-06	383649.6	3775041.1	115.9	0.00	1.70	0.85	YES	
L0001515	0	0.89600E-06	383652.6	3775039.1	115.8	0.00	1.70	0.85	YES	
L0001516	0	0.89600E-06	383655.8	3775037.2	115.8	0.00	1.70	0.85	YES	
L0001517	0	0.89600E-06	383658.9	3775035.3	115.8	0.00	1.70	0.85	YES	
L0001518	0	0.89600E-06	383662.0	3775033.4	115.9	0.00	1.70	0.85	YES	
L0001519	0	0.89600E-06	383665.2	3775031.6	116.0	0.00	1.70	0.85	YES	
L0001520	0	0.89600E-06	383668.3	3775029.7	116.2	0.00	1.70	0.85	YES	
L0001521	0	0.89600E-06	383671.4	3775027.8	116.4	0.00	1.70	0.85	YES	
L0001522	0	0.89600E-06	383359.9	3775222.7	114.1	0.00	1.70	0.85	YES	

L0001523	0	0.89600E-06	383362.8	3775220.5	113.9	0.00	1.70	0.85	YES	
L0001524	0	0.89600E-06	383365.8	3775218.3	113.6	0.00	1.70	0.85	YES	
L0001525	0	0.89600E-06	383368.7	3775216.1	113.5	0.00	1.70	0.85	YES	
L0001526	0	0.89600E-06	383371.6	3775213.9	113.5	0.00	1.70	0.85	YES	
L0001527	0	0.89600E-06	383374.6	3775211.7	113.7	0.00	1.70	0.85	YES	
L0001528	0	0.89600E-06	383377.5	3775209.5	113.9	0.00	1.70	0.85	YES	
L0001529	0	0.89600E-06	383380.4	3775207.4	114.1	0.00	1.70	0.85	YES	
L0001530	0	0.89600E-06	383383.4	3775205.2	114.1	0.00	1.70	0.85	YES	
L0001531	0	0.89600E-06	383386.3	3775203.0	114.1	0.00	1.70	0.85	YES	
L0001532	0	0.89600E-06	383389.2	3775200.8	114.0	0.00	1.70	0.85	YES	
L0001533	0	0.89600E-06	383392.2	3775198.6	113.9	0.00	1.70	0.85	YES	
L0001534	0	0.89600E-06	383395.1	3775196.4	113.8	0.00	1.70	0.85	YES	
L0001535	0	0.89600E-06	383398.0	3775194.2	113.9	0.00	1.70	0.85	YES	
L0001536	0	0.89600E-06	383400.9	3775192.0	113.9	0.00	1.70	0.85	YES	
L0001537	0	0.89600E-06	383403.9	3775189.8	114.0	0.00	1.70	0.85	YES	
L0001538	0	0.89600E-06	383406.8	3775187.7	114.0	0.00	1.70	0.85	YES	
L0001539	0	0.89600E-06	383409.7	3775185.5	114.0	0.00	1.70	0.85	YES	
L0001540	0	0.89600E-06	383412.7	3775183.3	114.0	0.00	1.70	0.85	YES	

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** VOLUME SOURCE DATA ***

SOURCE ID	NUMBER PART. CATS.	EMISSION RATE (GRAMS/SEC)	X (METERS)	Y (METERS)	BASE ELEV. (METERS)	RELEASE HEIGHT (METERS)	INIT. SY (METERS)	INIT. SZ (METERS)	URBAN SOURCE	EMISSION RATE SCALAR VARY BY
L0001541	0	0.89600E-06	383415.6	3775181.1	114.1	0.00	1.70	0.85	YES	
L0001542	0	0.89600E-06	383418.5	3775178.9	114.4	0.00	1.70	0.85	YES	
L0001543	0	0.89600E-06	383421.5	3775176.7	114.6	0.00	1.70	0.85	YES	
L0001544	0	0.89600E-06	383424.4	3775174.5	114.7	0.00	1.70	0.85	YES	
L0001545	0	0.89600E-06	383427.3	3775172.3	114.8	0.00	1.70	0.85	YES	
L0001546	0	0.89600E-06	383430.3	3775170.2	114.8	0.00	1.70	0.85	YES	
L0001547	0	0.89600E-06	383433.2	3775168.0	114.8	0.00	1.70	0.85	YES	
L0001548	0	0.89600E-06	383436.1	3775165.8	114.8	0.00	1.70	0.85	YES	
L0001549	0	0.89600E-06	383439.0	3775163.5	114.7	0.00	1.70	0.85	YES	
L0001550	0	0.89600E-06	383441.9	3775161.3	114.5	0.00	1.70	0.85	YES	
L0001551	0	0.89600E-06	383444.8	3775159.1	114.5	0.00	1.70	0.85	YES	
L0001552	0	0.89600E-06	383447.7	3775156.9	114.5	0.00	1.70	0.85	YES	
L0001553	0	0.89600E-06	383450.6	3775154.7	114.5	0.00	1.70	0.85	YES	
L0001554	0	0.89600E-06	383453.5	3775152.4	114.6	0.00	1.70	0.85	YES	
L0001555	0	0.89600E-06	383456.4	3775150.2	114.6	0.00	1.70	0.85	YES	
L0001556	0	0.89600E-06	383459.3	3775148.0	114.7	0.00	1.70	0.85	YES	
L0001557	0	0.89600E-06	383462.3	3775145.8	114.8	0.00	1.70	0.85	YES	
L0001558	0	0.89600E-06	383465.2	3775143.6	114.9	0.00	1.70	0.85	YES	
L0001559	0	0.89600E-06	383468.1	3775141.3	114.9	0.00	1.70	0.85	YES	

L0001560	0	0.89600E-06	383471.0	3775139.1	114.9	0.00	1.70	0.85	YES
L0001561	0	0.89600E-06	383473.9	3775136.9	115.0	0.00	1.70	0.85	YES
L0001562	0	0.89600E-06	383476.8	3775134.7	115.0	0.00	1.70	0.85	YES
L0001563	0	0.89600E-06	383479.7	3775132.4	115.0	0.00	1.70	0.85	YES
L0001564	0	0.89600E-06	383482.6	3775130.2	115.0	0.00	1.70	0.85	YES
L0001565	0	0.89600E-06	383485.5	3775128.0	115.1	0.00	1.70	0.85	YES
L0001566	0	0.89600E-06	383488.4	3775125.8	115.1	0.00	1.70	0.85	YES
L0001567	0	0.89600E-06	383491.3	3775123.6	115.1	0.00	1.70	0.85	YES
L0001568	0	0.89600E-06	383494.2	3775121.3	115.1	0.00	1.70	0.85	YES
L0001569	0	0.89600E-06	383497.1	3775119.1	115.1	0.00	1.70	0.85	YES
L0001570	0	0.89600E-06	383500.0	3775116.9	115.3	0.00	1.70	0.85	YES
L0001571	0	0.89600E-06	383503.0	3775114.7	115.4	0.00	1.70	0.85	YES
L0001572	0	0.89600E-06	383505.9	3775112.5	115.4	0.00	1.70	0.85	YES
L0001573	0	0.89600E-06	383508.8	3775110.2	115.5	0.00	1.70	0.85	YES
L0001574	0	0.89600E-06	383511.7	3775108.0	115.5	0.00	1.70	0.85	YES
L0001575	0	0.89600E-06	383514.6	3775105.8	115.5	0.00	1.70	0.85	YES
L0001576	0	0.89600E-06	383517.6	3775103.8	115.5	0.00	1.70	0.85	YES
L0001577	0	0.89600E-06	383520.6	3775101.7	115.4	0.00	1.70	0.85	YES
L0001578	0	0.89600E-06	383523.6	3775099.6	115.5	0.00	1.70	0.85	YES
L0001579	0	0.89600E-06	383526.6	3775097.5	115.5	0.00	1.70	0.85	YES
L0001580	0	0.89600E-06	383529.6	3775095.4	115.5	0.00	1.70	0.85	YES

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** VOLUME SOURCE DATA ***

SOURCE ID	NUMBER PART. CATS.	EMISSION RATE (GRAMS/SEC)	X (METERS)	Y (METERS)	BASE ELEV. (METERS)	RELEASE HEIGHT (METERS)	INIT. SY (METERS)	INIT. SZ (METERS)	URBAN SOURCE	EMISSION RATE SCALAR VARY BY
L0001581	0	0.89600E-06	383532.7	3775093.4	115.6	0.00	1.70	0.85	YES	
L0001582	0	0.89600E-06	383535.7	3775091.3	115.6	0.00	1.70	0.85	YES	
L0001583	0	0.89600E-06	383538.7	3775089.2	115.7	0.00	1.70	0.85	YES	
L0001584	0	0.89600E-06	383541.7	3775087.1	115.7	0.00	1.70	0.85	YES	
L0001585	0	0.89600E-06	383544.7	3775085.1	115.8	0.00	1.70	0.85	YES	
L0001586	0	0.89600E-06	383547.7	3775083.0	115.9	0.00	1.70	0.85	YES	
L0001587	0	0.89600E-06	383550.7	3775080.9	116.0	0.00	1.70	0.85	YES	
L0001588	0	0.89600E-06	383553.7	3775078.8	116.0	0.00	1.70	0.85	YES	
L0001589	0	0.89600E-06	383556.7	3775076.7	116.1	0.00	1.70	0.85	YES	
L0001590	0	0.89600E-06	383559.7	3775074.7	116.1	0.00	1.70	0.85	YES	
L0001591	0	0.89600E-06	383562.7	3775072.6	116.1	0.00	1.70	0.85	YES	
L0001592	0	0.89600E-06	383565.8	3775070.5	116.1	0.00	1.70	0.85	YES	
L0001593	0	0.89600E-06	383568.9	3775068.6	116.1	0.00	1.70	0.85	YES	
L0001594	0	0.89600E-06	383572.0	3775066.7	116.1	0.00	1.70	0.85	YES	
L0001595	0	0.89600E-06	383575.1	3775064.8	116.1	0.00	1.70	0.85	YES	
L0001596	0	0.89600E-06	383578.2	3775062.8	116.2	0.00	1.70	0.85	YES	

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L0001597         0   0.89600E-06  383581.3 3775060.9   116.2     0.00     1.70     0.85     YES
L0001598         0   0.89600E-06  383584.5 3775059.0   116.2     0.00     1.70     0.85     YES
L0001599         0   0.89600E-06  383587.6 3775057.1   116.3     0.00     1.70     0.85     YES
L0001600         0   0.89600E-06  383590.7 3775055.2   116.3     0.00     1.70     0.85     YES
L0001601         0   0.89600E-06  383593.8 3775053.3   116.4     0.00     1.70     0.85     YES
L0001602         0   0.89600E-06  383597.0 3775051.4   116.4     0.00     1.70     0.85     YES
L0001603         0   0.89600E-06  383600.1 3775049.5   116.5     0.00     1.70     0.85     YES
L0001604         0   0.89600E-06  383603.2 3775047.6   116.5     0.00     1.70     0.85     YES
L0001605         0   0.89600E-06  383606.3 3775045.7   116.5     0.00     1.70     0.85     YES
L0001606         0   0.89600E-06  383609.4 3775043.8   116.6     0.00     1.70     0.85     YES
L0001607         0   0.89600E-06  383612.6 3775041.9   116.6     0.00     1.70     0.85     YES
L0001608         0   0.89600E-06  383615.7 3775040.0   116.6     0.00     1.70     0.85     YES
L0001609         0   0.89600E-06  383618.8 3775038.0   116.6     0.00     1.70     0.85     YES
L0001610         0   0.89600E-06  383621.9 3775036.1   116.6     0.00     1.70     0.85     YES
L0001611         0   0.89600E-06  383625.0 3775034.2   116.6     0.00     1.70     0.85     YES
L0001612         0   0.89600E-06  383628.2 3775032.3   116.7     0.00     1.70     0.85     YES
L0001613         0   0.89600E-06  383631.3 3775030.4   116.7     0.00     1.70     0.85     YES
L0001614         0   0.89600E-06  383634.4 3775028.5   116.7     0.00     1.70     0.85     YES
L0001615         0   0.89600E-06  383637.5 3775026.6   116.8     0.00     1.70     0.85     YES
L0001616         0   0.89600E-06  383640.6 3775024.7   116.9     0.00     1.70     0.85     YES
L0001617         0   0.89600E-06  383643.7 3775022.8   116.9     0.00     1.70     0.85     YES
L0001618         0   0.89600E-06  383646.9 3775020.8   116.9     0.00     1.70     0.85     YES
L0001619         0   0.89600E-06  383650.0 3775018.9   117.0     0.00     1.70     0.85     YES
L0001620         0   0.89600E-06  383653.1 3775017.0   117.0     0.00     1.70     0.85     YES

*** AERMOD - VERSION  18081 ***   *** 18-0079 Kahwaji Building                                  ***        03/27/19
*** AERMET - VERSION  16216 ***   *** DPM concentrations 14yr 2024-2037                         ***        21:20:08
                                                                                                          PAGE   7
*** MODELOPTs:    RegDFAULT  CONC  ELEV  URBAN  ADJ_U*


                                        *** VOLUME SOURCE DATA ***

             NUMBER EMISSION RATE                    BASE    RELEASE    INIT.    INIT.   URBAN  EMISSION RATE
  SOURCE      PART.  (GRAMS/SEC)     X        Y      ELEV.   HEIGHT      SY       SZ     SOURCE  SCALAR VARY
    ID        CATS.                (METERS) (METERS) (METERS) (METERS) (METERS) (METERS)             BY
- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -

L0001621         0   0.89600E-06  383656.2 3775015.1   117.0     0.00     1.70     0.85     YES
L0001622         0   0.89600E-06  383659.3 3775013.2   117.1     0.00     1.70     0.85     YES

*** AERMOD - VERSION  18081 ***   *** 18-0079 Kahwaji Building                                  ***        03/27/19
*** AERMET - VERSION  16216 ***   *** DPM concentrations 14yr 2024-2037                         ***        21:20:08
                                                                                                          PAGE   8
*** MODELOPTs:    RegDFAULT  CONC  ELEV  URBAN  ADJ_U*


                                  *** SOURCE IDs DEFINING SOURCE GROUPS ***

SRCGROUP ID                                    SOURCE IDs
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 ALL        L0001421    , L0001422    , L0001423    , L0001424    , L0001425    , L0001426    , L0001427    , L0001428    ,
            L0001429    , L0001430    , L0001431    , L0001432    , L0001433    , L0001434    , L0001435    , L0001436    ,
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*** AERMOD - VERSION  18081 ***   *** 18-0079 Kahwaji Building                                          ***        03/27/19
*** AERMET - VERSION  16216 ***   *** DPM concentrations 14yr 2024-2037                                 ***        21:20:08
                                                                                                                 PAGE   9
*** MODELOPTs:    RegDFAULT  CONC  ELEV  URBAN  ADJ_U*


                                    *** SOURCE IDs DEFINING SOURCE GROUPS ***

SRCGROUP ID                                          SOURCE IDs
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           L0001581    , L0001582    , L0001583    , L0001584    , L0001585    , L0001586    , L0001587    , L0001588    ,

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           L0001621    , L0001622    ,

*** AERMOD - VERSION  18081 ***   *** 18-0079 Kahwaji Building                                          ***        03/27/19
*** AERMET - VERSION  16216 ***   *** DPM concentrations 14yr 2024-2037                                 ***        21:20:08
                                                                                                                 PAGE  10
*** MODELOPTs:    RegDFAULT  CONC  ELEV  URBAN  ADJ_U*

                                    *** SOURCE IDs DEFINED AS URBAN SOURCES ***

 URBAN ID   URBAN POP                                SOURCE IDs
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            9818605.   L0001421    , L0001422    , L0001423    , L0001424    , L0001425    , L0001426    , L0001427    ,
L0001428    ,

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*** SOURCE IDs DEFINED AS URBAN SOURCES ***

URBAN ID	URBAN POP	SOURCE IDs

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           L0001621    , L0001622    ,
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*** GRIDDED RECEPTOR NETWORK SUMMARY ***

*** NETWORK ID: UCART1   ; NETWORK TYPE: GRIDCART ***

*** X-COORDINATES OF GRID ***

(METERS)

383249.4, 383269.4, 383289.4, 383309.4, 383329.4, 383349.4, 383369.4, 383389.4, 383409.4, 383429.4,
383449.4, 383469.4, 383489.4, 383509.4, 383529.4, 383549.4, 383569.4, 383589.4, 383609.4, 383629.4,
383649.4,

*** Y-COORDINATES OF GRID ***
(METERS)

3774796.2, 3774816.2, 3774836.2, 3774856.2, 3774876.2, 3774896.2, 3774916.2, 3774936.2, 3774956.2, 3774976.2,
3774996.2, 3775016.2, 3775036.2, 3775056.2, 3775076.2, 3775096.2, 3775116.2, 3775136.2, 3775156.2, 3775176.2,
3775196.2,

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** NETWORK ID: UCART1 ; NETWORK TYPE: GRIDCART ***

* ELEVATION HEIGHTS IN METERS *

Y-COORD (METERS)	X-COORD (METERS)								
	383249.39	383269.39	383289.39	383309.39	383329.39	383349.39	383369.39	383389.39	383409.39
3775196.21	122.20	121.60	121.10	120.70	119.50	117.90	116.30	114.20	113.80
3775176.21	124.80	123.00	121.90	121.00	120.50	119.90	118.70	115.40	114.80
3775156.21	131.50	126.40	123.80	121.80	121.10	120.40	118.90	117.50	117.20
3775136.21	144.30	138.80	132.00	127.40	124.80	123.00	121.10	119.10	118.00
3775116.21	155.90	151.20	141.80	134.60	130.20	126.80	123.50	120.80	119.00
3775096.21	161.40	158.80	152.50	142.80	138.10	132.40	124.70	123.00	122.20
3775076.21	161.80	160.80	157.20	150.30	145.40	138.00	128.60	125.70	125.40
3775056.21	160.50	160.60	159.20	156.20	151.20	143.10	133.40	128.40	128.70
3775036.21	158.60	158.70	158.20	155.80	151.70	144.90	136.30	129.40	133.40
3775016.21	156.60	156.90	157.20	155.40	152.20	146.60	139.20	131.30	136.60
3774996.21	154.40	155.10	155.90	155.00	152.50	148.30	142.00	134.00	138.50
3774976.21	152.10	152.80	153.60	153.20	151.00	148.00	143.80	137.10	135.90
3774956.21	149.30	150.10	150.80	150.90	149.20	146.90	143.80	138.60	135.20
3774936.21	146.30	147.30	147.50	148.10	147.00	144.90	142.00	138.40	136.60
3774916.21	143.40	143.50	144.00	144.60	143.80	142.50	140.60	138.00	136.70
3774896.21	140.90	140.70	141.20	141.70	141.10	140.30	139.10	137.10	136.40
3774876.21	139.00	138.90	139.30	139.40	139.00	138.40	137.50	135.70	135.70
3774856.21	137.60	137.20	137.10	137.20	137.00	136.40	135.60	134.90	135.10
3774836.21	136.40	135.90	135.60	135.50	135.40	134.70	134.10	134.10	134.20
3774816.21	135.40	135.10	134.90	134.50	134.10	133.70	133.30	133.20	132.70
3774796.21	135.80	135.70	135.40	134.40	134.00	133.80	133.50	132.90	132.20

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** NETWORK ID: UCART1 ; NETWORK TYPE: GRIDCART ***

* ELEVATION HEIGHTS IN METERS *

Y-COORD (METERS)	X-COORD (METERS)								
	383429.39	383449.39	383469.39	383489.39	383509.39	383529.39	383549.39	383569.39	383589.39
3775196.21	113.80	114.00	114.70	113.20	111.40	110.00	109.10	108.70	109.90
3775176.21	114.40	114.10	114.10	115.20	113.40	111.20	110.10	108.90	108.70
3775156.21	115.90	114.50	114.50	114.70	114.60	113.80	112.00	109.40	109.20
3775136.21	116.90	115.80	115.00	114.80	115.00	114.80	113.70	111.80	110.40
3775116.21	118.00	117.20	115.70	115.40	115.20	115.10	115.10	115.00	111.90
3775096.21	120.50	118.50	117.00	116.90	116.00	115.50	115.50	115.50	114.50
3775076.21	123.90	121.60	119.30	118.00	116.90	116.30	116.20	115.90	115.90
3775056.21	128.20	126.10	122.40	119.20	118.00	117.50	117.10	116.30	116.30
3775036.21	135.10	133.30	128.40	123.40	121.00	119.10	117.50	117.10	116.90
3775016.21	138.90	137.90	134.40	129.80	125.50	122.00	119.40	118.40	117.60
3774996.21	140.30	140.50	140.40	138.10	131.40	125.90	122.60	120.40	118.20
3774976.21	138.30	140.60	140.60	140.10	137.70	134.10	129.90	125.70	122.00
3774956.21	137.70	140.80	140.90	141.20	141.50	139.90	136.90	134.00	128.40
3774936.21	138.70	141.00	141.30	141.40	142.10	142.50	143.50	146.40	138.30
3774916.21	137.40	138.60	139.70	140.90	142.10	143.40	145.40	148.30	143.90
3774896.21	136.30	136.90	138.50	140.40	141.80	143.50	145.50	147.40	146.50
3774876.21	135.80	136.50	138.10	139.80	141.00	142.30	143.50	143.90	144.20
3774856.21	134.80	135.00	136.10	138.30	139.40	140.40	141.10	141.50	142.20
3774836.21	133.80	133.50	134.20	136.40	137.50	138.20	138.80	139.40	140.20
3774816.21	132.40	132.50	133.00	133.90	135.60	136.20	136.50	137.10	138.20
3774796.21	131.90	131.80	131.90	132.00	133.60	134.70	135.40	135.90	136.60

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** NETWORK ID: UCART1 ; NETWORK TYPE: GRIDCART ***

* ELEVATION HEIGHTS IN METERS *

Y-COORD (METERS)	X-COORD (METERS)		
	383609.39	383629.39	383649.39
3775196.21	111.40	112.90	114.50
3775176.21	109.00	110.40	113.90
3775156.21	109.00	109.10	110.10
3775136.21	109.40	108.80	108.50
3775116.21	110.10	109.20	108.40
3775096.21	113.10	111.20	108.60

3775076.21	115.10	113.40	110.80
3775056.21	116.30	115.90	115.00
3775036.21	116.80	116.50	116.20
3775016.21	117.20	117.00	117.00
3774996.21	117.40	117.30	117.30
3774976.21	119.90	118.50	117.40
3774956.21	124.10	121.00	118.90
3774936.21	130.90	125.90	123.40
3774916.21	138.40	134.40	132.20
3774896.21	144.00	142.10	140.90
3774876.21	144.40	145.30	146.70
3774856.21	142.80	144.30	146.60
3774836.21	140.70	142.10	144.20
3774816.21	139.20	140.40	141.80
3774796.21	137.30	138.40	139.60

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** NETWORK ID: UCART1 ; NETWORK TYPE: GRIDCART ***

* HILL HEIGHT SCALES IN METERS *

Y-COORD (METERS)	X-COORD (METERS) 383249.39	383269.39	383289.39	383309.39	383329.39	383349.39	383369.39	383389.39	383409.39
3775196.21	166.50	166.50	166.50	166.50	166.50	166.50	166.50	166.50	166.50
3775176.21	166.50	166.50	166.50	166.50	166.50	166.50	166.50	166.50	166.50
3775156.21	166.50	166.50	166.50	166.50	166.50	166.50	166.50	166.50	166.50
3775136.21	166.50	166.50	166.50	166.50	166.50	166.50	166.50	166.50	166.50
3775116.21	166.50	166.50	166.50	166.50	166.50	166.50	166.50	166.50	166.50
3775096.21	163.00	163.00	166.50	166.50	166.50	166.50	166.50	166.50	166.50
3775076.21	161.80	160.80	163.00	166.50	166.50	166.50	166.50	166.50	166.50
3775056.21	160.50	161.50	159.20	162.30	163.00	166.50	166.50	166.50	166.50
3775036.21	161.50	161.50	158.20	161.50	163.00	166.50	166.50	166.50	166.50
3775016.21	161.50	161.50	157.20	158.00	162.30	163.00	166.50	166.50	166.50
3774996.21	161.50	155.10	156.30	155.00	158.00	163.00	166.50	166.50	166.50
3774976.21	161.50	161.50	156.30	153.20	158.00	161.50	163.00	166.50	166.50
3774956.21	163.00	161.50	161.50	156.30	161.50	161.50	163.00	165.60	166.50
3774936.21	163.00	161.50	161.50	161.50	161.50	161.50	163.00	163.00	165.60
3774916.21	166.50	163.00	163.00	161.50	161.50	162.30	163.00	163.00	163.00
3774896.21	166.50	166.50	163.00	163.00	163.00	163.00	163.00	163.00	163.00
3774876.21	166.50	166.50	163.00	163.00	163.00	163.00	163.00	165.10	165.10
3774856.21	166.50	166.50	163.00	163.00	163.00	165.10	165.10	165.10	165.10
3774836.21	163.00	163.00	163.00	165.10	165.10	165.10	165.10	165.10	165.10
3774816.21	187.50	187.50	187.50	165.10	165.10	165.10	171.90	171.90	173.00
3774796.21	187.50	187.50	187.50	187.50	165.10	171.90	171.90	173.00	173.00

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** NETWORK ID: UCART1   ; NETWORK TYPE: GRIDCART ***

* HILL HEIGHT SCALES IN METERS *

Y-COORD (METERS)	X-COORD (METERS)								
	383429.39	383449.39	383469.39	383489.39	383509.39	383529.39	383549.39	383569.39	383589.39
3775196.21	166.50	166.50	166.50	166.50	166.50	166.50	166.50	166.50	166.50
3775176.21	166.50	166.50	166.50	166.50	166.50	166.50	166.50	166.50	166.50
3775156.21	166.50	166.50	166.50	166.50	166.50	166.50	166.50	166.50	166.50
3775136.21	166.50	166.50	166.50	166.50	166.50	166.50	166.50	166.50	166.50
3775116.21	166.50	166.50	166.50	166.50	166.50	166.50	166.50	166.50	166.50
3775096.21	166.50	166.50	166.50	166.50	166.50	166.50	166.50	166.50	166.50
3775076.21	166.50	166.50	166.50	166.50	166.50	166.50	166.50	166.50	166.50
3775056.21	166.50	166.50	166.50	166.50	166.50	166.50	166.50	171.90	171.90
3775036.21	166.50	166.50	166.50	166.50	166.50	166.50	171.90	171.90	171.90
3775016.21	165.60	163.00	165.60	166.50	166.50	166.50	171.90	171.90	173.00
3774996.21	163.00	162.30	140.60	159.50	163.00	166.50	166.50	171.90	173.00
3774976.21	163.00	161.50	140.60	140.10	148.60	148.60	162.30	163.00	173.00
3774956.21	163.00	140.80	140.90	141.20	148.30	148.60	148.60	149.80	150.90
3774936.21	162.30	141.00	141.30	141.40	148.30	148.60	148.60	148.30	149.80
3774916.21	162.30	154.90	139.70	140.90	148.60	148.60	148.60	148.30	148.60
3774896.21	162.30	158.00	148.60	148.60	148.60	148.60	148.60	148.60	146.50
3774876.21	165.10	165.10	148.60	148.60	148.60	148.60	148.60	148.60	148.60
3774856.21	165.10	165.10	165.10	165.10	148.60	148.60	148.60	148.60	148.60
3774836.21	171.90	171.90	171.90	171.90	171.90	165.10	165.10	148.60	149.80
3774816.21	173.00	173.00	173.00	173.00	173.00	173.00	173.00	173.00	173.00
3774796.21	173.00	182.20	182.20	182.20	182.20	182.20	182.20	182.20	182.20

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** NETWORK ID: UCART1   ; NETWORK TYPE: GRIDCART ***

* HILL HEIGHT SCALES IN METERS *

Y-COORD (METERS)	X-COORD (METERS)		
	383609.39	383629.39	383649.39
3775196.21	166.50	166.50	166.50
3775176.21	166.50	166.50	166.50
3775156.21	166.50	166.50	166.50

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 3775136.21 |        166.50       166.50       166.50
 3775116.21 |        171.90       171.90       171.90
 3775096.21 |        166.50       171.90       173.00
 3775076.21 |        166.50       171.90       173.00
 3775056.21 |        171.90       171.90       171.90
 3775036.21 |        171.90       171.90       173.00
 3775016.21 |        173.00       173.00       173.00
 3774996.21 |        173.00       173.00       173.00
 3774976.21 |        173.00       182.20       182.20
 3774956.21 |        173.00       182.20       182.20
 3774936.21 |        150.90       173.00       173.00
 3774916.21 |        149.80       150.90       150.90
 3774896.21 |        148.60       149.80       149.80
 3774876.21 |        144.40       149.80       149.80
 3774856.21 |        149.80       149.80       149.80
 3774836.21 |        149.80       149.80       149.80
 3774816.21 |        171.90       149.80       149.80
 3774796.21 |        173.00       173.00       173.00

*** AERMOD - VERSION  18081 ***   *** 18-0079 Kahwaji Building                                    ***        03/27/19
*** AERMET - VERSION  16216 ***   *** DPM concentrations 14yr 2024-2037                           ***        21:20:08
                                                                                                            PAGE  19
*** MODELOPTs:    RegDFAULT  CONC  ELEV  URBAN  ADJ_U*

                                     *** DISCRETE CARTESIAN RECEPTORS ***
                                   (X-COORD, Y-COORD, ZELEV, ZHILL, ZFLAG)
                                                (METERS)

    ( 383410.6, 3774854.8,     135.1,     165.2,       0.0);        ( 383424.9, 3774850.2,     134.7,     165.2,       0.0);
    ( 383400.4, 3774834.0,     134.0,     165.2,       0.0);        ( 383411.7, 3774822.3,     133.1,     171.9,       0.0);

*** AERMOD - VERSION  18081 ***   *** 18-0079 Kahwaji Building                                    ***        03/27/19
*** AERMET - VERSION  16216 ***   *** DPM concentrations 14yr 2024-2037                           ***        21:20:08
                                                                                                            PAGE  20
*** MODELOPTs:    RegDFAULT  CONC  ELEV  URBAN  ADJ_U*

                    * SOURCE-RECEPTOR COMBINATIONS FOR WHICH CALCULATIONS MAY NOT BE PERFORMED *
                      LESS THAN 1.0 METER; WITHIN OPENPIT; OR BEYOND 80KM FOR FASTAREA/FASTALL


                           SOURCE          - - RECEPTOR LOCATION - -         DISTANCE
                             ID            XR (METERS)   YR (METERS)         (METERS)
                         - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -

                          L0001440           383429.4     3775196.2            -2.22
                          L0001441           383429.4     3775196.2            -1.08
                          L0001448           383449.4     3775176.2             0.23
                          L0001467           383509.4     3775136.2            -1.18
                          L0001468           383509.4     3775136.2            -2.47
                          L0001487           383569.4     3775096.2            -1.13
                          L0001488           383569.4     3775096.2            -0.57
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L0001495	383589.4	3775076.2	-0.34
L0001506	383629.4	3775056.2	0.80
L0001507	383629.4	3775056.2	-1.87
L0001508	383629.4	3775056.2	-0.02
L0001515	383649.4	3775036.2	0.72
L0001532	383389.4	3775196.2	0.93
L0001533	383389.4	3775196.2	-0.00
L0001545	383429.4	3775176.2	0.73
L0001552	383449.4	3775156.2	-1.86
L0001553	383449.4	3775156.2	-1.66
L0001560	383469.4	3775136.2	-0.35
L0001561	383469.4	3775136.2	0.89
L0001579	383529.4	3775096.2	-0.61
L0001580	383529.4	3775096.2	-2.85
L0001581	383529.4	3775096.2	0.67
L0001599	383589.4	3775056.2	-1.64
L0001600	383589.4	3775056.2	-2.00
L0001612	383629.4	3775036.2	0.43
L0001619	383649.4	3775016.2	-0.87
L0001620	383649.4	3775016.2	0.14

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

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1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1
1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1
1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1
1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1
1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1
1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1
1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1
1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1
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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,

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

Surface file: E:\New MET data\KCQT_V9_ADJU\KCQT_v9.SFC Met Version: 16216
Profile file: E:\New MET data\KCQT_V9_ADJU\KCQT_v9.PFL
Surface format: FREE
Profile format: FREE
Surface station no.: 93134 Upper air station no.: 3190
Name: UNKNOWN Name: UNKNOWN
Year: 2012 Year: 2012

First 24 hours of scalar data

YR	MO	DY	JDY	HR	H0	U*	W*	DT/DZ	ZICNV	ZIMCH	M-O LEN	Z0	BOWEN	ALBEDO	REF WS	WD	HT	REF TA	HT
12	01	01	1	01	-4.2	0.081	-9.000	-9.000	-999.	56.	11.6	0.27	2.83	1.00	0.64	306.	5.8	283.1	2.0
12	01	01	1	02	-5.0	0.089	-9.000	-9.000	-999.	63.	12.6	0.27	2.83	1.00	0.70	334.	5.8	283.1	2.0
12	01	01	1	03	-10.7	0.131	-9.000	-9.000	-999.	114.	19.1	0.27	2.83	1.00	1.01	357.	5.8	283.1	2.0
12	01	01	1	04	-18.5	0.186	-9.000	-9.000	-999.	192.	38.0	0.27	2.83	1.00	1.40	15.	5.8	285.4	2.0
12	01	01	1	05	-16.0	0.162	-9.000	-9.000	-999.	157.	28.9	0.27	2.83	1.00	1.23	44.	5.8	284.2	2.0
12	01	01	1	06	-6.9	0.104	-9.000	-9.000	-999.	82.	14.9	0.27	2.83	1.00	0.82	7.	5.8	282.5	2.0
12	01	01	1	07	-3.2	0.071	-9.000	-9.000	-999.	46.	10.4	0.27	2.83	1.00	0.55	282.	5.8	281.4	2.0
12	01	01	1	08	-7.9	0.119	-9.000	-9.000	-999.	99.	19.4	0.27	2.83	0.55	0.92	359.	5.8	282.5	2.0
12	01	01	1	09	38.2	0.213	0.345	0.006	39.	237.	-23.0	0.27	2.83	0.32	1.38	8.	5.8	290.4	2.0
12	01	01	1	10	112.7	0.212	0.730	0.006	125.	235.	-7.7	0.27	2.83	0.24	1.18	14.	5.8	294.9	2.0
12	01	01	1	11	164.8	0.219	1.173	0.005	355.	246.	-5.8	0.27	2.83	0.21	1.16	6.	5.8	297.5	2.0
12	01	01	1	12	191.0	0.225	1.516	0.005	660.	257.	-5.4	0.27	2.83	0.20	1.18	34.	5.8	299.2	2.0
12	01	01	1	13	189.9	0.179	1.806	0.005	1122.	183.	-2.7	0.27	2.83	0.20	0.82	117.	5.8	299.9	2.0
12	01	01	1	14	162.6	0.158	1.858	0.005	1426.	150.	-2.2	0.27	2.83	0.21	0.69	144.	5.8	300.4	2.0
12	01	01	1	15	109.2	0.201	1.670	0.005	1541.	216.	-6.7	0.27	2.83	0.25	1.09	202.	5.8	299.9	2.0
12	01	01	1	16	32.0	0.301	1.113	0.005	1557.	395.	-76.6	0.27	2.83	0.33	2.15	275.	5.8	295.4	2.0
12	01	01	1	17	-16.0	0.187	-9.000	-9.000	-999.	200.	38.3	0.27	2.83	0.60	1.40	287.	5.8	291.4	2.0
12	01	01	1	18	-15.4	0.159	-9.000	-9.000	-999.	153.	27.9	0.27	2.83	1.00	1.21	295.	5.8	288.8	2.0
12	01	01	1	19	-5.2	0.091	-9.000	-9.000	-999.	67.	13.0	0.27	2.83	1.00	0.72	286.	5.8	287.5	2.0
12	01	01	1	20	-999.0	-9.000	-9.000	-9.000	-999.	-999.	-99999.0	0.27	2.83	1.00	0.00	0.	5.8	286.4	2.0
12	01	01	1	21	-2.9	0.069	-9.000	-9.000	-999.	44.	10.3	0.27	2.83	1.00	0.53	319.	5.8	285.9	2.0
12	01	01	1	22	-6.0	0.098	-9.000	-9.000	-999.	73.	14.0	0.27	2.83	1.00	0.77	336.	5.8	285.4	2.0
12	01	01	1	23	-13.5	0.148	-9.000	-9.000	-999.	137.	24.1	0.27	2.83	1.00	1.13	293.	5.8	285.4	2.0
12	01	01	1	24	-8.8	0.118	-9.000	-9.000	-999.	98.	17.1	0.27	2.83	1.00	0.92	315.	5.8	284.9	2.0

First hour of profile data

YR	MO	DY	HR	HEIGHT	F	WDIR	WSPD	AMB_TMP	sigmaA	sigmaW	sigmaV
12	01	01	01	5.8	1	306.	0.64	283.2	99.0	-99.00	-99.00

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

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** THE PERIOD (43848 HRS) AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): L0001421 , L0001422 , L0001423 , L0001424 , L0001425 ,
L0001426 , L0001427 , L0001428 , L0001429 , L0001430 , L0001431 , L0001432 , L0001433 ,
L0001434 , L0001435 , L0001436 , L0001437 , L0001438 , L0001439 , L0001440 , L0001441 ,
L0001442 , L0001443 , L0001444 , L0001445 , L0001446 , L0001447 , L0001448 , . . . ,

*** NETWORK ID: UCART1 ; NETWORK TYPE: GRIDCART ***

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

Y-COORD (METERS)	X-COORD (METERS)								
	383249.39	383269.39	383289.39	383309.39	383329.39	383349.39	383369.39	383389.39	383409.39
3775196.21	0.00310	0.00376	0.00472	0.00623	0.00912	0.01573	0.03254	0.07088	0.08350
3775176.21	0.00297	0.00362	0.00451	0.00583	0.00788	0.01131	0.01767	0.03126	0.06975
3775156.21	0.00233	0.00324	0.00412	0.00529	0.00683	0.00909	0.01273	0.01830	0.02751
3775136.21	0.00144	0.00191	0.00290	0.00417	0.00551	0.00717	0.00952	0.01291	0.01756
3775116.21	0.00119	0.00143	0.00193	0.00285	0.00405	0.00553	0.00741	0.00978	0.01276
3775096.21	0.00108	0.00127	0.00156	0.00206	0.00271	0.00387	0.00613	0.00762	0.00935
3775076.21	0.00101	0.00117	0.00140	0.00172	0.00211	0.00281	0.00467	0.00598	0.00700
3775056.21	0.00095	0.00109	0.00128	0.00151	0.00179	0.00223	0.00336	0.00470	0.00525
3775036.21	0.00090	0.00103	0.00118	0.00137	0.00160	0.00193	0.00267	0.00398	0.00369
3775016.21	0.00086	0.00097	0.00110	0.00126	0.00144	0.00169	0.00217	0.00326	0.00285
3774996.21	0.00082	0.00092	0.00103	0.00116	0.00131	0.00150	0.00182	0.00260	0.00237
3774976.21	0.00079	0.00088	0.00097	0.00108	0.00121	0.00136	0.00158	0.00208	0.00234
3774956.21	0.00078	0.00085	0.00093	0.00102	0.00113	0.00127	0.00144	0.00179	0.00218
3774936.21	0.00079	0.00084	0.00092	0.00098	0.00108	0.00121	0.00139	0.00165	0.00187
3774916.21	0.00082	0.00088	0.00094	0.00099	0.00108	0.00119	0.00134	0.00155	0.00171
3774896.21	0.00085	0.00092	0.00097	0.00102	0.00110	0.00119	0.00131	0.00148	0.00159
3774876.21	0.00087	0.00093	0.00098	0.00104	0.00111	0.00119	0.00129	0.00144	0.00151
3774856.21	0.00087	0.00094	0.00100	0.00106	0.00112	0.00120	0.00129	0.00138	0.00142
3774836.21	0.00087	0.00094	0.00100	0.00106	0.00111	0.00119	0.00126	0.00131	0.00136
3774816.21	0.00086	0.00092	0.00097	0.00103	0.00109	0.00115	0.00121	0.00126	0.00131
3774796.21	0.00081	0.00086	0.00091	0.00098	0.00103	0.00108	0.00112	0.00118	0.00124

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** THE PERIOD (43848 HRS) AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): L0001421 , L0001422 , L0001423 , L0001424 , L0001425 ,
L0001426 , L0001427 , L0001428 , L0001429 , L0001430 , L0001431 , L0001432 , L0001433 ,
L0001434 , L0001435 , L0001436 , L0001437 , L0001438 , L0001439 , L0001440 , L0001441 ,
L0001442 , L0001443 , L0001444 , L0001445 , L0001446 , L0001447 , L0001448 , . . . ,

*** NETWORK ID: UCART1 ; NETWORK TYPE: GRIDCART ***

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

Y-COORD (METERS)	X-COORD (METERS)								
	383429.39	383449.39	383469.39	383489.39	383509.39	383529.39	383549.39	383569.39	383589.39
3775196.21	0.08864	0.05241	0.02966	0.02104	0.01613	0.01301	0.01088	0.00932	0.00822
3775176.21	0.09712	0.10127	0.06782	0.03433	0.02361	0.01760	0.01405	0.01154	0.00981
3775156.21	0.05117	0.09030	0.09662	0.10445	0.04169	0.02690	0.01955	0.01488	0.01226
3775136.21	0.02531	0.04205	0.08011	0.08905	0.09112	0.05411	0.03103	0.02143	0.01626
3775116.21	0.01672	0.02302	0.03569	0.07742	0.10907	0.11275	0.08023	0.03760	0.02386
3775096.21	0.01197	0.01564	0.02105	0.03023	0.05471	0.07131	0.08495	0.08430	0.04708
3775076.21	0.00865	0.01113	0.01443	0.01880	0.02605	0.04085	0.10437	0.09562	0.10573
3775056.21	0.00608	0.00765	0.01028	0.01333	0.01685	0.02219	0.03194	0.05718	0.08914
3775036.21	0.00381	0.00458	0.00653	0.00928	0.01176	0.01471	0.01889	0.02529	0.03777
3775016.21	0.00290	0.00329	0.00412	0.00569	0.00786	0.01027	0.01273	0.01557	0.01977
3774996.21	0.00244	0.00265	0.00290	0.00337	0.00483	0.00696	0.00886	0.01063	0.01261
3774976.21	0.00229	0.00231	0.00249	0.00272	0.00313	0.00386	0.00508	0.00673	0.00839
3774956.21	0.00210	0.00203	0.00216	0.00229	0.00243	0.00268	0.00310	0.00364	0.00495
3774936.21	0.00183	0.00181	0.00189	0.00199	0.00207	0.00217	0.00224	0.00227	0.00268
3774916.21	0.00175	0.00176	0.00178	0.00179	0.00182	0.00184	0.00186	0.00186	0.00198
3774896.21	0.00167	0.00170	0.00167	0.00163	0.00163	0.00161	0.00160	0.00159	0.00160
3774876.21	0.00156	0.00158	0.00155	0.00151	0.00149	0.00147	0.00145	0.00144	0.00141
3774856.21	0.00149	0.00153	0.00152	0.00144	0.00142	0.00139	0.00137	0.00134	0.00129
3774836.21	0.00142	0.00148	0.00148	0.00140	0.00137	0.00135	0.00132	0.00127	0.00121
3774816.21	0.00136	0.00140	0.00141	0.00139	0.00133	0.00131	0.00128	0.00124	0.00116
3774796.21	0.00128	0.00131	0.00133	0.00134	0.00129	0.00125	0.00121	0.00116	0.00110

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** THE PERIOD (43848 HRS) AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): L0001421 , L0001422 , L0001423 , L0001424 , L0001425 ,
L0001426 , L0001427 , L0001428 , L0001429 , L0001430 , L0001431 , L0001432 , L0001433 ,
L0001434 , L0001435 , L0001436 , L0001437 , L0001438 , L0001439 , L0001440 , L0001441 ,
L0001442 , L0001443 , L0001444 , L0001445 , L0001446 , L0001447 , L0001448 , . . . ,

*** NETWORK ID: UCART1 ; NETWORK TYPE: GRIDCART ***

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

Y-COORD (METERS)	X-COORD (METERS)		
	383609.39	383629.39	383649.39
3775196.21	0.00729	0.00645	0.00570
3775176.21	0.00848	0.00745	0.00660
3775156.21	0.01028	0.00874	0.00755
3775136.21	0.01295	0.01060	0.00880
3775116.21	0.01736	0.01350	0.01072
3775096.21	0.02811	0.01923	0.01375

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 3775076.21 |       0.07217      0.03372      0.02042
 3775056.21 |       0.08813      0.06662      0.04510
 3775036.21 |       0.07981      0.10001      0.09303
 3775016.21 |       0.02671      0.04214      0.06648
 3774996.21 |       0.01493      0.01770      0.01994
 3774976.21 |       0.00947      0.01020      0.01022
 3774956.21 |       0.00618      0.00681      0.00673
 3774936.21 |       0.00357      0.00443      0.00467
 3774916.21 |       0.00220      0.00244      0.00253
 3774896.21 |       0.00162      0.00160      0.00155
 3774876.21 |       0.00136      0.00127      0.00117
 3774856.21 |       0.00122      0.00113      0.00102
 3774836.21 |       0.00115      0.00105      0.00095
 3774816.21 |       0.00108      0.00100      0.00091
 3774796.21 |       0.00104      0.00096      0.00089

*** AERMOD - VERSION  18081 ***   *** 18-0079 Kahwaji Building                                          ***        03/27/19
*** AERMET - VERSION  16216 ***   *** DPM concentrations 14yr 2024-2037                                 ***        21:20:08
                                                                                                                 PAGE  26
*** MODELOPTs:    RegDFAULT  CONC  ELEV  URBAN  ADJ_U*

                           *** THE PERIOD ( 43848 HRS) AVERAGE CONCENTRATION   VALUES FOR SOURCE GROUP: ALL      ***
                               INCLUDING SOURCE(S):     L0001421    , L0001422    , L0001423    , L0001424    , L0001425    ,
               L0001426    , L0001427    , L0001428    , L0001429    , L0001430    , L0001431    , L0001432    , L0001433    ,
               L0001434    , L0001435    , L0001436    , L0001437    , L0001438    , L0001439    , L0001440    , L0001441    ,
               L0001442    , L0001443    , L0001444    , L0001445    , L0001446    , L0001447    , L0001448    ,  . . .      ,

                                    *** DISCRETE CARTESIAN RECEPTOR POINTS ***

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

      X-COORD (M)   Y-COORD (M)        CONC                      X-COORD (M)   Y-COORD (M)        CONC
- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -
        383410.61    3774854.84        0.00142                     383424.92    3774850.25        0.00145
        383400.42    3774833.97        0.00133                     383411.73    3774822.29        0.00134

*** AERMOD - VERSION  18081 ***   *** 18-0079 Kahwaji Building                                          ***        03/27/19
*** AERMET - VERSION  16216 ***   *** DPM concentrations 14yr 2024-2037                                 ***        21:20:08
                                                                                                                 PAGE  27
*** MODELOPTs:    RegDFAULT  CONC  ELEV  URBAN  ADJ_U*

                                    *** THE SUMMARY OF MAXIMUM PERIOD ( 43848 HRS) RESULTS ***


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

                                                                                                        NETWORK
GROUP ID                      AVERAGE CONC              RECEPTOR  (XR, YR, ZELEV, ZHILL, ZFLAG)  OF TYPE  GRID-ID
- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -

ALL       1ST HIGHEST VALUE IS      0.11275 AT (  383529.39,  3775116.21,   115.10,   166.50,    0.00)  GC  UCART1
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         2ND HIGHEST VALUE IS       0.10907 AT (  383509.39,  3775116.21,   115.20,   166.50,    0.00)  GC  UCART1
         3RD HIGHEST VALUE IS       0.10573 AT (  383589.39,  3775076.21,   115.90,   166.50,    0.00)  GC  UCART1
         4TH HIGHEST VALUE IS       0.10445 AT (  383489.39,  3775156.21,   114.70,   166.50,    0.00)  GC  UCART1
         5TH HIGHEST VALUE IS       0.10437 AT (  383549.39,  3775076.21,   116.20,   166.50,    0.00)  GC  UCART1
         6TH HIGHEST VALUE IS       0.10127 AT (  383449.39,  3775176.21,   114.10,   166.50,    0.00)  GC  UCART1
         7TH HIGHEST VALUE IS       0.10001 AT (  383629.39,  3775036.21,   116.50,   171.90,    0.00)  GC  UCART1
         8TH HIGHEST VALUE IS       0.09712 AT (  383429.39,  3775176.21,   114.40,   166.50,    0.00)  GC  UCART1
         9TH HIGHEST VALUE IS       0.09662 AT (  383469.39,  3775156.21,   114.50,   166.50,    0.00)  GC  UCART1
        10TH HIGHEST VALUE IS       0.09562 AT (  383569.39,  3775076.21,   115.90,   166.50,    0.00)  GC  UCART1


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

*** AERMOD - VERSION  18081 ***   *** 18-0079 Kahwaji Building                                          ***        03/27/19
*** AERMET - VERSION  16216 ***   *** DPM concentrations 14yr 2024-2037                                 ***        21:20:08
                                                                                                                 PAGE  28
*** MODELOPTs:    RegDFAULT  CONC  ELEV  URBAN  ADJ_U*

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

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

A Total of            0 Fatal Error Message(s)
A Total of            2 Warning Message(s)
A Total of         6278 Informational Message(s)

A Total of        43848 Hours Were Processed

A Total of         5012 Calm Hours Identified

A Total of         1266 Missing Hours Identified (  2.89 Percent)


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


   ********   WARNING MESSAGES   ********
ME W186     511       MEOPEN: THRESH_1MIN 1-min ASOS wind speed threshold used          0.50
ME W187     511       MEOPEN: ADJ_U* Option for Stable Low Winds used in AERMET

   ***********************************
   *** AERMOD Finishes Successfully ***
   ***********************************
```

```
** Lakes Environmental AERMOD MPI
**
**************************************
**
** AERMOD Input Produced by:
** AERMOD View Ver. 9.6.5
** Lakes Environmental Software Inc.
** Date: 3/28/2019
** File: C:\Lakes\AERMOD View\18-0079 Kahwaji Building 2nd 14 yr\18-0079 Kahwaji Building 2nd 14 yr.ADI
**
**************************************
**
**
**************************************
** AERMOD Control Pathway
**************************************
**
**
CO STARTING
   TITLEONE 18-0079 Kahwaji Building
   TITLETWO DPM concentrations 2nd 14yr 2038-2051
   MODELOPT DFAULT CONC
   AVERTIME PERIOD
   URBANOPT 9818605 Los_Angeles_County
   POLLUTID DPM
   RUNORNOT RUN
   ERRORFIL "18-0079 Kahwaji Building 2nd 14 yr.err"
CO FINISHED
**
**************************************
** AERMOD Source Pathway
**************************************
**
**
SO STARTING
** Source Location **
** Source ID - Type - X Coord. - Y Coord. **
** ----------------------------------------------------------------------
** Line Source Represented by Adjacent Volume Sources
** LINE VOLUME Source ID = SLINE1
** DESCRSRC NB I-5 freeway traffic
** PREFIX
** Length of Side = 3.66
** Configuration = Adjacent
** Emission Rate = 0.000072
** Elevated
** Vertical Dimension = 3.66
** SZINIT = 0.85
** Nodes = 7
** 383373.265, 3775242.153, 113.42, 0.00, 1.70
** 383476.905, 3775159.151, 114.71, 0.00, 1.70
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** 383532.090, 3775120.117, 115.11, 0.00, 1.70
** 383576.956, 3775088.263, 115.63, 0.00, 1.70
** 383616.887, 3775062.240, 116.23, 0.00, 1.70
** 383653.677, 3775038.462, 115.34, 0.00, 1.70
** 383673.866, 3775026.348, 116.83, 0.00, 1.70
** ------------------------------------------------------------------
   LOCATION L0001623     VOLUME   383374.692 3775241.010 113.50
   LOCATION L0001624     VOLUME   383377.547 3775238.723 113.54
   LOCATION L0001625     VOLUME   383380.402 3775236.437 113.58
   LOCATION L0001626     VOLUME   383383.257 3775234.150 113.61
   LOCATION L0001627     VOLUME   383386.112 3775231.864 113.63
   LOCATION L0001628     VOLUME   383388.967 3775229.578 113.65
   LOCATION L0001629     VOLUME   383391.822 3775227.291 113.66
   LOCATION L0001630     VOLUME   383394.677 3775225.005 113.69
   LOCATION L0001631     VOLUME   383397.531 3775222.718 113.72
   LOCATION L0001632     VOLUME   383400.386 3775220.432 113.73
   LOCATION L0001633     VOLUME   383403.241 3775218.146 113.71
   LOCATION L0001634     VOLUME   383406.096 3775215.859 113.67
   LOCATION L0001635     VOLUME   383408.951 3775213.573 113.59
   LOCATION L0001636     VOLUME   383411.806 3775211.287 113.58
   LOCATION L0001637     VOLUME   383414.661 3775209.000 113.62
   LOCATION L0001638     VOLUME   383417.516 3775206.714 113.66
   LOCATION L0001639     VOLUME   383420.371 3775204.427 113.70
   LOCATION L0001640     VOLUME   383423.226 3775202.141 113.74
   LOCATION L0001641     VOLUME   383426.080 3775199.855 113.78
   LOCATION L0001642     VOLUME   383428.935 3775197.568 113.81
   LOCATION L0001643     VOLUME   383431.790 3775195.282 113.84
   LOCATION L0001644     VOLUME   383434.645 3775192.995 113.87
   LOCATION L0001645     VOLUME   383437.500 3775190.709 113.89
   LOCATION L0001646     VOLUME   383440.355 3775188.423 113.91
   LOCATION L0001647     VOLUME   383443.210 3775186.136 113.93
   LOCATION L0001648     VOLUME   383446.065 3775183.850 113.96
   LOCATION L0001649     VOLUME   383448.920 3775181.563 113.97
   LOCATION L0001650     VOLUME   383451.775 3775179.277 114.02
   LOCATION L0001651     VOLUME   383454.629 3775176.991 114.06
   LOCATION L0001652     VOLUME   383457.484 3775174.704 114.11
   LOCATION L0001653     VOLUME   383460.339 3775172.418 114.16
   LOCATION L0001654     VOLUME   383463.194 3775170.131 114.20
   LOCATION L0001655     VOLUME   383466.049 3775167.845 114.24
   LOCATION L0001656     VOLUME   383468.904 3775165.559 114.29
   LOCATION L0001657     VOLUME   383471.759 3775163.272 114.39
   LOCATION L0001658     VOLUME   383474.614 3775160.986 114.49
   LOCATION L0001659     VOLUME   383477.495 3775158.734 114.55
   LOCATION L0001660     VOLUME   383480.481 3775156.622 114.59
   LOCATION L0001661     VOLUME   383483.467 3775154.510 114.59
   LOCATION L0001662     VOLUME   383486.453 3775152.397 114.57
   LOCATION L0001663     VOLUME   383489.439 3775150.285 114.52
   LOCATION L0001664     VOLUME   383492.425 3775148.173 114.55
   LOCATION L0001665     VOLUME   383495.411 3775146.061 114.60
   LOCATION L0001666     VOLUME   383498.397 3775143.949 114.72
   LOCATION L0001667     VOLUME   383501.384 3775141.837 114.83
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LOCATION L0001668     VOLUME   383504.370 3775139.725 114.92
LOCATION L0001669     VOLUME   383507.356 3775137.613 115.00
LOCATION L0001670     VOLUME   383510.342 3775135.500 115.06
LOCATION L0001671     VOLUME   383513.328 3775133.388 115.11
LOCATION L0001672     VOLUME   383516.314 3775131.276 115.14
LOCATION L0001673     VOLUME   383519.300 3775129.164 115.16
LOCATION L0001674     VOLUME   383522.286 3775127.052 115.10
LOCATION L0001675     VOLUME   383525.273 3775124.940 115.04
LOCATION L0001676     VOLUME   383528.259 3775122.828 115.02
LOCATION L0001677     VOLUME   383531.245 3775120.715 115.04
LOCATION L0001678     VOLUME   383534.228 3775118.600 115.09
LOCATION L0001679     VOLUME   383537.211 3775116.482 115.13
LOCATION L0001680     VOLUME   383540.193 3775114.365 115.18
LOCATION L0001681     VOLUME   383543.175 3775112.247 115.22
LOCATION L0001682     VOLUME   383546.158 3775110.130 115.26
LOCATION L0001683     VOLUME   383549.140 3775108.012 115.29
LOCATION L0001684     VOLUME   383552.122 3775105.895 115.32
LOCATION L0001685     VOLUME   383555.105 3775103.777 115.35
LOCATION L0001686     VOLUME   383558.087 3775101.660 115.38
LOCATION L0001687     VOLUME   383561.069 3775099.542 115.42
LOCATION L0001688     VOLUME   383564.052 3775097.425 115.45
LOCATION L0001689     VOLUME   383567.034 3775095.307 115.49
LOCATION L0001690     VOLUME   383570.016 3775093.190 115.53
LOCATION L0001691     VOLUME   383572.999 3775091.072 115.53
LOCATION L0001692     VOLUME   383575.981 3775088.955 115.57
LOCATION L0001693     VOLUME   383579.019 3775086.919 115.66
LOCATION L0001694     VOLUME   383582.083 3775084.922 115.70
LOCATION L0001695     VOLUME   383585.147 3775082.925 115.74
LOCATION L0001696     VOLUME   383588.212 3775080.928 115.78
LOCATION L0001697     VOLUME   383591.276 3775078.931 115.82
LOCATION L0001698     VOLUME   383594.340 3775076.934 115.86
LOCATION L0001699     VOLUME   383597.404 3775074.937 115.84
LOCATION L0001700     VOLUME   383600.469 3775072.940 115.74
LOCATION L0001701     VOLUME   383603.533 3775070.943 115.68
LOCATION L0001702     VOLUME   383606.597 3775068.946 115.64
LOCATION L0001703     VOLUME   383609.662 3775066.949 115.64
LOCATION L0001704     VOLUME   383612.726 3775064.952 115.68
LOCATION L0001705     VOLUME   383615.790 3775062.955 115.75
LOCATION L0001706     VOLUME   383618.860 3775060.965 115.85
LOCATION L0001707     VOLUME   383621.931 3775058.980 115.97
LOCATION L0001708     VOLUME   383625.003 3775056.994 116.02
LOCATION L0001709     VOLUME   383628.075 3775055.009 116.05
LOCATION L0001710     VOLUME   383631.147 3775053.024 116.00
LOCATION L0001711     VOLUME   383634.219 3775051.038 115.97
LOCATION L0001712     VOLUME   383637.291 3775049.053 115.95
LOCATION L0001713     VOLUME   383640.362 3775047.067 115.94
LOCATION L0001714     VOLUME   383643.434 3775045.082 115.95
LOCATION L0001715     VOLUME   383646.506 3775043.096 115.97
LOCATION L0001716     VOLUME   383649.578 3775041.111 115.89
LOCATION L0001717     VOLUME   383652.650 3775039.125 115.83
LOCATION L0001718     VOLUME   383655.764 3775037.209 115.80
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   LOCATION L0001719     VOLUME   383658.901 3775035.327 115.82
   LOCATION L0001720     VOLUME   383662.037 3775033.445 115.89
   LOCATION L0001721     VOLUME   383665.173 3775031.564 116.00
   LOCATION L0001722     VOLUME   383668.310 3775029.682 116.16
   LOCATION L0001723     VOLUME   383671.446 3775027.800 116.37
** End of LINE VOLUME Source ID = SLINE1
** ----------------------------------------------------------------------
** Line Source Represented by Adjacent Volume Sources
** LINE VOLUME Source ID = SLINE2
** DESCRSRC SB I-5 freeway traffic
** PREFIX
** Length of Side = 3.66
** Configuration = Adjacent
** Emission Rate = 0.000072
** Elevated
** Vertical Dimension = 3.66
** SZINIT = 0.85
** Nodes = 6
** 383358.446, 3775223.764, 114.69, 0.00, 1.70
** 383433.357, 3775167.841, 115.07, 0.00, 1.70
** 383513.782, 3775106.418, 115.24, 0.00, 1.70
** 383566.173, 3775070.205, 116.55, 0.00, 1.70
** 383611.211, 3775042.702, 116.71, 0.00, 1.70
** 383661.304, 3775011.991, 116.88, 0.00, 1.70
** ----------------------------------------------------------------------
   LOCATION L0001724     VOLUME   383359.912 3775222.670 114.08
   LOCATION L0001725     VOLUME   383362.843 3775220.482 113.89
   LOCATION L0001726     VOLUME   383365.774 3775218.294 113.64
   LOCATION L0001727     VOLUME   383368.705 3775216.106 113.49
   LOCATION L0001728     VOLUME   383371.636 3775213.918 113.50
   LOCATION L0001729     VOLUME   383374.567 3775211.730 113.69
   LOCATION L0001730     VOLUME   383377.497 3775209.542 113.92
   LOCATION L0001731     VOLUME   383380.428 3775207.354 114.07
   LOCATION L0001732     VOLUME   383383.359 3775205.166 114.14
   LOCATION L0001733     VOLUME   383386.290 3775202.978 114.13
   LOCATION L0001734     VOLUME   383389.221 3775200.790 114.04
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   SRCGROUP ALL
SO FINISHED
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** AERMOD Receptor Pathway
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**
**
RE STARTING
   INCLUDED "18-0079 Kahwaji Building 2nd 14 yr.rou"
RE FINISHED
**
**************************************
** AERMOD Meteorology Pathway
**************************************
**
**
ME STARTING
   SURFFILE "E:\New MET data\KCQT_V9_ADJU\KCQT_v9.SFC"
   PROFFILE "E:\New MET data\KCQT_V9_ADJU\KCQT_v9.PFL"
   SURFDATA 93134 2012
   UAIRDATA 3190 2012
```

```
   PROFBASE 55.0 METERS
ME FINISHED
**
**************************************
** AERMOD Output Pathway
**************************************
**
**
OU STARTING
** Auto-Generated Plotfiles
   PLOTFILE PERIOD ALL "18-0079 KAHWAJI BUILDING 2ND 14 YR.AD\PE00GALL.PLT" 31
   SUMMFILE "18-0079 Kahwaji Building 2nd 14 yr.sum"
OU FINISHED


  *** Message Summary For AERMOD Model Setup ***

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

 A Total of            0 Fatal Error Message(s)
 A Total of            2 Warning Message(s)
 A Total of            0 Informational Message(s)


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


    ********   WARNING MESSAGES   ********
 ME W186     511       MEOPEN: THRESH_1MIN 1-min ASOS wind speed threshold used          0.50
 ME W187     511       MEOPEN: ADJ_U* Option for Stable Low Winds used in AERMET

 **********************************
 *** SETUP Finishes Successfully ***
 **********************************


 *** AERMOD - VERSION  18081 ***   *** 18-0079 Kahwaji Building                                        ***        03/28/19
 *** AERMET - VERSION  16216 ***   *** DPM concentrations 2nd 14yr 2038-2051                           ***        00:08:18
                                                                                                                 PAGE   1
 *** MODELOPTs:    RegDFAULT  CONC  ELEV  URBAN  ADJ_U*

                                        ***     MODEL SETUP OPTIONS SUMMARY       ***
 - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -

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

   --  DEPOSITION LOGIC  --
 **NO GAS DEPOSITION Data Provided.
 **NO PARTICLE DEPOSITION Data Provided.
 **Model Uses NO DRY DEPLETION.  DRYDPLT  =  F
```

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

**Model Uses URBAN Dispersion Algorithm for the SBL for   202 Source(s),
  for Total of    1 Urban Area(s):
  Urban Population =   9818605.0 ;  Urban Roughness Length =  1.000 m

**Model Uses Regulatory DEFAULT Options:
        1. Stack-tip Downwash.
        2. Model Accounts for ELEVated Terrain Effects.
        3. Use Calms Processing Routine.
        4. Use Missing Data Processing Routine.
        5. No Exponential Decay.
        6. Urban Roughness Length of 1.0 Meter Assumed.

**Other Options Specified:
        ADJ_U*   - Use ADJ_U* option for SBL in AERMET
        CCVR_Sub - Meteorological data includes CCVR substitutions
        TEMP_Sub - Meteorological data includes TEMP substitutions

**Model Assumes No FLAGPOLE Receptor Heights.

**The User Specified a Pollutant Type of:  DPM

**Model Calculates PERIOD Averages Only

**This Run Includes:    202 Source(s);       1 Source Group(s); and     445 Receptor(s)

               with:      0 POINT(s), including
                          0 POINTCAP(s) and      0 POINTHOR(s)
                and:    202 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 PERIOD Averages by Receptor
         Model Outputs External File(s) of High Values for Plotting (PLOTFILE Keyword)
         Model Outputs Separate Summary File of High Ranked Values (SUMMFILE Keyword)

**NOTE:  The Following Flags May Appear Following CONC Values:  c for Calm Hours
                                                                m for Missing Hours
                                                                b for Both Calm and Missing Hours

**Misc. Inputs:  Base Elev. for Pot. Temp. Profile (m MSL) =    55.00 ;  Decay Coef. =    0.000     ;  Rot. Angle =     0.0
                 Emission Units = GRAMS/SEC                                ;  Emission Rate Unit Factor =   0.10000E+07
```

*** VOLUME SOURCE DATA ***

SOURCE ID	NUMBER PART. CATS.	EMISSION RATE (GRAMS/SEC)	X (METERS)	Y (METERS)	BASE ELEV. (METERS)	RELEASE HEIGHT (METERS)	INIT. SY (METERS)	INIT. SZ (METERS)	URBAN SOURCE	EMISSION RATE SCALAR VARY BY
L0001623	0	0.71290E-06	383374.7	3775241.0	113.5	0.00	1.70	0.85	YES	
L0001624	0	0.71290E-06	383377.5	3775238.7	113.5	0.00	1.70	0.85	YES	
L0001625	0	0.71290E-06	383380.4	3775236.4	113.6	0.00	1.70	0.85	YES	
L0001626	0	0.71290E-06	383383.3	3775234.1	113.6	0.00	1.70	0.85	YES	
L0001627	0	0.71290E-06	383386.1	3775231.9	113.6	0.00	1.70	0.85	YES	
L0001628	0	0.71290E-06	383389.0	3775229.6	113.6	0.00	1.70	0.85	YES	
L0001629	0	0.71290E-06	383391.8	3775227.3	113.7	0.00	1.70	0.85	YES	
L0001630	0	0.71290E-06	383394.7	3775225.0	113.7	0.00	1.70	0.85	YES	
L0001631	0	0.71290E-06	383397.5	3775222.7	113.7	0.00	1.70	0.85	YES	
L0001632	0	0.71290E-06	383400.4	3775220.4	113.7	0.00	1.70	0.85	YES	
L0001633	0	0.71290E-06	383403.2	3775218.1	113.7	0.00	1.70	0.85	YES	
L0001634	0	0.71290E-06	383406.1	3775215.9	113.7	0.00	1.70	0.85	YES	
L0001635	0	0.71290E-06	383409.0	3775213.6	113.6	0.00	1.70	0.85	YES	
L0001636	0	0.71290E-06	383411.8	3775211.3	113.6	0.00	1.70	0.85	YES	
L0001637	0	0.71290E-06	383414.7	3775209.0	113.6	0.00	1.70	0.85	YES	
L0001638	0	0.71290E-06	383417.5	3775206.7	113.7	0.00	1.70	0.85	YES	
L0001639	0	0.71290E-06	383420.4	3775204.4	113.7	0.00	1.70	0.85	YES	
L0001640	0	0.71290E-06	383423.2	3775202.1	113.7	0.00	1.70	0.85	YES	
L0001641	0	0.71290E-06	383426.1	3775199.9	113.8	0.00	1.70	0.85	YES	
L0001642	0	0.71290E-06	383428.9	3775197.6	113.8	0.00	1.70	0.85	YES	
L0001643	0	0.71290E-06	383431.8	3775195.3	113.8	0.00	1.70	0.85	YES	
L0001644	0	0.71290E-06	383434.6	3775193.0	113.9	0.00	1.70	0.85	YES	
L0001645	0	0.71290E-06	383437.5	3775190.7	113.9	0.00	1.70	0.85	YES	
L0001646	0	0.71290E-06	383440.4	3775188.4	113.9	0.00	1.70	0.85	YES	
L0001647	0	0.71290E-06	383443.2	3775186.1	113.9	0.00	1.70	0.85	YES	
L0001648	0	0.71290E-06	383446.1	3775183.8	114.0	0.00	1.70	0.85	YES	
L0001649	0	0.71290E-06	383448.9	3775181.6	114.0	0.00	1.70	0.85	YES	
L0001650	0	0.71290E-06	383451.8	3775179.3	114.0	0.00	1.70	0.85	YES	

L0001651	0	0.71290E-06	383454.6	3775177.0	114.1	0.00	1.70	0.85	YES
L0001652	0	0.71290E-06	383457.5	3775174.7	114.1	0.00	1.70	0.85	YES
L0001653	0	0.71290E-06	383460.3	3775172.4	114.2	0.00	1.70	0.85	YES
L0001654	0	0.71290E-06	383463.2	3775170.1	114.2	0.00	1.70	0.85	YES
L0001655	0	0.71290E-06	383466.0	3775167.8	114.2	0.00	1.70	0.85	YES
L0001656	0	0.71290E-06	383468.9	3775165.6	114.3	0.00	1.70	0.85	YES
L0001657	0	0.71290E-06	383471.8	3775163.3	114.4	0.00	1.70	0.85	YES
L0001658	0	0.71290E-06	383474.6	3775161.0	114.5	0.00	1.70	0.85	YES
L0001659	0	0.71290E-06	383477.5	3775158.7	114.5	0.00	1.70	0.85	YES
L0001660	0	0.71290E-06	383480.5	3775156.6	114.6	0.00	1.70	0.85	YES
L0001661	0	0.71290E-06	383483.5	3775154.5	114.6	0.00	1.70	0.85	YES
L0001662	0	0.71290E-06	383486.5	3775152.4	114.6	0.00	1.70	0.85	YES

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** VOLUME SOURCE DATA ***

SOURCE ID	NUMBER PART. CATS.	EMISSION RATE (GRAMS/SEC)	X (METERS)	Y (METERS)	BASE ELEV. (METERS)	RELEASE HEIGHT (METERS)	INIT. SY (METERS)	INIT. SZ (METERS)	URBAN SOURCE	EMISSION RATE SCALAR VARY BY
L0001663	0	0.71290E-06	383489.4	3775150.3	114.5	0.00	1.70	0.85	YES	
L0001664	0	0.71290E-06	383492.4	3775148.2	114.5	0.00	1.70	0.85	YES	
L0001665	0	0.71290E-06	383495.4	3775146.1	114.6	0.00	1.70	0.85	YES	
L0001666	0	0.71290E-06	383498.4	3775143.9	114.7	0.00	1.70	0.85	YES	
L0001667	0	0.71290E-06	383501.4	3775141.8	114.8	0.00	1.70	0.85	YES	
L0001668	0	0.71290E-06	383504.4	3775139.7	114.9	0.00	1.70	0.85	YES	
L0001669	0	0.71290E-06	383507.4	3775137.6	115.0	0.00	1.70	0.85	YES	
L0001670	0	0.71290E-06	383510.3	3775135.5	115.1	0.00	1.70	0.85	YES	
L0001671	0	0.71290E-06	383513.3	3775133.4	115.1	0.00	1.70	0.85	YES	
L0001672	0	0.71290E-06	383516.3	3775131.3	115.1	0.00	1.70	0.85	YES	
L0001673	0	0.71290E-06	383519.3	3775129.2	115.2	0.00	1.70	0.85	YES	
L0001674	0	0.71290E-06	383522.3	3775127.1	115.1	0.00	1.70	0.85	YES	
L0001675	0	0.71290E-06	383525.3	3775124.9	115.0	0.00	1.70	0.85	YES	
L0001676	0	0.71290E-06	383528.3	3775122.8	115.0	0.00	1.70	0.85	YES	
L0001677	0	0.71290E-06	383531.2	3775120.7	115.0	0.00	1.70	0.85	YES	
L0001678	0	0.71290E-06	383534.2	3775118.6	115.1	0.00	1.70	0.85	YES	
L0001679	0	0.71290E-06	383537.2	3775116.5	115.1	0.00	1.70	0.85	YES	
L0001680	0	0.71290E-06	383540.2	3775114.4	115.2	0.00	1.70	0.85	YES	
L0001681	0	0.71290E-06	383543.2	3775112.2	115.2	0.00	1.70	0.85	YES	
L0001682	0	0.71290E-06	383546.2	3775110.1	115.3	0.00	1.70	0.85	YES	
L0001683	0	0.71290E-06	383549.1	3775108.0	115.3	0.00	1.70	0.85	YES	
L0001684	0	0.71290E-06	383552.1	3775105.9	115.3	0.00	1.70	0.85	YES	
L0001685	0	0.71290E-06	383555.1	3775103.8	115.3	0.00	1.70	0.85	YES	
L0001686	0	0.71290E-06	383558.1	3775101.7	115.4	0.00	1.70	0.85	YES	
L0001687	0	0.71290E-06	383561.1	3775099.5	115.4	0.00	1.70	0.85	YES	

L0001688	0	0.71290E-06	383564.1	3775097.4	115.5	0.00	1.70	0.85	YES	
L0001689	0	0.71290E-06	383567.0	3775095.3	115.5	0.00	1.70	0.85	YES	
L0001690	0	0.71290E-06	383570.0	3775093.2	115.5	0.00	1.70	0.85	YES	
L0001691	0	0.71290E-06	383573.0	3775091.1	115.5	0.00	1.70	0.85	YES	
L0001692	0	0.71290E-06	383576.0	3775089.0	115.6	0.00	1.70	0.85	YES	
L0001693	0	0.71290E-06	383579.0	3775086.9	115.7	0.00	1.70	0.85	YES	
L0001694	0	0.71290E-06	383582.1	3775084.9	115.7	0.00	1.70	0.85	YES	
L0001695	0	0.71290E-06	383585.1	3775082.9	115.7	0.00	1.70	0.85	YES	
L0001696	0	0.71290E-06	383588.2	3775080.9	115.8	0.00	1.70	0.85	YES	
L0001697	0	0.71290E-06	383591.3	3775078.9	115.8	0.00	1.70	0.85	YES	
L0001698	0	0.71290E-06	383594.3	3775076.9	115.9	0.00	1.70	0.85	YES	
L0001699	0	0.71290E-06	383597.4	3775074.9	115.8	0.00	1.70	0.85	YES	
L0001700	0	0.71290E-06	383600.5	3775072.9	115.7	0.00	1.70	0.85	YES	
L0001701	0	0.71290E-06	383603.5	3775070.9	115.7	0.00	1.70	0.85	YES	
L0001702	0	0.71290E-06	383606.6	3775068.9	115.6	0.00	1.70	0.85	YES	

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** VOLUME SOURCE DATA ***

SOURCE ID	NUMBER PART. CATS.	EMISSION RATE (GRAMS/SEC)	X (METERS)	Y (METERS)	BASE ELEV. (METERS)	RELEASE HEIGHT (METERS)	INIT. SY (METERS)	INIT. SZ (METERS)	URBAN SOURCE	EMISSION RATE SCALAR VARY BY
L0001703	0	0.71290E-06	383609.7	3775066.9	115.6	0.00	1.70	0.85	YES	
L0001704	0	0.71290E-06	383612.7	3775065.0	115.7	0.00	1.70	0.85	YES	
L0001705	0	0.71290E-06	383615.8	3775063.0	115.8	0.00	1.70	0.85	YES	
L0001706	0	0.71290E-06	383618.9	3775061.0	115.8	0.00	1.70	0.85	YES	
L0001707	0	0.71290E-06	383621.9	3775059.0	116.0	0.00	1.70	0.85	YES	
L0001708	0	0.71290E-06	383625.0	3775057.0	116.0	0.00	1.70	0.85	YES	
L0001709	0	0.71290E-06	383628.1	3775055.0	116.0	0.00	1.70	0.85	YES	
L0001710	0	0.71290E-06	383631.1	3775053.0	116.0	0.00	1.70	0.85	YES	
L0001711	0	0.71290E-06	383634.2	3775051.0	116.0	0.00	1.70	0.85	YES	
L0001712	0	0.71290E-06	383637.3	3775049.1	116.0	0.00	1.70	0.85	YES	
L0001713	0	0.71290E-06	383640.4	3775047.1	115.9	0.00	1.70	0.85	YES	
L0001714	0	0.71290E-06	383643.4	3775045.1	116.0	0.00	1.70	0.85	YES	
L0001715	0	0.71290E-06	383646.5	3775043.1	116.0	0.00	1.70	0.85	YES	
L0001716	0	0.71290E-06	383649.6	3775041.1	115.9	0.00	1.70	0.85	YES	
L0001717	0	0.71290E-06	383652.6	3775039.1	115.8	0.00	1.70	0.85	YES	
L0001718	0	0.71290E-06	383655.8	3775037.2	115.8	0.00	1.70	0.85	YES	
L0001719	0	0.71290E-06	383658.9	3775035.3	115.8	0.00	1.70	0.85	YES	
L0001720	0	0.71290E-06	383662.0	3775033.4	115.9	0.00	1.70	0.85	YES	
L0001721	0	0.71290E-06	383665.2	3775031.6	116.0	0.00	1.70	0.85	YES	
L0001722	0	0.71290E-06	383668.3	3775029.7	116.2	0.00	1.70	0.85	YES	
L0001723	0	0.71290E-06	383671.4	3775027.8	116.4	0.00	1.70	0.85	YES	
L0001724	0	0.71290E-06	383359.9	3775222.7	114.1	0.00	1.70	0.85	YES	

L0001725	0	0.71290E-06	383362.8	3775220.5	113.9	0.00	1.70	0.85	YES	
L0001726	0	0.71290E-06	383365.8	3775218.3	113.6	0.00	1.70	0.85	YES	
L0001727	0	0.71290E-06	383368.7	3775216.1	113.5	0.00	1.70	0.85	YES	
L0001728	0	0.71290E-06	383371.6	3775213.9	113.5	0.00	1.70	0.85	YES	
L0001729	0	0.71290E-06	383374.6	3775211.7	113.7	0.00	1.70	0.85	YES	
L0001730	0	0.71290E-06	383377.5	3775209.5	113.9	0.00	1.70	0.85	YES	
L0001731	0	0.71290E-06	383380.4	3775207.4	114.1	0.00	1.70	0.85	YES	
L0001732	0	0.71290E-06	383383.4	3775205.2	114.1	0.00	1.70	0.85	YES	
L0001733	0	0.71290E-06	383386.3	3775203.0	114.1	0.00	1.70	0.85	YES	
L0001734	0	0.71290E-06	383389.2	3775200.8	114.0	0.00	1.70	0.85	YES	
L0001735	0	0.71290E-06	383392.2	3775198.6	113.9	0.00	1.70	0.85	YES	
L0001736	0	0.71290E-06	383395.1	3775196.4	113.8	0.00	1.70	0.85	YES	
L0001737	0	0.71290E-06	383398.0	3775194.2	113.9	0.00	1.70	0.85	YES	
L0001738	0	0.71290E-06	383400.9	3775192.0	113.9	0.00	1.70	0.85	YES	
L0001739	0	0.71290E-06	383403.9	3775189.8	114.0	0.00	1.70	0.85	YES	
L0001740	0	0.71290E-06	383406.8	3775187.7	114.0	0.00	1.70	0.85	YES	
L0001741	0	0.71290E-06	383409.7	3775185.5	114.0	0.00	1.70	0.85	YES	
L0001742	0	0.71290E-06	383412.7	3775183.3	114.0	0.00	1.70	0.85	YES	

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** VOLUME SOURCE DATA ***

SOURCE ID	NUMBER PART. CATS.	EMISSION RATE (GRAMS/SEC)	X (METERS)	Y (METERS)	BASE ELEV. (METERS)	RELEASE HEIGHT (METERS)	INIT. SY (METERS)	INIT. SZ (METERS)	URBAN SOURCE	EMISSION RATE SCALAR VARY BY
L0001743	0	0.71290E-06	383415.6	3775181.1	114.1	0.00	1.70	0.85	YES	
L0001744	0	0.71290E-06	383418.5	3775178.9	114.4	0.00	1.70	0.85	YES	
L0001745	0	0.71290E-06	383421.5	3775176.7	114.6	0.00	1.70	0.85	YES	
L0001746	0	0.71290E-06	383424.4	3775174.5	114.7	0.00	1.70	0.85	YES	
L0001747	0	0.71290E-06	383427.3	3775172.3	114.8	0.00	1.70	0.85	YES	
L0001748	0	0.71290E-06	383430.3	3775170.2	114.8	0.00	1.70	0.85	YES	
L0001749	0	0.71290E-06	383433.2	3775168.0	114.8	0.00	1.70	0.85	YES	
L0001750	0	0.71290E-06	383436.1	3775165.8	114.8	0.00	1.70	0.85	YES	
L0001751	0	0.71290E-06	383439.0	3775163.5	114.7	0.00	1.70	0.85	YES	
L0001752	0	0.71290E-06	383441.9	3775161.3	114.5	0.00	1.70	0.85	YES	
L0001753	0	0.71290E-06	383444.8	3775159.1	114.5	0.00	1.70	0.85	YES	
L0001754	0	0.71290E-06	383447.7	3775156.9	114.5	0.00	1.70	0.85	YES	
L0001755	0	0.71290E-06	383450.6	3775154.7	114.5	0.00	1.70	0.85	YES	
L0001756	0	0.71290E-06	383453.5	3775152.4	114.6	0.00	1.70	0.85	YES	
L0001757	0	0.71290E-06	383456.4	3775150.2	114.6	0.00	1.70	0.85	YES	
L0001758	0	0.71290E-06	383459.3	3775148.0	114.7	0.00	1.70	0.85	YES	
L0001759	0	0.71290E-06	383462.3	3775145.8	114.8	0.00	1.70	0.85	YES	
L0001760	0	0.71290E-06	383465.2	3775143.6	114.9	0.00	1.70	0.85	YES	
L0001761	0	0.71290E-06	383468.1	3775141.3	114.9	0.00	1.70	0.85	YES	

L0001762	0	0.71290E-06	383471.0	3775139.1	114.9	0.00	1.70	0.85	YES
L0001763	0	0.71290E-06	383473.9	3775136.9	115.0	0.00	1.70	0.85	YES
L0001764	0	0.71290E-06	383476.8	3775134.7	115.0	0.00	1.70	0.85	YES
L0001765	0	0.71290E-06	383479.7	3775132.4	115.0	0.00	1.70	0.85	YES
L0001766	0	0.71290E-06	383482.6	3775130.2	115.0	0.00	1.70	0.85	YES
L0001767	0	0.71290E-06	383485.5	3775128.0	115.1	0.00	1.70	0.85	YES
L0001768	0	0.71290E-06	383488.4	3775125.8	115.1	0.00	1.70	0.85	YES
L0001769	0	0.71290E-06	383491.3	3775123.6	115.1	0.00	1.70	0.85	YES
L0001770	0	0.71290E-06	383494.2	3775121.3	115.1	0.00	1.70	0.85	YES
L0001771	0	0.71290E-06	383497.1	3775119.1	115.1	0.00	1.70	0.85	YES
L0001772	0	0.71290E-06	383500.0	3775116.9	115.3	0.00	1.70	0.85	YES
L0001773	0	0.71290E-06	383503.0	3775114.7	115.4	0.00	1.70	0.85	YES
L0001774	0	0.71290E-06	383505.9	3775112.5	115.4	0.00	1.70	0.85	YES
L0001775	0	0.71290E-06	383508.8	3775110.2	115.5	0.00	1.70	0.85	YES
L0001776	0	0.71290E-06	383511.7	3775108.0	115.5	0.00	1.70	0.85	YES
L0001777	0	0.71290E-06	383514.6	3775105.8	115.5	0.00	1.70	0.85	YES
L0001778	0	0.71290E-06	383517.6	3775103.8	115.5	0.00	1.70	0.85	YES
L0001779	0	0.71290E-06	383520.6	3775101.7	115.4	0.00	1.70	0.85	YES
L0001780	0	0.71290E-06	383523.6	3775099.6	115.5	0.00	1.70	0.85	YES
L0001781	0	0.71290E-06	383526.6	3775097.5	115.5	0.00	1.70	0.85	YES
L0001782	0	0.71290E-06	383529.6	3775095.4	115.5	0.00	1.70	0.85	YES

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** VOLUME SOURCE DATA ***

SOURCE ID	NUMBER PART. CATS.	EMISSION RATE (GRAMS/SEC)	X (METERS)	Y (METERS)	BASE ELEV. (METERS)	RELEASE HEIGHT (METERS)	INIT. SY (METERS)	INIT. SZ (METERS)	URBAN SOURCE	EMISSION RATE SCALAR VARY BY
L0001783	0	0.71290E-06	383532.7	3775093.4	115.6	0.00	1.70	0.85	YES	
L0001784	0	0.71290E-06	383535.7	3775091.3	115.6	0.00	1.70	0.85	YES	
L0001785	0	0.71290E-06	383538.7	3775089.2	115.7	0.00	1.70	0.85	YES	
L0001786	0	0.71290E-06	383541.7	3775087.1	115.7	0.00	1.70	0.85	YES	
L0001787	0	0.71290E-06	383544.7	3775085.1	115.8	0.00	1.70	0.85	YES	
L0001788	0	0.71290E-06	383547.7	3775083.0	115.9	0.00	1.70	0.85	YES	
L0001789	0	0.71290E-06	383550.7	3775080.9	116.0	0.00	1.70	0.85	YES	
L0001790	0	0.71290E-06	383553.7	3775078.8	116.0	0.00	1.70	0.85	YES	
L0001791	0	0.71290E-06	383556.7	3775076.7	116.1	0.00	1.70	0.85	YES	
L0001792	0	0.71290E-06	383559.7	3775074.7	116.1	0.00	1.70	0.85	YES	
L0001793	0	0.71290E-06	383562.7	3775072.6	116.1	0.00	1.70	0.85	YES	
L0001794	0	0.71290E-06	383565.8	3775070.5	116.1	0.00	1.70	0.85	YES	
L0001795	0	0.71290E-06	383568.9	3775068.6	116.1	0.00	1.70	0.85	YES	
L0001796	0	0.71290E-06	383572.0	3775066.7	116.1	0.00	1.70	0.85	YES	
L0001797	0	0.71290E-06	383575.1	3775064.8	116.1	0.00	1.70	0.85	YES	
L0001798	0	0.71290E-06	383578.2	3775062.8	116.2	0.00	1.70	0.85	YES	

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L0001799         0   0.71290E-06  383581.3 3775060.9   116.2     0.00     1.70     0.85     YES
L0001800         0   0.71290E-06  383584.5 3775059.0   116.2     0.00     1.70     0.85     YES
L0001801         0   0.71290E-06  383587.6 3775057.1   116.3     0.00     1.70     0.85     YES
L0001802         0   0.71290E-06  383590.7 3775055.2   116.3     0.00     1.70     0.85     YES
L0001803         0   0.71290E-06  383593.8 3775053.3   116.4     0.00     1.70     0.85     YES
L0001804         0   0.71290E-06  383597.0 3775051.4   116.4     0.00     1.70     0.85     YES
L0001805         0   0.71290E-06  383600.1 3775049.5   116.5     0.00     1.70     0.85     YES
L0001806         0   0.71290E-06  383603.2 3775047.6   116.5     0.00     1.70     0.85     YES
L0001807         0   0.71290E-06  383606.3 3775045.7   116.5     0.00     1.70     0.85     YES
L0001808         0   0.71290E-06  383609.4 3775043.8   116.6     0.00     1.70     0.85     YES
L0001809         0   0.71290E-06  383612.6 3775041.9   116.6     0.00     1.70     0.85     YES
L0001810         0   0.71290E-06  383615.7 3775040.0   116.6     0.00     1.70     0.85     YES
L0001811         0   0.71290E-06  383618.8 3775038.0   116.6     0.00     1.70     0.85     YES
L0001812         0   0.71290E-06  383621.9 3775036.1   116.6     0.00     1.70     0.85     YES
L0001813         0   0.71290E-06  383625.0 3775034.2   116.6     0.00     1.70     0.85     YES
L0001814         0   0.71290E-06  383628.2 3775032.3   116.7     0.00     1.70     0.85     YES
L0001815         0   0.71290E-06  383631.3 3775030.4   116.7     0.00     1.70     0.85     YES
L0001816         0   0.71290E-06  383634.4 3775028.5   116.7     0.00     1.70     0.85     YES
L0001817         0   0.71290E-06  383637.5 3775026.6   116.8     0.00     1.70     0.85     YES
L0001818         0   0.71290E-06  383640.6 3775024.7   116.9     0.00     1.70     0.85     YES
L0001819         0   0.71290E-06  383643.7 3775022.8   116.9     0.00     1.70     0.85     YES
L0001820         0   0.71290E-06  383646.9 3775020.8   116.9     0.00     1.70     0.85     YES
L0001821         0   0.71290E-06  383650.0 3775018.9   117.0     0.00     1.70     0.85     YES
L0001822         0   0.71290E-06  383653.1 3775017.0   117.0     0.00     1.70     0.85     YES

*** AERMOD - VERSION  18081 ***   *** 18-0079 Kahwaji Building                                  ***        03/28/19
*** AERMET - VERSION  16216 ***   *** DPM concentrations 2nd 14yr 2038-2051                     ***        00:08:18
                                                                                                          PAGE   7
*** MODELOPTs:    RegDFAULT  CONC  ELEV  URBAN  ADJ_U*


                                        *** VOLUME SOURCE DATA ***

             NUMBER EMISSION RATE                  BASE    RELEASE    INIT.    INIT.   URBAN  EMISSION RATE
  SOURCE      PART.  (GRAMS/SEC)     X        Y     ELEV.   HEIGHT      SY       SZ     SOURCE  SCALAR VARY
    ID        CATS.               (METERS) (METERS) (METERS) (METERS) (METERS) (METERS)             BY
- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -

L0001823         0   0.71290E-06  383656.2 3775015.1   117.0     0.00     1.70     0.85     YES
L0001824         0   0.71290E-06  383659.3 3775013.2   117.1     0.00     1.70     0.85     YES

*** AERMOD - VERSION  18081 ***   *** 18-0079 Kahwaji Building                                  ***        03/28/19
*** AERMET - VERSION  16216 ***   *** DPM concentrations 2nd 14yr 2038-2051                     ***        00:08:18
                                                                                                          PAGE   8
*** MODELOPTs:    RegDFAULT  CONC  ELEV  URBAN  ADJ_U*


                                *** SOURCE IDs DEFINING SOURCE GROUPS ***

SRCGROUP ID                                    SOURCE IDs
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 ALL        L0001623    , L0001624    , L0001625    , L0001626    , L0001627    , L0001628    , L0001629    , L0001630    ,
            L0001631    , L0001632    , L0001633    , L0001634    , L0001635    , L0001636    , L0001637    , L0001638    ,
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*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** SOURCE IDs DEFINING SOURCE GROUPS ***

SRCGROUP ID	SOURCE IDs

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           L0001783    , L0001784    , L0001785    , L0001786    , L0001787    , L0001788    , L0001789    , L0001790    ,
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           L0001799    , L0001800    , L0001801    , L0001802    , L0001803    , L0001804    , L0001805    , L0001806    ,
           L0001807    , L0001808    , L0001809    , L0001810    , L0001811    , L0001812    , L0001813    , L0001814    ,
           L0001815    , L0001816    , L0001817    , L0001818    , L0001819    , L0001820    , L0001821    , L0001822    ,
           L0001823    , L0001824    ,

*** AERMOD - VERSION  18081 ***   *** 18-0079 Kahwaji Building                                    ***        03/28/19
*** AERMET - VERSION  16216 ***   *** DPM concentrations 2nd 14yr 2038-2051                       ***        00:08:18
                                                                                                            PAGE  10
*** MODELOPTs:    RegDFAULT  CONC  ELEV  URBAN  ADJ_U*

                                  *** SOURCE IDs DEFINED AS URBAN SOURCES ***

 URBAN ID   URBAN POP                                SOURCE IDs
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            9818605.   L0001623    , L0001624    , L0001625    , L0001626    , L0001627    , L0001628    , L0001629    ,
L0001630    ,
           L0001631    , L0001632    , L0001633    , L0001634    , L0001635    , L0001636    , L0001637    , L0001638    ,
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*** SOURCE IDs DEFINED AS URBAN SOURCES ***

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 URBAN ID   URBAN POP                                SOURCE IDs
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           L0001783    , L0001784    , L0001785    , L0001786    , L0001787    , L0001788    , L0001789    , L0001790    ,
           L0001791    , L0001792    , L0001793    , L0001794    , L0001795    , L0001796    , L0001797    , L0001798    ,
           L0001799    , L0001800    , L0001801    , L0001802    , L0001803    , L0001804    , L0001805    , L0001806    ,
           L0001807    , L0001808    , L0001809    , L0001810    , L0001811    , L0001812    , L0001813    , L0001814    ,
           L0001815    , L0001816    , L0001817    , L0001818    , L0001819    , L0001820    , L0001821    , L0001822    ,
           L0001823    , L0001824    ,
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*** GRIDDED RECEPTOR NETWORK SUMMARY ***

*** NETWORK ID: UCART1   ; NETWORK TYPE: GRIDCART ***

*** X-COORDINATES OF GRID ***

(METERS)

383249.4, 383269.4, 383289.4, 383309.4, 383329.4, 383349.4, 383369.4, 383389.4, 383409.4, 383429.4,
383449.4, 383469.4, 383489.4, 383509.4, 383529.4, 383549.4, 383569.4, 383589.4, 383609.4, 383629.4,
383649.4,

*** Y-COORDINATES OF GRID ***
(METERS)

3774796.2, 3774816.2, 3774836.2, 3774856.2, 3774876.2, 3774896.2, 3774916.2, 3774936.2, 3774956.2, 3774976.2,
3774996.2, 3775016.2, 3775036.2, 3775056.2, 3775076.2, 3775096.2, 3775116.2, 3775136.2, 3775156.2, 3775176.2,
3775196.2,

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** NETWORK ID: UCART1 ; NETWORK TYPE: GRIDCART ***

* ELEVATION HEIGHTS IN METERS *

Y-COORD (METERS)	X-COORD (METERS) 383249.39	383269.39	383289.39	383309.39	383329.39	383349.39	383369.39	383389.39	383409.39
3775196.21	122.20	121.60	121.10	120.70	119.50	117.90	116.30	114.20	113.80
3775176.21	124.80	123.00	121.90	121.00	120.50	119.90	118.70	115.40	114.80
3775156.21	131.50	126.40	123.80	121.80	121.10	120.40	118.90	117.50	117.20
3775136.21	144.30	138.80	132.00	127.40	124.80	123.00	121.10	119.10	118.00
3775116.21	155.90	151.20	141.80	134.60	130.20	126.80	123.50	120.80	119.00
3775096.21	161.40	158.80	152.50	142.80	138.10	132.40	124.70	123.00	122.20
3775076.21	161.80	160.80	157.20	150.30	145.40	138.00	128.60	125.70	125.40
3775056.21	160.50	160.60	159.20	156.20	151.20	143.10	133.40	128.40	128.70
3775036.21	158.60	158.70	158.20	155.80	151.70	144.90	136.30	129.40	133.40
3775016.21	156.60	156.90	157.20	155.40	152.20	146.60	139.20	131.30	136.60
3774996.21	154.40	155.10	155.90	155.00	152.50	148.30	142.00	134.00	138.50
3774976.21	152.10	152.80	153.60	153.20	151.00	148.00	143.80	137.10	135.90
3774956.21	149.30	150.10	150.80	150.90	149.20	146.90	143.80	138.60	135.20
3774936.21	146.30	147.30	147.50	148.10	147.00	144.90	142.00	138.40	136.60
3774916.21	143.40	143.50	144.00	144.60	143.80	142.50	140.60	138.00	136.70
3774896.21	140.90	140.70	141.20	141.70	141.10	140.30	139.10	137.10	136.40
3774876.21	139.00	138.90	139.30	139.40	139.00	138.40	137.50	135.70	135.70
3774856.21	137.60	137.20	137.10	137.20	137.00	136.40	135.60	134.90	135.10
3774836.21	136.40	135.90	135.60	135.50	135.40	134.70	134.10	134.10	134.20
3774816.21	135.40	135.10	134.90	134.50	134.10	133.70	133.30	133.20	132.70
3774796.21	135.80	135.70	135.40	134.40	134.00	133.80	133.50	132.90	132.20

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** NETWORK ID: UCART1 ; NETWORK TYPE: GRIDCART ***

* ELEVATION HEIGHTS IN METERS *

Y-COORD (METERS)	X-COORD (METERS)								
	383429.39	383449.39	383469.39	383489.39	383509.39	383529.39	383549.39	383569.39	383589.39
3775196.21	113.80	114.00	114.70	113.20	111.40	110.00	109.10	108.70	109.90
3775176.21	114.40	114.10	114.10	115.20	113.40	111.20	110.10	108.90	108.70
3775156.21	115.90	114.50	114.50	114.70	114.60	113.80	112.00	109.40	109.20
3775136.21	116.90	115.80	115.00	114.80	115.00	114.80	113.70	111.80	110.40
3775116.21	118.00	117.20	115.70	115.40	115.20	115.10	115.10	115.00	111.90
3775096.21	120.50	118.50	117.00	116.90	116.00	115.50	115.50	115.50	114.50
3775076.21	123.90	121.60	119.30	118.00	116.90	116.30	116.20	115.90	115.90
3775056.21	128.20	126.10	122.40	119.20	118.00	117.50	117.10	116.30	116.30
3775036.21	135.10	133.30	128.40	123.40	121.00	119.10	117.50	117.10	116.90
3775016.21	138.90	137.90	134.40	129.80	125.50	122.00	119.40	118.40	117.60
3774996.21	140.30	140.50	140.40	138.10	131.40	125.90	122.60	120.40	118.20
3774976.21	138.30	140.60	140.60	140.10	137.70	134.10	129.90	125.70	122.00
3774956.21	137.70	140.80	140.90	141.20	141.50	139.90	136.90	134.00	128.40
3774936.21	138.70	141.00	141.30	141.40	142.10	142.50	143.50	146.40	138.30
3774916.21	137.40	138.60	139.70	140.90	142.10	143.40	145.40	148.30	143.90
3774896.21	136.30	136.90	138.50	140.40	141.80	143.50	145.50	147.40	146.50
3774876.21	135.80	136.50	138.10	139.80	141.00	142.30	143.50	143.90	144.20
3774856.21	134.80	135.00	136.10	138.30	139.40	140.40	141.10	141.50	142.20
3774836.21	133.80	133.50	134.20	136.40	137.50	138.20	138.80	139.40	140.20
3774816.21	132.40	132.50	133.00	133.90	135.60	136.20	136.50	137.10	138.20
3774796.21	131.90	131.80	131.90	132.00	133.60	134.70	135.40	135.90	136.60

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** NETWORK ID: UCART1 ; NETWORK TYPE: GRIDCART ***

* ELEVATION HEIGHTS IN METERS *

Y-COORD (METERS)	X-COORD (METERS)		
	383609.39	383629.39	383649.39
3775196.21	111.40	112.90	114.50
3775176.21	109.00	110.40	113.90
3775156.21	109.00	109.10	110.10
3775136.21	109.40	108.80	108.50
3775116.21	110.10	109.20	108.40
3775096.21	113.10	111.20	108.60

3775076.21	115.10	113.40	110.80
3775056.21	116.30	115.90	115.00
3775036.21	116.80	116.50	116.20
3775016.21	117.20	117.00	117.00
3774996.21	117.40	117.30	117.30
3774976.21	119.90	118.50	117.40
3774956.21	124.10	121.00	118.90
3774936.21	130.90	125.90	123.40
3774916.21	138.40	134.40	132.20
3774896.21	144.00	142.10	140.90
3774876.21	144.40	145.30	146.70
3774856.21	142.80	144.30	146.60
3774836.21	140.70	142.10	144.20
3774816.21	139.20	140.40	141.80
3774796.21	137.30	138.40	139.60

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** NETWORK ID: UCART1 ; NETWORK TYPE: GRIDCART ***

* HILL HEIGHT SCALES IN METERS *

Y-COORD (METERS)	X-COORD (METERS) 383249.39	383269.39	383289.39	383309.39	383329.39	383349.39	383369.39	383389.39	383409.39
3775196.21	166.50	166.50	166.50	166.50	166.50	166.50	166.50	166.50	166.50
3775176.21	166.50	166.50	166.50	166.50	166.50	166.50	166.50	166.50	166.50
3775156.21	166.50	166.50	166.50	166.50	166.50	166.50	166.50	166.50	166.50
3775136.21	166.50	166.50	166.50	166.50	166.50	166.50	166.50	166.50	166.50
3775116.21	166.50	166.50	166.50	166.50	166.50	166.50	166.50	166.50	166.50
3775096.21	163.00	163.00	166.50	166.50	166.50	166.50	166.50	166.50	166.50
3775076.21	161.80	160.80	163.00	166.50	166.50	166.50	166.50	166.50	166.50
3775056.21	160.50	161.50	159.20	162.30	163.00	166.50	166.50	166.50	166.50
3775036.21	161.50	161.50	158.20	161.50	163.00	166.50	166.50	166.50	166.50
3775016.21	161.50	161.50	157.20	158.00	162.30	163.00	166.50	166.50	166.50
3774996.21	161.50	155.10	156.30	155.00	158.00	163.00	166.50	166.50	166.50
3774976.21	161.50	161.50	156.30	153.20	158.00	161.50	163.00	166.50	166.50
3774956.21	163.00	161.50	161.50	156.30	161.50	161.50	163.00	165.60	166.50
3774936.21	163.00	161.50	161.50	161.50	161.50	161.50	163.00	163.00	165.60
3774916.21	166.50	163.00	163.00	161.50	161.50	162.30	163.00	163.00	163.00
3774896.21	166.50	166.50	163.00	163.00	163.00	163.00	163.00	163.00	163.00
3774876.21	166.50	166.50	163.00	163.00	163.00	163.00	163.00	165.10	165.10
3774856.21	166.50	166.50	163.00	163.00	163.00	165.10	165.10	165.10	165.10
3774836.21	163.00	163.00	163.00	165.10	165.10	165.10	165.10	165.10	165.10
3774816.21	187.50	187.50	187.50	165.10	165.10	165.10	171.90	171.90	173.00
3774796.21	187.50	187.50	187.50	187.50	165.10	171.90	171.90	173.00	173.00

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** NETWORK ID: UCART1   ; NETWORK TYPE: GRIDCART ***

* HILL HEIGHT SCALES IN METERS *

Y-COORD (METERS)	X-COORD (METERS)								
	383429.39	383449.39	383469.39	383489.39	383509.39	383529.39	383549.39	383569.39	383589.39
3775196.21	166.50	166.50	166.50	166.50	166.50	166.50	166.50	166.50	166.50
3775176.21	166.50	166.50	166.50	166.50	166.50	166.50	166.50	166.50	166.50
3775156.21	166.50	166.50	166.50	166.50	166.50	166.50	166.50	166.50	166.50
3775136.21	166.50	166.50	166.50	166.50	166.50	166.50	166.50	166.50	166.50
3775116.21	166.50	166.50	166.50	166.50	166.50	166.50	166.50	166.50	166.50
3775096.21	166.50	166.50	166.50	166.50	166.50	166.50	166.50	166.50	166.50
3775076.21	166.50	166.50	166.50	166.50	166.50	166.50	166.50	166.50	166.50
3775056.21	166.50	166.50	166.50	166.50	166.50	166.50	166.50	171.90	171.90
3775036.21	166.50	166.50	166.50	166.50	166.50	166.50	171.90	171.90	171.90
3775016.21	165.60	163.00	165.60	166.50	166.50	166.50	171.90	171.90	173.00
3774996.21	163.00	162.30	140.60	159.50	163.00	166.50	166.50	171.90	173.00
3774976.21	163.00	161.50	140.60	140.10	148.60	148.60	162.30	163.00	173.00
3774956.21	163.00	140.80	140.90	141.20	148.30	148.60	148.60	149.80	150.90
3774936.21	162.30	141.00	141.30	141.40	148.30	148.60	148.60	148.30	149.80
3774916.21	162.30	154.90	139.70	140.90	148.60	148.60	148.60	148.30	148.60
3774896.21	162.30	158.00	148.60	148.60	148.60	148.60	148.60	148.60	146.50
3774876.21	165.10	165.10	148.60	148.60	148.60	148.60	148.60	148.60	148.60
3774856.21	165.10	165.10	165.10	165.10	148.60	148.60	148.60	148.60	148.60
3774836.21	171.90	171.90	171.90	171.90	171.90	165.10	165.10	148.60	149.80
3774816.21	173.00	173.00	173.00	173.00	173.00	173.00	173.00	173.00	173.00
3774796.21	173.00	182.20	182.20	182.20	182.20	182.20	182.20	182.20	182.20

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** NETWORK ID: UCART1   ; NETWORK TYPE: GRIDCART ***

* HILL HEIGHT SCALES IN METERS *

Y-COORD (METERS)	X-COORD (METERS)		
	383609.39	383629.39	383649.39
3775196.21	166.50	166.50	166.50
3775176.21	166.50	166.50	166.50
3775156.21	166.50	166.50	166.50

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 3775136.21 |        166.50       166.50       166.50
 3775116.21 |        171.90       171.90       171.90
 3775096.21 |        166.50       171.90       173.00
 3775076.21 |        166.50       171.90       173.00
 3775056.21 |        171.90       171.90       171.90
 3775036.21 |        171.90       171.90       173.00
 3775016.21 |        173.00       173.00       173.00
 3774996.21 |        173.00       173.00       173.00
 3774976.21 |        173.00       182.20       182.20
 3774956.21 |        173.00       182.20       182.20
 3774936.21 |        150.90       173.00       173.00
 3774916.21 |        149.80       150.90       150.90
 3774896.21 |        148.60       149.80       149.80
 3774876.21 |        144.40       149.80       149.80
 3774856.21 |        149.80       149.80       149.80
 3774836.21 |        149.80       149.80       149.80
 3774816.21 |        171.90       149.80       149.80
 3774796.21 |        173.00       173.00       173.00

*** AERMOD - VERSION  18081 ***   *** 18-0079 Kahwaji Building                                    ***        03/28/19
*** AERMET - VERSION  16216 ***   *** DPM concentrations 2nd 14yr 2038-2051                       ***        00:08:18
                                                                                                            PAGE  19
*** MODELOPTs:    RegDFAULT  CONC  ELEV  URBAN  ADJ_U*

                                    *** DISCRETE CARTESIAN RECEPTORS ***
                                  (X-COORD, Y-COORD, ZELEV, ZHILL, ZFLAG)
                                                (METERS)

    ( 383410.6, 3774854.8,     135.1,     165.2,       0.0);        ( 383424.9, 3774850.2,     134.7,     165.2,       0.0);
    ( 383400.4, 3774834.0,     134.0,     165.2,       0.0);        ( 383411.7, 3774822.3,     133.1,     171.9,       0.0);

*** AERMOD - VERSION  18081 ***   *** 18-0079 Kahwaji Building                                    ***        03/28/19
*** AERMET - VERSION  16216 ***   *** DPM concentrations 2nd 14yr 2038-2051                       ***        00:08:18
                                                                                                            PAGE  20
*** MODELOPTs:    RegDFAULT  CONC  ELEV  URBAN  ADJ_U*

                  * SOURCE-RECEPTOR COMBINATIONS FOR WHICH CALCULATIONS MAY NOT BE PERFORMED *
                    LESS THAN 1.0 METER; WITHIN OPENPIT; OR BEYOND 80KM FOR FASTAREA/FASTALL


                         SOURCE          - - RECEPTOR LOCATION - -         DISTANCE
                           ID            XR (METERS)   YR (METERS)         (METERS)
                      - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -

                         L0001642           383429.4     3775196.2           -2.22
                         L0001643           383429.4     3775196.2           -1.08
                         L0001650           383449.4     3775176.2            0.23
                         L0001669           383509.4     3775136.2           -1.18
                         L0001670           383509.4     3775136.2           -2.47
                         L0001689           383569.4     3775096.2           -1.13
                         L0001690           383569.4     3775096.2           -0.57
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L0001697	383589.4	3775076.2	-0.34
L0001708	383629.4	3775056.2	0.80
L0001709	383629.4	3775056.2	-1.87
L0001710	383629.4	3775056.2	-0.02
L0001717	383649.4	3775036.2	0.72
L0001734	383389.4	3775196.2	0.93
L0001735	383389.4	3775196.2	-0.00
L0001747	383429.4	3775176.2	0.73
L0001754	383449.4	3775156.2	-1.86
L0001755	383449.4	3775156.2	-1.66
L0001762	383469.4	3775136.2	-0.35
L0001763	383469.4	3775136.2	0.89
L0001781	383529.4	3775096.2	-0.61
L0001782	383529.4	3775096.2	-2.85
L0001783	383529.4	3775096.2	0.67
L0001801	383589.4	3775056.2	-1.64
L0001802	383589.4	3775056.2	-2.00
L0001814	383629.4	3775036.2	0.43
L0001821	383649.4	3775016.2	-0.87
L0001822	383649.4	3775016.2	0.14

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

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

1 1 1

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

Surface file: E:\New MET data\KCQT_V9_ADJU\KCQT_v9.SFC Met Version: 16216
Profile file: E:\New MET data\KCQT_V9_ADJU\KCQT_v9.PFL
Surface format: FREE
Profile format: FREE
Surface station no.: 93134 Upper air station no.: 3190
Name: UNKNOWN Name: UNKNOWN
Year: 2012 Year: 2012

First 24 hours of scalar data

YR	MO	DY	JDY	HR	H0	U*	W*	DT/DZ	ZICNV	ZIMCH	M-O LEN	Z0	BOWEN	ALBEDO	REF WS	WD	HT	REF TA	HT
12	01	01	1	01	-4.2	0.081	-9.000	-9.000	-999.	56.	11.6	0.27	2.83	1.00	0.64	306.	5.8	283.1	2.0
12	01	01	1	02	-5.0	0.089	-9.000	-9.000	-999.	63.	12.6	0.27	2.83	1.00	0.70	334.	5.8	283.1	2.0
12	01	01	1	03	-10.7	0.131	-9.000	-9.000	-999.	114.	19.1	0.27	2.83	1.00	1.01	357.	5.8	283.1	2.0
12	01	01	1	04	-18.5	0.186	-9.000	-9.000	-999.	192.	38.0	0.27	2.83	1.00	1.40	15.	5.8	285.4	2.0
12	01	01	1	05	-16.0	0.162	-9.000	-9.000	-999.	157.	28.9	0.27	2.83	1.00	1.23	44.	5.8	284.2	2.0
12	01	01	1	06	-6.9	0.104	-9.000	-9.000	-999.	82.	14.9	0.27	2.83	1.00	0.82	7.	5.8	282.5	2.0
12	01	01	1	07	-3.2	0.071	-9.000	-9.000	-999.	46.	10.4	0.27	2.83	1.00	0.55	282.	5.8	281.4	2.0
12	01	01	1	08	-7.9	0.119	-9.000	-9.000	-999.	99.	19.4	0.27	2.83	0.55	0.92	359.	5.8	282.5	2.0
12	01	01	1	09	38.2	0.213	0.345	0.006	39.	237.	-23.0	0.27	2.83	0.32	1.38	8.	5.8	290.4	2.0
12	01	01	1	10	112.7	0.212	0.730	0.006	125.	235.	-7.7	0.27	2.83	0.24	1.18	14.	5.8	294.9	2.0
12	01	01	1	11	164.8	0.219	1.173	0.005	355.	246.	-5.8	0.27	2.83	0.21	1.16	6.	5.8	297.5	2.0
12	01	01	1	12	191.0	0.225	1.516	0.005	660.	257.	-5.4	0.27	2.83	0.20	1.18	34.	5.8	299.2	2.0
12	01	01	1	13	189.9	0.179	1.806	0.005	1122.	183.	-2.7	0.27	2.83	0.20	0.82	117.	5.8	299.9	2.0
12	01	01	1	14	162.6	0.158	1.858	0.005	1426.	150.	-2.2	0.27	2.83	0.21	0.69	144.	5.8	300.4	2.0
12	01	01	1	15	109.2	0.201	1.670	0.005	1541.	216.	-6.7	0.27	2.83	0.25	1.09	202.	5.8	299.9	2.0
12	01	01	1	16	32.0	0.301	1.113	0.005	1557.	395.	-76.6	0.27	2.83	0.33	2.15	275.	5.8	295.4	2.0
12	01	01	1	17	-16.0	0.187	-9.000	-9.000	-999.	200.	38.3	0.27	2.83	0.60	1.40	287.	5.8	291.4	2.0
12	01	01	1	18	-15.4	0.159	-9.000	-9.000	-999.	153.	27.9	0.27	2.83	1.00	1.21	295.	5.8	288.8	2.0
12	01	01	1	19	-5.2	0.091	-9.000	-9.000	-999.	67.	13.0	0.27	2.83	1.00	0.72	286.	5.8	287.5	2.0
12	01	01	1	20	-999.0	-9.000	-9.000	-9.000	-999.	-999.	-99999.0	0.27	2.83	1.00	0.00	0.	5.8	286.4	2.0
12	01	01	1	21	-2.9	0.069	-9.000	-9.000	-999.	44.	10.3	0.27	2.83	1.00	0.53	319.	5.8	285.9	2.0
12	01	01	1	22	-6.0	0.098	-9.000	-9.000	-999.	73.	14.0	0.27	2.83	1.00	0.77	336.	5.8	285.4	2.0
12	01	01	1	23	-13.5	0.148	-9.000	-9.000	-999.	137.	24.1	0.27	2.83	1.00	1.13	293.	5.8	285.4	2.0
12	01	01	1	24	-8.8	0.118	-9.000	-9.000	-999.	98.	17.1	0.27	2.83	1.00	0.92	315.	5.8	284.9	2.0

First hour of profile data

YR	MO	DY	HR	HEIGHT	F	WDIR	WSPD	AMB_TMP	sigmaA	sigmaW	sigmaV
12	01	01	01	5.8	1	306.	0.64	283.2	99.0	-99.00	-99.00

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

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

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                    *** THE PERIOD ( 43848 HRS) AVERAGE CONCENTRATION   VALUES FOR SOURCE GROUP: ALL      ***
                        INCLUDING SOURCE(S):     L0001623    , L0001624    , L0001625    , L0001626    , L0001627    ,
               L0001628    , L0001629    , L0001630    , L0001631    , L0001632    , L0001633    , L0001634    , L0001635    ,
               L0001636    , L0001637    , L0001638    , L0001639    , L0001640    , L0001641    , L0001642    , L0001643    ,
               L0001644    , L0001645    , L0001646    , L0001647    , L0001648    , L0001649    , L0001650    ,  . . .      ,

                         *** NETWORK ID: UCART1   ;  NETWORK TYPE: GRIDCART ***

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

   Y-COORD  |                                          X-COORD (METERS)
   (METERS) |    383249.39    383269.39    383289.39    383309.39    383329.39    383349.39    383369.39    383389.39    383409.39
- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -

 3775196.21 |       0.00247      0.00299      0.00375      0.00496      0.00726      0.01252      0.02589      0.05639      0.06644
 3775176.21 |       0.00236      0.00288      0.00358      0.00464      0.00627      0.00900      0.01406      0.02487      0.05549
 3775156.21 |       0.00185      0.00258      0.00328      0.00421      0.00543      0.00723      0.01013      0.01456      0.02189
 3775136.21 |       0.00115      0.00152      0.00231      0.00332      0.00439      0.00571      0.00757      0.01027      0.01397
 3775116.21 |       0.00095      0.00114      0.00154      0.00227      0.00323      0.00440      0.00590      0.00778      0.01015
 3775096.21 |       0.00086      0.00101      0.00124      0.00164      0.00215      0.00308      0.00488      0.00607      0.00744
 3775076.21 |       0.00080      0.00093      0.00111      0.00137      0.00168      0.00224      0.00372      0.00476      0.00557
 3775056.21 |       0.00075      0.00087      0.00102      0.00120      0.00143      0.00177      0.00267      0.00374      0.00417
 3775036.21 |       0.00072      0.00082      0.00094      0.00109      0.00128      0.00154      0.00212      0.00316      0.00293
 3775016.21 |       0.00068      0.00077      0.00088      0.00100      0.00115      0.00135      0.00173      0.00259      0.00227
 3774996.21 |       0.00065      0.00073      0.00082      0.00092      0.00104      0.00119      0.00145      0.00207      0.00188
 3774976.21 |       0.00063      0.00070      0.00077      0.00086      0.00096      0.00109      0.00126      0.00165      0.00186
 3774956.21 |       0.00062      0.00068      0.00074      0.00081      0.00090      0.00101      0.00115      0.00143      0.00173
 3774936.21 |       0.00063      0.00067      0.00073      0.00078      0.00086      0.00096      0.00110      0.00132      0.00149
 3774916.21 |       0.00065      0.00070      0.00075      0.00079      0.00086      0.00095      0.00107      0.00123      0.00136
 3774896.21 |       0.00068      0.00073      0.00077      0.00081      0.00087      0.00095      0.00104      0.00118      0.00127
 3774876.21 |       0.00069      0.00074      0.00078      0.00082      0.00088      0.00095      0.00103      0.00115      0.00120
 3774856.21 |       0.00070      0.00075      0.00080      0.00084      0.00089      0.00096      0.00103      0.00110      0.00113
 3774836.21 |       0.00069      0.00075      0.00080      0.00084      0.00089      0.00095      0.00101      0.00105      0.00108
 3774816.21 |       0.00068      0.00073      0.00077      0.00082      0.00087      0.00091      0.00096      0.00100      0.00105
 3774796.21 |       0.00065      0.00068      0.00072      0.00078      0.00082      0.00086      0.00089      0.00094      0.00098

*** AERMOD - VERSION  18081 ***   *** 18-0079 Kahwaji Building                                          ***        03/28/19
*** AERMET - VERSION  16216 ***   *** DPM concentrations 2nd 14yr 2038-2051                             ***        00:08:18
                                                                                                                 PAGE  24
*** MODELOPTs:    RegDFAULT  CONC  ELEV  URBAN  ADJ_U*

                    *** THE PERIOD ( 43848 HRS) AVERAGE CONCENTRATION   VALUES FOR SOURCE GROUP: ALL      ***
                        INCLUDING SOURCE(S):     L0001623    , L0001624    , L0001625    , L0001626    , L0001627    ,
               L0001628    , L0001629    , L0001630    , L0001631    , L0001632    , L0001633    , L0001634    , L0001635    ,
               L0001636    , L0001637    , L0001638    , L0001639    , L0001640    , L0001641    , L0001642    , L0001643    ,
               L0001644    , L0001645    , L0001646    , L0001647    , L0001648    , L0001649    , L0001650    ,  . . .      ,

                         *** NETWORK ID: UCART1   ;  NETWORK TYPE: GRIDCART ***

                              ** CONC OF DPM      IN MICROGRAMS/M**3                        **
```

Y-COORD (METERS)	X-COORD (METERS)								
	383429.39	383449.39	383469.39	383489.39	383509.39	383529.39	383549.39	383569.39	383589.39
3775196.21	0.07053	0.04170	0.02360	0.01674	0.01284	0.01035	0.00865	0.00741	0.00654
3775176.21	0.07728	0.08057	0.05396	0.02732	0.01879	0.01400	0.01118	0.00918	0.00780
3775156.21	0.04071	0.07185	0.07687	0.08310	0.03317	0.02141	0.01555	0.01184	0.00976
3775136.21	0.02014	0.03345	0.06374	0.07085	0.07250	0.04305	0.02469	0.01705	0.01293
3775116.21	0.01330	0.01832	0.02840	0.06160	0.08678	0.08971	0.06384	0.02992	0.01899
3775096.21	0.00952	0.01244	0.01675	0.02406	0.04353	0.05674	0.06759	0.06707	0.03746
3775076.21	0.00688	0.00885	0.01148	0.01496	0.02073	0.03250	0.08304	0.07608	0.08412
3775056.21	0.00484	0.00608	0.00818	0.01061	0.01341	0.01766	0.02541	0.04549	0.07092
3775036.21	0.00303	0.00364	0.00520	0.00739	0.00935	0.01170	0.01503	0.02012	0.03006
3775016.21	0.00231	0.00262	0.00328	0.00453	0.00625	0.00817	0.01013	0.01239	0.01573
3774996.21	0.00194	0.00211	0.00231	0.00268	0.00384	0.00554	0.00705	0.00846	0.01003
3774976.21	0.00182	0.00183	0.00198	0.00216	0.00249	0.00307	0.00404	0.00535	0.00668
3774956.21	0.00167	0.00161	0.00172	0.00182	0.00193	0.00213	0.00247	0.00290	0.00394
3774936.21	0.00146	0.00144	0.00151	0.00159	0.00165	0.00172	0.00178	0.00181	0.00213
3774916.21	0.00139	0.00140	0.00141	0.00143	0.00145	0.00147	0.00148	0.00148	0.00158
3774896.21	0.00133	0.00136	0.00133	0.00130	0.00129	0.00128	0.00127	0.00127	0.00128
3774876.21	0.00124	0.00126	0.00123	0.00120	0.00119	0.00117	0.00115	0.00115	0.00112
3774856.21	0.00119	0.00122	0.00121	0.00115	0.00113	0.00111	0.00109	0.00107	0.00102
3774836.21	0.00113	0.00117	0.00118	0.00112	0.00109	0.00107	0.00105	0.00101	0.00096
3774816.21	0.00109	0.00111	0.00112	0.00111	0.00106	0.00104	0.00102	0.00098	0.00092
3774796.21	0.00102	0.00104	0.00106	0.00107	0.00103	0.00099	0.00096	0.00093	0.00088

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** THE PERIOD (43848 HRS) AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): L0001623 , L0001624 , L0001625 , L0001626 , L0001627 ,
L0001628 , L0001629 , L0001630 , L0001631 , L0001632 , L0001633 , L0001634 , L0001635 ,
L0001636 , L0001637 , L0001638 , L0001639 , L0001640 , L0001641 , L0001642 , L0001643 ,
L0001644 , L0001645 , L0001646 , L0001647 , L0001648 , L0001649 , L0001650 , . . . ,

*** NETWORK ID: UCART1 ; NETWORK TYPE: GRIDCART ***

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

Y-COORD (METERS)	X-COORD (METERS)		
	383609.39	383629.39	383649.39
3775196.21	0.00580	0.00513	0.00453
3775176.21	0.00674	0.00593	0.00525
3775156.21	0.00818	0.00696	0.00601
3775136.21	0.01030	0.00843	0.00700
3775116.21	0.01381	0.01074	0.00853
3775096.21	0.02236	0.01530	0.01094

```
 3775076.21 |       0.05742      0.02683      0.01624
 3775056.21 |       0.07012      0.05301      0.03588
 3775036.21 |       0.06350      0.07957      0.07402
 3775016.21 |       0.02125      0.03353      0.05290
 3774996.21 |       0.01188      0.01408      0.01587
 3774976.21 |       0.00754      0.00812      0.00813
 3774956.21 |       0.00491      0.00542      0.00536
 3774936.21 |       0.00284      0.00352      0.00371
 3774916.21 |       0.00175      0.00194      0.00202
 3774896.21 |       0.00129      0.00127      0.00124
 3774876.21 |       0.00108      0.00101      0.00093
 3774856.21 |       0.00097      0.00090      0.00081
 3774836.21 |       0.00091      0.00084      0.00075
 3774816.21 |       0.00086      0.00079      0.00073
 3774796.21 |       0.00083      0.00077      0.00071
```


*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** THE PERIOD (43848 HRS) AVERAGE CONCENTRATION   VALUES FOR SOURCE GROUP: ALL   ***
INCLUDING SOURCE(S):   L0001623   , L0001624   , L0001625   , L0001626   , L0001627   ,
L0001628   , L0001629   , L0001630   , L0001631   , L0001632   , L0001633   , L0001634   , L0001635   ,
L0001636   , L0001637   , L0001638   , L0001639   , L0001640   , L0001641   , L0001642   , L0001643   ,
L0001644   , L0001645   , L0001646   , L0001647   , L0001648   , L0001649   , L0001650   , . . .   ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

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

X-COORD (M)	Y-COORD (M)	CONC	X-COORD (M)	Y-COORD (M)	CONC
383410.61	3774854.84	0.00113	383424.92	3774850.25	0.00115
383400.42	3774833.97	0.00106	383411.73	3774822.29	0.00106

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** THE SUMMARY OF MAXIMUM PERIOD (43848 HRS) RESULTS ***

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

GROUP ID	AVERAGE CONC	RECEPTOR (XR, YR, ZELEV, ZHILL, ZFLAG)	OF TYPE	NETWORK GRID-ID
ALL	1ST HIGHEST VALUE IS	0.08971 AT (383529.39, 3775116.21, 115.10, 166.50, 0.00)	GC	UCART1

```
         2ND HIGHEST VALUE IS       0.08678 AT (  383509.39,  3775116.21,   115.20,   166.50,    0.00)  GC  UCART1
         3RD HIGHEST VALUE IS       0.08412 AT (  383589.39,  3775076.21,   115.90,   166.50,    0.00)  GC  UCART1
         4TH HIGHEST VALUE IS       0.08310 AT (  383489.39,  3775156.21,   114.70,   166.50,    0.00)  GC  UCART1
         5TH HIGHEST VALUE IS       0.08304 AT (  383549.39,  3775076.21,   116.20,   166.50,    0.00)  GC  UCART1
         6TH HIGHEST VALUE IS       0.08057 AT (  383449.39,  3775176.21,   114.10,   166.50,    0.00)  GC  UCART1
         7TH HIGHEST VALUE IS       0.07957 AT (  383629.39,  3775036.21,   116.50,   171.90,    0.00)  GC  UCART1
         8TH HIGHEST VALUE IS       0.07728 AT (  383429.39,  3775176.21,   114.40,   166.50,    0.00)  GC  UCART1
         9TH HIGHEST VALUE IS       0.07687 AT (  383469.39,  3775156.21,   114.50,   166.50,    0.00)  GC  UCART1
        10TH HIGHEST VALUE IS       0.07608 AT (  383569.39,  3775076.21,   115.90,   166.50,    0.00)  GC  UCART1


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

*** AERMOD - VERSION  18081 ***   *** 18-0079 Kahwaji Building                                        ***        03/28/19
*** AERMET - VERSION  16216 ***   *** DPM concentrations 2nd 14yr 2038-2051                           ***        00:08:18
                                                                                                                PAGE  28
*** MODELOPTs:    RegDFAULT  CONC  ELEV  URBAN  ADJ_U*

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

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

A Total of            0 Fatal Error Message(s)
A Total of            2 Warning Message(s)
A Total of         6278 Informational Message(s)

A Total of        43848 Hours Were Processed

A Total of         5012 Calm Hours Identified

A Total of         1266 Missing Hours Identified (  2.89 Percent)


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


   ********   WARNING MESSAGES   ********
ME W186     511       MEOPEN: THRESH_1MIN 1-min ASOS wind speed threshold used          0.50
ME W187     511       MEOPEN: ADJ_U* Option for Stable Low Winds used in AERMET

   ***********************************
   *** AERMOD Finishes Successfully ***
   ***********************************
```

EMFAC2017 for Los Angeles (SC) PM10 Running Exhaust Averages at bottom of the sheet

Area	Season	Veh	Fuel	MdlYr	Speed (Miles/hr)	2021 (gms/mile)	2022 (gms/mile)	2023 (gms/mile)	2024 (gms/mile)	2025 (gms/mile)	2026 (gms/mile)	2027 (gms/mile)	2028 (gms/mile)	2029 (gms/mile)	2030 (gms/mile)	2031 (gms/mile)	2032 (gms/mile)
Los Angeles (SC)	Annual	LDA	GAS	AllMYr	70	0.001488	0.001422	0.001362	0.001307	0.001261	0.00121	0.001151	0.001084	0.001019	0.000957	0.0009	0.000846
Los Angeles (SC)	Annual	LDA	DSL	AllMYr	70	0.007986	0.006856	0.005884	0.004867	0.004164	0.003337	0.002727	0.002254	0.001922	0.001604	0.001441	0.001251
Los Angeles (SC)	Annual	LDT1	GAS	AllMYr	70	0.002306	0.002116	0.001947	0.001802	0.00168	0.001567	0.001453	0.00134	0.001237	0.001144	0.001058	0.000983
Los Angeles (SC)	Annual	LDT1	DSL	AllMYr	70	0.199967	0.185521	0.17088	0.15636	0.139327	0.119018	0.07144	0.049327	0.022827	0.011043	0.007116	0.006534
Los Angeles (SC)	Annual	LDT2	GAS	AllMYr	70	0.001544	0.001469	0.001405	0.001349	0.001302	0.00125	0.001188	0.001118	0.00105	0.000987	0.000929	0.000876
Los Angeles (SC)	Annual	LDT2	DSL	AllMYr	70	0.00654	0.005904	0.005442	0.003946	0.003726	0.003597	0.003326	0.003277	0.003249	0.003217	0.003218	0.00321
Los Angeles (SC)	Annual	LHDT1	GAS	AllMYr	60	0.000981	0.000961	0.000945	0.000934	0.000927	0.000921	0.00092	0.00092	0.000917	0.000913	0.000906	0.000903
Los Angeles (SC)	Annual	LHDT1	DSL	AllMYr	60	0.02014	0.018979	0.017827	0.016702	0.015609	0.014546	0.013524	0.012557	0.011646	0.010799	0.010024	0.009337
Los Angeles (SC)	Annual	LHDT2	GAS	AllMYr	60	0.000839	0.000829	0.000823	0.000819	0.00082	0.000822	0.000824	0.000828	0.000831	0.000836	0.00084	0.000845
Los Angeles (SC)	Annual	LHDT2	DSL	AllMYr	60	0.018204	0.017558	0.016931	0.016329	0.015766	0.015219	0.014703	0.014233	0.013807	0.013415	0.013035	0.012718
Los Angeles (SC)	Annual	MDV	GAS	AllMYr	60	0.00128	0.001216	0.001159	0.00111	0.00107	0.001029	0.000981	0.000927	0.000876	0.000828	0.000783	0.000741
Los Angeles (SC)	Annual	MDV	DSL	AllMYr	60	0.004742	0.004286	0.003833	0.003501	0.003161	0.0029	0.002556	0.002248	0.002008	0.001806	0.001642	0.001514
Los Angeles (SC)	Annual	MHDT	GAS	AllMYr	55	0.000786	0.000779	0.000777	0.000779	0.000784	0.000791	0.000797	0.000803	0.000809	0.000814	0.000818	0.000822
Los Angeles (SC)	Annual	MHDT	DSL	AllMYr	55	0.093719	0.051494	0.00981	0.009981	0.010109	0.010189	0.010227	0.010285	0.010328	0.01035	0.010359	0.010366
Los Angeles (SC)	Annual	HHDT	GAS	AllMYr	55	0.000855	0.000802	0.00081	0.000813	0.000829	0.000824	0.00083	0.000835	0.000837	0.000822	0.00082	0.000826
Los Angeles (SC)	Annual	HHDT	DSL	AllMYr	55	0.05602	0.030962	0.023001	0.023399	0.023525	0.023503	0.023431	0.023326	0.023174	0.023021	0.022893	0.022768

		1 yr	14 yr	14 yr	2 yr
		2021	2024-2037	2038-2051	2022-2023
LDA	70	0.00798564	0.0020275	0.0006148	0.00637
LDT1	70	0.19996687	0.0432741	0.0035332	0.178201
LDT2	70	0.0065398	0.0033521	0.0032865	0.005673
MDV	60	0.00474244	0.0019536	0.0007331	0.00406
LHDT1	60	0.02014009	0.0109364	0.0049321	0.018403
LHDT2	60	0.01820365	0.0134788	0.0107831	0.017245
MHDT	55	0.093719	0.010271	0.010070	0.030652
HHDT	55	0.056020	0.022930	0.022153	0.026981

2033 (gms/mile)	2034 (gms/mile)	2035 (gms/mile)	2036 (gms/mile)	2037 (gms/mile)	2038 (gms/mile)	2039 (gms/mile)	2040 (gms/mile)	2041 (gms/mile)	2042 (gms/mile)	2043 (gms/mile)	2044 (gms/mile)	2045 (gms/mile)	2046 (gms/mile)	2047 (gms/mile)	2048 (gms/mile)	2049 (gms/mile)	2050 (gms/mile)	2051 (gms/mile)
0.000797	0.000752	0.000711	0.000675	0.000643	0.000614	0.00059	0.000568	0.000551	0.000537	0.000525	0.000516	0.000508	0.000502	0.000497	0.000493	0.00049	0.000488	0.000488
0.001139	0.001041	0.000953	0.000873	0.000811	0.00076	0.000717	0.00068	0.000652	0.000629	0.000611	0.000596	0.000585	0.000577	0.000569	0.000563	0.000559	0.000555	0.000555
0.000917	0.000858	0.000807	0.000764	0.000727	0.000693	0.000662	0.000636	0.000615	0.000597	0.00058	0.000566	0.000553	0.000542	0.000532	0.000525	0.000518	0.000513	0.000513
0.005011	0.004743	0.004534	0.004352	0.004203	0.003966	0.003779	0.003725	0.003506	0.003491	0.003476	0.003465	0.003453	0.003447	0.00344	0.003434	0.00343	0.003427	0.003427
0.000826	0.00078	0.000738	0.000701	0.000668	0.000638	0.000612	0.00059	0.000573	0.000558	0.000545	0.000534	0.000525	0.000517	0.000511	0.000505	0.000502	0.000499	0.000499
0.003214	0.003227	0.003231	0.003241	0.00325	0.003256	0.003263	0.003269	0.003274	0.003279	0.003283	0.003287	0.003291	0.003295	0.003298	0.003301	0.003304	0.003305	0.003305
0.000902	0.000895	0.00089	0.000891	0.000892	0.000893	0.000893	0.000893	0.000895	0.000897	0.000898	0.000898	0.000898	0.000898	0.000898	0.000897	0.000899	0.0009	0.0009
0.008713	0.008153	0.007626	0.007158	0.006717	0.006328	0.005981	0.005673	0.005409	0.005174	0.004988	0.004817	0.004676	0.004549	0.004442	0.004349	0.004268	0.004198	0.004198
0.00085	0.000856	0.00086	0.000865	0.00087	0.000875	0.000879	0.000883	0.000887	0.00089	0.000892	0.000894	0.000896	0.000898	0.000899	0.0009	0.000901	0.000902	0.000902
0.012417	0.012125	0.011823	0.011641	0.011473	0.01132	0.011182	0.011076	0.010995	0.010939	0.010901	0.010821	0.010754	0.010673	0.010609	0.010546	0.01047	0.010339	0.010339
0.000701	0.000664	0.000629	0.000599	0.000572	0.000548	0.000525	0.000504	0.000487	0.000473	0.00046	0.000449	0.000439	0.000429	0.000421	0.000413	0.00041	0.000407	0.000407
0.001403	0.00129	0.001194	0.001108	0.001017	0.000952	0.000894	0.000844	0.000801	0.000763	0.000733	0.00071	0.00069	0.000673	0.00066	0.000648	0.000638	0.000628	0.000628
0.000826	0.000828	0.000831	0.000833	0.000835	0.000836	0.000838	0.000838	0.000839	0.00084	0.00084	0.000841	0.000841	0.000841	0.000842	0.000842	0.000842	0.000842	0.000842
0.010371	0.010358	0.010327	0.010292	0.010256	0.010219	0.01018	0.010144	0.01011	0.010084	0.010062	0.010046	0.010036	0.010028	0.01002	0.010015	0.010013	0.010014	0.010014
0.00083	0.000833	0.000836	0.000838	0.000839	0.00084	0.000841	0.000841	0.000842	0.000842	0.000842	0.000842	0.000842	0.000842	0.000842	0.000842	0.000842	0.000843	0.000843
0.022647	0.0225	0.022365	0.022271	0.0222	0.022152	0.022125	0.022115	0.022113	0.022122	0.022133	0.022145	0.022157	0.022165	0.022172	0.022177	0.022184	0.022194	0.022194



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2812 Rokeby Street and 2771-2775 Rowena Avenue Los Angeles, California Historic Resource Evaluation

March 4, 2019

Submitted by:

Kaplan Chen Kaplan
2526 Eighteenth Street
Santa Monica, CA 90405

David Kaplan, Principal
Pam O'Connor, Architectural Historian

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Attachment D: Historic Aerials and Sanborn Insurance Maps
Attachment E: SCCIC Report
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EXECUTIVE SUMMARY AND PURPOSE

This report, completed by Kaplan Chen Kaplan, presents the findings of the historic resource evaluation conducted for the buildings on the parcel that contains two buildings with the addresses of 2812 Rokeby Street and 2771-2775 Rowena Avenue located in the Hollywood Community Plan Area of the City of Los Angeles.

The purpose of this evaluation is to determine whether this parcel contains historical resources as defined by the California Environmental Quality Act (CEQA). Neither of the buildings on the subject parcel have been designated or identified in any previous survey as eligible individual historical resources or as contributing buildings to an historic district under any national, state, or local designation program. The SurveyLA Historic Resources Surveys for the Hollywood Community Plan Area and the Silver Lake-Echo Park-Elysian Valley Community Plan Area did not identify this parcel or its buildings as eligible individual historic resources, nor did it identify them as contributing to any eligible or designated historic district.

The residential building on the parcel with the address of 2812 Rokeby Street was constructed in 1957 in the Cinderella substyle of the Traditional Custom Ranch House style. An existing dwelling was located at the front of the parcel at that time. Thus, the 1957 dwelling was sited on the rear of the parcel, its narrowest section. As a result, the building possesses compact massing and is not representative of the elongated plan of a Ranch House. Exterior elements of the Cinderella style are limited to two bargeboard eaves and a small support at the entry canopy. The building does not meet eligibility standards to be considered an excellent or significant example of the Cinderella substyle of the Traditional Custom Ranch House. The building was not designed by a master architect nor was it the work of a master craftsman.

The commercial building on the parcel with the address of 2771-2775 Rowena Avenue was constructed in 1961. The building is commercial vernacular and not representative of any significant architectural style. The building does not meet eligibility standards to be considered an excellent or significant example of any architectural style. The building was not designed by a master architect nor was it the work of a master craftsman. The building was constructed after the period of significance for Arterial Commercial Development which ends in 1950. The building did not contribute to the commercial development of Rowena Avenue.

No historic persons are associated with either of the buildings on the parcel nor is either building associated with any historic events or patterns of history.

The findings of this report are the result of thorough research, field observations and building evaluations using current technical guidance from national, state, and local historic preservation agencies. Based on this, the buildings with the addresses of 2812 Rokeby Street and 2771-2775 Rowena Avenue do not meet the criteria to be eligible for listing in the National Register of Historic Places, the California Register of Historical Resources, or as a City of Los Angeles Historic-Cultural Monument as an individual resource. This report also finds that there is no eligible historic district that includes the subject properties or the 2800 block of Rokeby Street or the 2700 block of Rowena Avenue.

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SUMMARY OF RESEARCH AND METHODOLOGY

A comprehensive methodology for researching the development history of properties and evaluation of the research to determine potential historic eligibility included conducting the following activities:

- Field review of subject properties in December 2018
- Field review of adjacent area in December 2018
- Photography of subject properties and adjacent area
- Building Permit Research
- Assessor data research
- ZIMAS records research
- Research online databases and sources
- Research Los Angeles Public Library online resources
- Review of City Directories
- Review of aerial and topographic maps
- Research online photographic databases
- Research historic newspaper databases
- Review of SurveyLA findings
- Review of SurveyLA Historic Contexts
- Records search South Central Coastal Information Center
- Review of HistoricPlacesLA.org
- Analysis of materials reviewed and researched
- Evaluation of properties in accordance with federal, state and local eligibility criteria

All of the field data and research data were analyzed and evaluated by an architectural historian who meets the Secretary of the Interior's Professional Qualification Standards for Historic Preservation and by an architect who meets the Professional Qualification Standards for Historic Architect.

REGULATORY FRAMEWORK

The importance of historic resources has been recognized by federal, state, and local governments through programs and legislation that identify and recognize buildings, structures, object, landscapes and districts that possess historic significance.

California Environmental Quality Act

The California Environmental Quality Act (CEQA) considers historical resources part of the environment. A project that may cause a substantial adverse effect on the significance of an historical resource may have a significant effect on the environment. A property that is eligible for listing in the California Register of Historical Resources, is listed in a local register of historical resources, or has been identified as historically significant in an historic resources survey that meets specific criteria is considered a

historical resource under CEQA. In order to determine if a property is a potential historical resource it must be evaluated for its eligibility for inclusion on the National Register of Historic Places, the California Register of Historical Resources and/or as a local historical resource.

National Register of Historic Places

The National Historic Preservation Act (NHPA) of 1966 established the National Register of Historic Places (National Register) as an authoritative guide "used by Federal, State, and local governments, private groups and citizens to identify the Nation's cultural resources and indicate what properties should be afforded protection from destruction or impairment."[1] Buildings, districts, sites and structures may be eligible for listing in the National Register if they possess significance at the national, state or local level in American history, culture, architecture or archeology, and in general, are over 50 years old. Significance is evaluated using established criteria:

A. Are associated with events that have made a significant contribution to the broad patterns of our history; or
B. Are associated with the lives of persons significant in our past; or
C. Embody the distinctive characteristics of a type, period, or method of construction or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
D. Yield, or may be likely to yield, information important in prehistory or history.

Significance of Association. National Register Bulletin 32, Guidelines for Evaluating and Documenting Properties Associated with Significant Persons, provides guidance on evaluating potential historic association with people who have "made contributions or played a role that can be justified as significant." For association with leaders or prominent families it is necessary "to explain their significant accomplishments" and they "must be compared to those of others who were active, successful, prosperous, or influential in the same field." Most properties nominated for associations with significant persons also are nominated for other reasons and a majority of properties nominated under the association criterion are also significant in the area of architecture or for the area in which the individual(s) achieved recognition.

National Register Bulletin 32 adds that the fact that we value certain professions or the contributions of certain groups historically does not mean that every property associated with or used by a member of that group is significant. Associations with one or more individuals in a particular profession, economic or social class, or ethnic group will not automatically qualify a property. The contribution must be distinctive: it is not enough to show that an individual has acquired wealth, run a successful business, or held public office, unless any of these accomplishments, or their number or combination, is a significant achievement in the community in comparison with the activities and accomplishments of others.

Integrity. Properties may be eligible for inclusion on the National Register as individual resources and/or as contributors to an historic district. *National Register Bulletin 15: How*

[1] 36 Code of Federal Regulations, Section 60.

to Apply National Register Criteria for Evaluation states that in addition to meeting at least one of the four criteria, a resource should be evaluated to assess its integrity. For individual resources to qualify for inclusion they must represent an important aspect of an area's history and possess integrity. An historic district must retain integrity as a whole, "the majority of the components that make up the district's historic character must possess integrity even if they are individually undistinguished."

The seven aspects of integrity are location, design, feeling, association, setting, workmanship and materials. To "retain historic integrity a property will always possess several, and usually most, of the aspects." For a resource to be evaluated as significant for its design, a "property important for illustrating a particular architectural style or construction technique must retain most of the physical features that constitute that style or technique."

Historic Context. A resource must also be significant within an historic context. *National Register Bulletin 15* states that an historic context explains "those patterns, themes, or trends in history by which a specific…property or site is understood and its meaning…is made clear." To be determined eligible for listing on the National Register a property must possess significance within a historic context and possess integrity.

Historic District. According to *National Register Bulletin 15,* an historic district derives its importance from being a unified entity whose identity as a district "results from the interrelationship of its resources, which can convey a visual sense of the overall historic environment." An historic district is "a definable geographic area that can be distinguished from surrounding properties by changes such as density, scale, type, age, style of sites, buildings, structures, and objects, or by documented differences in patterns of historic development or associations...the boundaries must be based upon a shared relationship among the properties constituting the district."[2]

California Register of Historical Resources

The California Register, based on the National Register, is the "authoritative guide to be used by state and local agencies, private groups, and citizens to identify the state's historical resources and indicate which properties are to be protected." A building, site, structure, object, or historic district may be eligible for inclusion on the California Register if it meets one or more of the following criteria:

1. It is associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States
2. It is associated with the lives of persons important to local, California, or national history
3. It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master, or possesses high artistic values
4. It has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation.

[2] National Register Bulletin 15, How to Apply the National Register Criteria for Evaluation, pp. 5-6, https://www.nps.gov/nr/publications/bulletins/pdfs/nrb15.pdf

California Office of Historic Preservation Technical Assistance Series #6, California Register and National Register: A Comparison states that in addition to meeting one of the criteria of significance, a resource must "retain enough of their historic character or appearance to be recognizable as historical resources and to convey the reasons for their significance" and "integrity is evaluated with regard to the retention of location, design, setting, materials, workmanship, feeling, and association." Historical resources that "have been rehabilitated or restored may be evaluated for listing."

Series 6 Guidance also states, "Alterations over time to a resource or historic changes in its use may themselves have historical, cultural, or architectural significance." Historical resources that do not retain sufficient integrity to qualify for the National Register may still be eligible for listing in the California Register: "a resource that has lost its historic character or appearance may still have sufficient integrity for the California Register if it maintains the potential to yield significant scientific or historical information or specific data."[3]

City of Los Angeles Historic-Cultural Monument

A City of Los Angeles Historic-Cultural Monument is any site (including significant trees or other plant life located on the site), building or structure of particular historic or cultural significance to the City of Los Angeles. A proposed Monument may be designated by the City Council upon the recommendation of the Commission if it meets at least one of the following criteria:

1. Is identified with important events of national, state, or local history, or exemplifies significant contributions to the broad cultural, economic or social history of the nation, state, or local history;
2. Is associated with the lives of historic personages important to national, state, city, or local history
3. Embodies the distinctive characteristics of a style, type, period, or method of construction; or represents a notable work of a master designer, builder or architect whose individual genius influenced his or her age.

City of Los Angeles Historic Preservation Overlay Zone (HPOZ)

Historic District in the City of Los Angeles are known as an Historic Preservation Overlay Zone (HPOZ), a significant concentration, linkage, or continuity of sites, buildings, structures, objects, landscape or natural feature united historically or aesthetically by plan or physical development. The criteria for the designation of an HPOZ are:

1. Adds to the historic architectural qualities or historic associations for which a property is significant because it was present during the period of significance, and possesses historic integrity reflecting its character at that time
2. Owing to its unique location or singular physical characteristics, represents an established feature of the neighborhood, community or city
3. Retaining the building, structure, landscaping, or natural feature, would contribute to the preservation and protection of a historic place or area of historic interest in the City.

[3]California Office of Historic Preservation Technical Assistance Series #6: California Register and National Register: A Comparison, p. 3.

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An HPOZ boundary and its contributing resources are identified through a Historic Resources Survey conducted for the HPOZ.

PROJECT LOCATION AND SETTING

The subject property is located at the corner of the 2800 block of Rokeby Street and the 2700 block of Rowena Avenue in the in the far east area of the Hollywood Community Plan Area. The north side of Rowena Avenue, where the subject parcel is located, is in the Hollywood Community Plan Area; the south side of Rowena Avenue is in the Silver Lake-Echo Park-Elysian Valley Community Plan Area.

The parcel faces Rowena Avenue, an arterial street with a mix of commercial and residential development. The property is on the northwest corner of the intersection of Rowena Avenue and Rokeby Street. The block the subject parcel is located on is triangular in shape bounded by Rowena Avenue on the south, Rokeby Street on the west and Glendale Boulevard on the east. Glendale Boulevard is a major arterial street. The 2800 block of Rokeby Street is a mix of commercial and residential development, including multi-family residential buildings.

The property has a General Plan Land Use designation of Neighborhood Office Commercial and is zoned C4-1D. The Assessor Parcel Number is 5434-031-005.

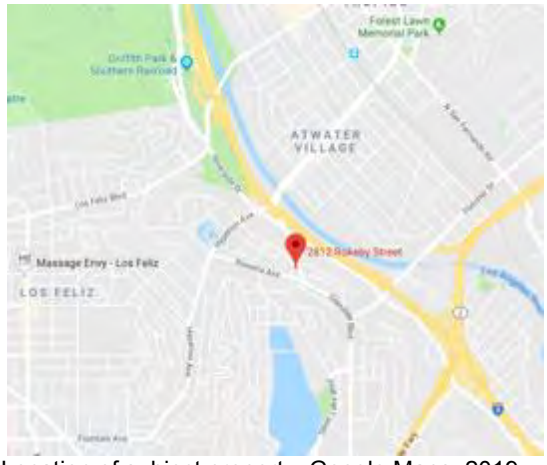


Hollywood Community Plan Area (HCPA)



Location of subject property in HCPA

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Location of subject property, Google Maps, 2019



Triangular block with subject parcel

DEVELOPMENT HISTORY OF 2800 BLOCK OF ROKEBY STREET/2700 BLOCK OF ROWENA AVENUE

The subject property at 2812 Rokeby Street and 2771-2775 Rowena Avenue located in the Ivanhoe Tract that was subdivided and recorded in 1887. The *Survey LA, Historic Resources Survey Report Silver Lake-Echo Park-Elysian Valley Community Area* report notes that the:

> "Silver Lake neighborhood was originally called Ivanhoe, named by Scotsman Hugo Reid after the book by Sir Walter Scott. Due to its proximity to downtown Los Angeles, the area developed with residential neighborhoods relatively early in the city's history. Lots began to be sold during the real estate boom in 1887. The area was made more attractive to homebuyers after the Pacific Electric railroad provided access in 1904. Early residential tracts including Childs Heights, Rowland Heights, and Mabery Heights were subdivided on either side of Sunset Boulevard, which was the path of a streetcar line. Like Echo Park, many of the early tracts in Silver Lake featured public stairways because of the hillside terrain of its neighborhoods. The land in the northern portion of Silver Lake became part of the City of Los Angeles as part of the East Hollywood Annexation in 1910. The completion of Glendale Boulevard in 1915, which connected Los Angeles to Glendale by a bridge over the Los Angeles River, stimulated interest in the development of the Silver Lake neighborhood."[4]

[4] Survey LA, Historic Resources Survey Report Silver Lake-Echo Park-Elysian Valley Community Area, p. 11.



Excerpt from original Map of Ivanhoe Tract[5]



Area of Ivanhoe Tract, Zimas, c2019

The subject property is located in the area that was part of the East Hollywood Annexation and today it is located in the City of Los Angeles' Hollywood Community Plan Area. The Ivanhoe Tract has an irregular street pattern adapted to the naturally hilly topography of the area. However, that pattern of development is typical with commercial uses located along arterial streets and clusters of residential neighborhoods. Most of the "commercial development in the area occurred along Glendale Boulevard, Sunset. Boulevard, Rowena Avenue, and Hyperion Avenue and consisted of retail shops and restaurants intended to serve the area's residents."[6]



Excerpt Sanborn Map, 1950 [7]



Excerpt Sanborn Map, 1961

[5] Larger image of Tract Map in Attachments
[6] Survey LA, Historic Resources Survey Report Silver Lake-Echo Park-Elysian Valley Community Area, p. 12.
[7] Larger image of Sanborn Maps in Attachments



Excerpt Sanborn Map, 1970


Satellite image, Google Earth, 2018

The first Sanborn Map for the area is from 1950 and shows that the area around the subject parcel showed a number of undeveloped parcels. The block on which the subject parcel is located was divided into two parcels. The subject parcel contained a single family building and a garage. The remainder of the block was a single parcel with a number of commercial-industrial buildings (2755 Rowena Avenue) including a service station at the corner of Glendale Boulevard and Rowena Avenue. The building at the rear of that parcel was constructed in 1935 and remains today as a two unit building.

In 1957 property owners Ben and Angie Pacheco hired contractor James A. Wilson to construct a dwelling with attached garage at the rear (north) of the parcel behind the existing, older dwelling that fronted Rowena Avenue.

In 1959 the owners demolished the older, front dwelling and its garage. In 1960 Ben Pacheco applied for a building permit to construct an office building on the parcel, facing Rowena Avenue. While the name of an architect, Guy W. Gardner, had been typed on the permit for the new commercial building, it shows as crossed out. The contractor for the office building was the Custer Construction Company.

The 1961 Sanborn Map shows the new buildings on the subject parcel. Also, the other parcel on the block had been subdivided with the 1935 era building at the north end of the block its own parcel. The parcel to the east of the subject parcel remained occupied by commercial uses and the service station. The 1970 Sanborn Map shows some of the structures on the 2755 Rowena Avenue parcel had been demolished but the parcel remained in commercial use. In the late 20th Century those buildings were demolished, and a City of Los Angeles Fire station was constructed on the parcel.

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North side of 2700 block of Rowena Avenue, and east side of 2800 block of Rokeby St., Google Earth c2018


South side of 2700 and 2800 blocks of Rowena Avenue, Google Earth c2018


West side of 2800 block of Rokeby Street, Google Earth c2018

PROPERTY HISTORY AND DESCRIPTION

2812 Rokeby Street

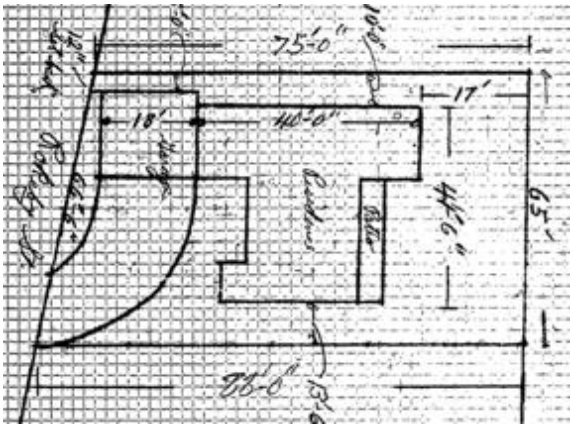
The residential building at 2812 Rokeby Street was constructed in 1957 for owners Ben and Angie Pacheco with James A. Wilson as the contractor. The one-story building was sited at the rear of the parcel, the narrowest section of the parcel, as an existing dwelling was located at the front of the parcel.

The building has features of a Traditional Custom Ranch style of the Cinderella variation. However, it is squeezed onto the parcel and rather than exhibiting the elongated footprint of a typical ranch style building. The building has compact massing and footprint.

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2812 Rokeby St, Google Earth, c2018.



2812 Rokeby St., 1959 building permit



West and south elevations



West elevation

In plan view the building is generally “T” shaped in plan. As seen from the street the building appears basically “L” shaped with a cross gable projecting wing at both ends of the “L.” the longer leg of the “L” runs north-south and functions as the residence; the short leg runs east-west and functions as the garage with a plain garage door on the south elevation of the short leg. The area in front of the building is paved and serves as the parking area.



South and west elevations



Garage wing, west and south elevation


Dwelling wing, west elevation

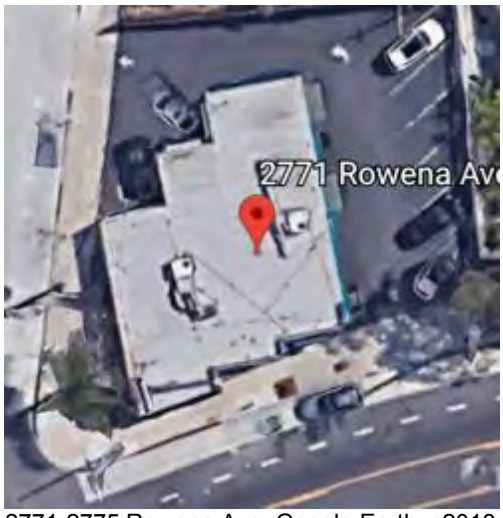

Entry on west elevation

The building is one-story and clad with stucco with vertical wood strips applied. On both of the cross-gable wings that face the street, the gable fronts have eaves of scalloped bargeboard and each has a double window with shutters; the area below each window has horizontal siding. The cross gables that face the interior of the parcel are not as steep and have boxed eaves. Where the legs of the "L" meet there is a small recessed entry area with a scalloped canopy. A window with an awning is located next to the entry on the long leg of the "L."

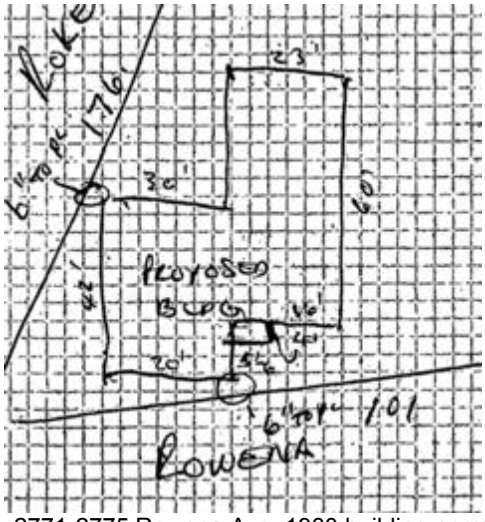
The original owner of this building, the Pachecho family, resided at 2812 Rokeby Street from its construction in 1957 into at least the 1970s. No biographical information was identified about the family.

2771-2775 Rowena Avenue

The commercial building at 2771-2775 Rowena Avenue was constructed in 1960 as an office building for property owner Ben Pachecho. While the name of an architect, Guy W. Gardner, was typed on the permit for the new building, it was later crossed out. The contractor for the office building was the Custer Construction Company. In 1999 one of the office modules (the easternmost) was changed from office use to a beauty shop.



2771-2775 Rowena Ave, Google Earth, c2018.



2771-2775 Rowena Ave, 1960 building permit

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The parcel is irregular due to the angle of Rowena Avenue. The building was constructed at the front corner of the parcel with the front office modules facing Rowena Avenue. There are three front modules that are staggered, stepping back slightly along Rowena Avenue. Due to the configuration of the parcel, the office/store module closest to Rokeby is the shortest, with the other two modules to the east, extending farther into the parcel.

The one-story commercial vernacular building is stucco clad with a flat roof. A large sign is mounted on the roof near the corner of Rowena Avenue and Rokeby Street. The western storefront module is enframed and slightly recessed. It is clad with flagstone. There are several steps leading to the entrance door at the west end of the module. This module supports medical offices and there is no display window. There is a plaque with the business name mounted on the front elevation to the east of the entry door.

The middle module is a blank wall with no fenestration. The east storefront module has several steps leading to the entrance door; directly adjacent to the door is a small window with signage. While the westernmost module is clad in flagstone, the exterior of the other modules is plain stucco with no architectural details. There are no windows along the west elevation which faces Rokeby Street. There is paved surface parking on the parcel to the east and north (rear) of the commercial building.


South elevation, facing Rowena Avenue


Staggered storefronts, south elevation



Western storefront



Middle module and eastern storefront



West elevation


East elevation


North elevation


Parking area on east side of parcel

According to City Directories the westernmost office has housed optometrists since the 1980s including Michel Kahwaji. Also located in the building in the 1980s to recent years included Christine Terada, OD, and Reynaldo Castillo, MD. In 1999 the easternmost module was converted from offices to a beauty shop and has continued as a hair salon under various names since then.

REVIEW OF PREVIOUS SURVEYS

A records search was conducted at the South Central Coastal Information Center at California State University, Fullerton. The records search did not find any previously recorded historical resources on the site or nearby. The subject property is in the Hollywood Community Plan Area and the SurveyLA review of that area in 2015 did not identify the property as eligible for historic designation at the national, state or local levels.

The SurveyLA Historic Resources Survey for the Hollywood Community Plan Area identified one eligible resource on the 2900 block of Rowena Avenue, the Atwater Masonic Temple at 2923 Rowena Avenue. The SurveyLA Silver Lake-Echo Park-Elysian Valley Historic Resources Survey identified eligible buildings including: a Mid-Century Modern commercial building, at 2849 Rowena Avenue; an International Style commercial building at 2880 Rowena Avenue; a Mid-Century Modern commercial

building at 2880 Rowena Avenue; and the Rowena Avenue Bungalow Court at 2934-2940 Rowena Avenue. No eligible historic district that includes the 2700 block of Rowena Avenue of the 2800 block of Rokeby Street was identified in either of the SurveyLA historic resources surveys.

The 2800 block of Rokeby Street and the 2700 block of Rowena Avenue were not identified as and eligible historic district by SurveyLA. The properties at 2812 Rokeby Street and 2771-2775 Rowena Avenue have not been designated under any historic resource program.

SURVEYLA CITYWIDE HISTORIC CONTEXT STATEMENTS

Los Angeles' citywide historic context statement provides the framework for the identification and evaluation of historic resources.

The residential building, constructed in 1957 and located at the rear of the parcel, 2812 Rokeby Street, will use the SurveyLA Context for the Traditional Custom Ranch House, 1930-1975 will be used to evaluate potential historic eligibility. The subject commercial building, on the same parcel with the address of 2771-2775 Rowena Avenue, was constructed in 1961. The SurveyLA Context for Commercial Development/Neighborhood Commercial Development, does not provide any historic context for arterial neighborhood commercial development post 1950. As attributes of the subject commercial building are similar, the context for the period of significance of 1880-1950 will be applied.

Context 1: Individual Resource Evaluation of Residential Building

Theme: The Ranch House, 1930-1975
Sub-Theme: Traditional Custom Ranch House, 1930-1975

The Los Angeles Citywide Historic Context Statement; Context: Architecture and Engineering Theme: The Ranch House, 1930-1975, describes the Traditional Ranch style as drawing "heavily upon the plainspoken architecture of nineteenth century working ranches. Buildings designed in this style are often described as resembling the "quintessential Ranch house. The Traditional Ranch style was immensely popular and appeared in many popular magazines and architectural pattern books. It is distinguished by its rusticated aesthetic and incorporation of ornament that pays homage to the Ranch house's vernacular antecedents. The style was applied to both custom and mass-produced houses." The Traditional Ranch style included variations. The subject building is of the "Cinderella Ranch" sub-style, described as resembling "the Traditional Ranches from which they are derived, but they are distinguished by their highlighted and often exaggerated details. Common features include scalloped bargeboards, shutters and fascias reflecting Swiss Chalet details, and over-scaled turned columns or supports."[8] The period of significance begins in 1930, when the Ranch style first began to appear in Los Angeles, and ends in 1975, when Ranch houses fell out of favor.

[8] *The Los Angeles Citywide Historic Context Statement; Context: Architecture and Engineering Theme: The Ranch House, 1930-1975*, p. 17.

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Period of Significance: 1930-1975

Period of Significance Justification: Traditional Custom Ranch houses were built over the entire period during which the Ranch style was a popular choice for residential architecture. The period of significance begins in 1930, when the Ranch style first began to appear in Los Angeles, and ends in 1975, when Ranch houses fell out of favor.

Property Type Significance**:** Traditional Custom Ranch Houses are reflective of important trends in domestic architecture between the early 1930s and mid-1970s. Specifically, these houses underscored Americans' infatuation with their collective past and Colonial-era roots, and also represented the casual and informal way of life that came to define patterns of living both before and after World War II. Single-family residences that are evaluated under this theme are custom-designed (as opposed to mass produced) and are among the best examples of the Traditional Ranch style. These residences were typically designed by noted architects.

Property Type Description: The Traditional Custom Ranch style is almost always expressed in the form of a one-story, single-family residence. Houses designed in this architectural style include several identifying characteristics such as rambling, elongated plans; a horizontal emphasis; general asymmetry; free-flowing interior spaces; and a designed connection to the outdoors. Traditional Ranch style houses are distinguished from other variations of Ranch architecture by their incorporation of elements associated with the working ranches that historically dotted the vernacular landscape of California and other western states. Features such as low-pitched roofs with wide eaves, a combination of cladding materials including board-and-batten siding, brick and stone chimneys, and large picture windows were commonly applied and evoked an aesthetic that was reminiscent of these past architectural traditions. Decorative features such as wood shutters and dovecotes were often added to enhance the rusticated appearance of Traditional Ranch houses.

Eligibility:

- Is an important individual example that exemplifies the Traditional Ranch style and Ranch house type
- Was constructed during the period of significance
- Was custom-designed (as opposed to mass-produced)

Character Defining Features:

- 1,500 – 3,500 square feet in size
- Asymmetrical informal composition with one or more wings • Attached garages, often forming one wing
- Brick or stone chimneys
- Close relationship to its yard
- Dutch doors
- Eaves with exposed rafter tails
- Exposed post and beam construction
- French doors
- Gabled roof, originally shingled
- Garage door with barn door crossing brace
- One or two stories in height

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- Shutters
- Sliding glass doors
- Two-story versions can include Monterey Colonial elements, including second-story balconies
- Typically designed by a well-known architect

Integrity Considerations:

- Additions may be allowed if not visible within public view
- Roof line alterations are not acceptable
- Should retain integrity of Location, Design, Materials, and Workmanship

Context 2: Individual Resource Evaluation of Commercial Building

Context: Commercial Development/Neighborhood Commercial Development
Sub-Theme: Arterial Commercial Development, 1880-1950

The Arterial Commercial Development sub-theme consists of resources located in a commercial corridor setting, along a transportation artery which is not served by a streetcar line. It includes individual buildings as well as historic districts. Their defining characteristic is their relationship to a mode of transportation – on foot, by wagon, or especially by automobile. The period of significance begins in 1880, when neighborhoods began to spread out from the central city. It ends in 1950, by which time the neighborhood shopping center had begun to take its place as a setting for automobile-oriented local commerce.

Sub-Theme: Arterial Commercial Development, 1880-1950

Summary Statement of Significance: Neighborhood commercial resources are those which contained purveyors of goods and services that satisfied the everyday needs of nearby residents. Convenience of location was more important than range or quality of the goods or services offered. Resources associated with arterial commercial development are characterized by their relationship to modes transportation other than the streetcar, in particular the automobile. Resources related to arterial commercial development may be significant in the areas of Commerce, Community Planning and Development, and/or Architecture. Commercially they illustrate how retailing and the provision of professional services was conducted within a neighborhood setting served by the automobile, but still based on the historic urban setting of the street. They also illustrate how community life was conducted within a commercial district that tried to accommodate the automobile, and thereby allowed for a degree of dispersal and lower density. Buildings reflect historic structural and stylistic elements characteristic of this building type, in particular the possibility of space set aside for parking. Buildings also reflect trends in commercial/store design and architectural styles from their period of construction. Some examples are also significant for their association with the earliest phases of commercial development in areas of the city; early examples are rare. Properties related to arterial commercial development include individual buildings and historic districts.

Period of Significance: 1880-1950

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Period of Significance Justification: The period of significance begins in 1880, when neighborhoods begin to spread out from the central city. It ends in 1950; after World War II patterns of neighborhood commercial development took different forms, such as the free-standing single-purpose retail building and the shopping center.

Associated Property Type: Commercial/Retail: One-Story Building; One-Story Commercial Strip/Storefront

Property Type Description: Property sub-types include the single-story storefront block, consisting of one or more storefronts. One-story buildings were often called storefront blocks. Buildings may be individual resources or contributing elements of a historic district.

Eligibility Standards:

- Was constructed/developed during the period of significance
- Located on streets served by modes of transportation other than streetcars, in particular by automobiles

Character Defining/Associative Features:

- Retains most of the essential character defining features from the period of significance
- May also be significant under themes within the Architecture and Engineering context
- Sited along corridors of transit without streetcar lines
- Contains features that reflect trends in neighborhood commercial design
- Associated with activities typical of neighborhood economic and social life
- Examples may be set to the sidewalk or may have some accommodation for the automobile
- May accommodate one or multiple tenants
- Typically one to four stories in height
- May be located on a prominent corner
- Storefronts with large display windows; may have awnings or arcades

Integrity Considerations: Individual Resources

- Should retain integrity of Location, Design, Materials, Feeling, and Association
- Window and storefront openings remain intact
- Applied decoration is mostly intact; some decoration may be missing
- Relationship to sidewalk is maintained
- Setting may have changed (surrounding buildings and land uses)
- Original use may have changed
- Storefront signage may have changed

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EVALUATION OF SIGNIFICANCE FOR 2812 ROKEBY STREET AND 2771-2775 ROWENA AVENUE

Evaluation of 2812 Rokeby Street

National Register of Historic Places

The building at 2812 Rokeby Street was evaluated for eligibility for inclusion on the National Register of Historic Places under the four National Register criteria for significance.

Criterion A.

To be eligible for inclusion on the National Register under Criterion A, a property must have a direct association with events that have made a significant contribution to the broad patterns of our history and cultural heritage. The single-family residential building was constructed in 1957, seventy years after the Ivanhoe Tract was subdivided and recorded. The ranch-style building does not have any association with the early development of the Ivanhoe Tract or the development of the East Hollywood or Silver-Lake areas. There is no evidence that this building has any association with broad patterns of history or the area's cultural heritage. There is no evidence that any historic event took place at the building. The building at 2812 Rokeby Street does not meet Criterion A and is not eligible for the National Register of Historic Places.

Criterion B

To be eligible for inclusion on the National Register under Criterion B, a property must be associated with the lives of persons significant in the past who have made an important impact on national, state or local history. There is no association between the subject building at 2812 Rokeby Street with the original sub dividers of the Ivanhoe Tract. There is no evidence that anyone who lived in the building would be considered a person of historic significance. Thus, the building at 2812 Rokeby Street does not meet Criterion B and is not eligible for the National Register of Historic Places.

Criterion C

A property is eligible under Criterion C if it embodies the distinguishing characteristics of an architectural type, specimen, inherently valuable for study of a period style or method of construction. A property also is eligible if it represents notable work of a master builder, designer or architect or possesses high artistic values or represents a significant and distinguishable entity whose components may lack individual distinction.

The building at 2812 Rokeby Street is a Traditional Custom Ranch House of the Cinderella sub-style. It was not constructed as part of a tract or sub-division development but was custom built for a single owner, the building was sited at the rear of the parcel as there was an existing older dwelling located on the front of the parcel. Thus, the 1957 building needed to conform to the narrowest portion of the parcel. As a result, instead of having the elongated plan of Ranch House design, the building has a compact massing and design. Although the building has some applied elements reminiscent of the Cinderella Ranch House substyle, such as the bargeboard eaves, the

building is not an excellent or significant example of a Traditional Custom Ranch House in its overall design and massing. The building was not designed by a master architect. The materials are unremarkable, and the workmanship does not reflect that of a skilled builder/craftsman.

The building at 2812 Rokeby Street does not meet Criterion C and is not eligible for the National Register of Historic Places

Criterion D.

This criterion applies to archaeological resources. The property was constructed during historic times, so the buildings on the property will not yield information important to the prehistory or early history of the area, state or nation. Thus, Criterion D is not applicable to 2812 Rokeby Street.

California Register of Historical Resources

Because the California Register criteria are based on the National Register criteria, the building at 2812 Rokeby Street, evaluated above, is ineligible for listing to the California Register for the same reasons explained under the National Register evaluation.

City of Los Angeles Historic-Cultural Monument

Because the City of Los Angeles Historic-Cultural Monument (HCM) criteria are based on the National Register criteria, the building at 2812 Rokeby Street, evaluated above, is ineligible for designation as a City of Los Angeles HCM for the same reasons explained under the National Register evaluation.

Evaluation of 2771-2775 Rowena Avenue

National Register of Historic Places

The building at 2771-2775 Rowena Avenue was evaluated for eligibility for inclusion on the National Register of Historic Places under the four National Register criteria for significance.

Criterion A.

To be eligible for inclusion on the National Register under Criterion A, a property must have a direct association with events that have made a significant contribution to the broad patterns of our history and cultural heritage. The commercial building was constructed on the arterial street, Rowena Avenue, in 1961, well after the 1887 subdivision of the Ivanhoe Tract and after the period of significance for the context, Arterial Commercial Development, 1880-1950. Commercial uses were well established along arterial corridors such as Rowena Avenue when the subject building was constructed. The building has no association with the early development of the Tract nor is the building representative of the development of commercial buildings along an arterial corridor. The building served as offices for medical professionals as well as a

beauty shop. These uses would not be considered as historic in the second half of the 20th Century when the building was constructed and put into use. There is no evidence that any historic event took place at the building. The building at 2771-2775 Rowena Avenue does not meet Criterion A and is not eligible for the National Register of Historic Places.

Criterion B

To be eligible for inclusion on the National Register under Criterion B, a property must be associated with the lives of persons significant in the past who have made an important impact on national, state or local history. There is no association between the subject building at 2771-2775 Rowena Avenue with the original sub dividers of the Ivanhoe Tract. The people who worked in the building in the second half of the 20th Century included medical professionals and hair stylists. There is no evidence that anyone who worked in the building would be considered a person of historic significance. It is unlikely that anyone else associated with property would be considered persons significant in the past. Thus, the building at 2771-2775 Rowena Avenue does not meet Criterion B and is not eligible for the National Register of Historic Places.

Criterion C

A property is eligible under Criterion C if it embodies the distinguishing characteristics of an architectural type, specimen, inherently valuable for study of a period style or method of construction. A property also is eligible if it represents notable work of a master builder, designer or architect or possesses high artistic values or represents a significant and distinguishable entity whose components may lack individual distinction.

The building at 2771-2775 Rowena Avenue was constructed in 1961. The building is a simple one-story commercial vernacular structure with a stucco exterior and only two design elements: a staggered street frontage that conforms to the angle of the street and flagstone applied to one of the three building street front modules. While flagstone was popular in the mid-20th Century on commercial buildings including Googie style buildings, there are no dynamic Googie style elements evident on the subject building. The building is not an excellent example of any architectural style. The building was not designed by a master architect. The materials are unremarkable, and the workmanship does not reflect that of a skilled builder/craftsman.

The building at 2771-2775 Rowena Avenue does not meet Criterion C and is not eligible for the National Register of Historic Places

Criterion D.

This criterion applies to archaeological resources. The property was constructed during historic times, so the buildings on the property will not yield information important to the prehistory or early history of the area, state or nation. Thus, Criterion D is not applicable to 2771-2775 Rowena Avenue.

California Register of Historical Resources

Because the California Register criteria are based on the National Register criteria, the building at2771-2775 Rowena Avenue, evaluated above, is ineligible for listing to the California Register for the same reasons explained under the National Register evaluation.

City of Los Angeles Historic-Cultural Monument

Because the City of Los Angeles Historic-Cultural Monument (HCM) criteria are based on the National Register criteria, the building at 2771-2775 Rowena Avenue, evaluated above, is ineligible for designation as a City of Los Angeles HCM for the same reasons explained under the National Register evaluation.

Historic District Evaluation

According to *National Register Bulletin 15, How to Apply the National Register Criteria for Evaluation*" a district derives its importance from being a unified entity, even though it is often composed of a variety of resources. The identity of a district results from the interrelationship of its resources, which can convey a visual sense of the overall historic environment or be an arrangement of historically or functionally related properties." In addition, "a district must be significant, as well as being an identifiable entity. It must be important for historical architectural…values." Also "the majority of the components that add to the district's historic character, even if they are individually undistinguished, must possess integrity." And "the number of noncontributing properties a district can contain yet still convey its sense of time and place and historical development depends on how these properties affect the district's integrity."[9]

The Ivanhoe Tract was subdivided in 1887 and the subject buildings were constructed in 1957 and 1961. The other building on the 2700 block of Rowena Avenue is a late-20th Century City of Los Angeles Fire Station. SurveyLA identified a 1920s Bungalow Court on the 2800 block of Rowena Avenue, a Victorian cottage on the 2900 block of Rowena Avenue and a Mid-Century Modern commercial building and an International Style commercial building on the 2800 block of Rowena Avenue.

There is no cohesive pattern of development, period of development or architectural style possessed by buildings along Rowena Avenue or on the short stretch of the 2800 block of Rokeby Street to meet eligibility as an historic district. The SurveyLA Historic Resources Survey of the Hollywood Community Plan Area and of the Silver Lake-Echo Park-Elysian Valley Community Plan Area did not identify any eligible historic district that includes the2800 block of Rokeby Street or the 2700 block of Rowena Avenue. There is no eligible historic district that includes the 2800 block of Rokeby Street or the 2700 block of Rowena Avenue.

[9] https://www.nps.gov/nr/publications/bulletins/pdfs/nrb15.pdf, p. 5.

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CEQA ANALYSIS

The California Environmental Quality Act (CEQA) requires evaluation of historical resources to determine if a proposed project would have any significant adverse impact on the historic resource. Any proposed project that would physically detract, either directly or indirectly, from the integrity and significance of an historic resource, would be considered to have a significant adverse impact on the historical resource. Potential impacts to an historical resource include demolition, relocation, conversion, rehabilitation, alteration, or new construction on the site or in the vicinity of the resource.

The impacts of a proposed project are evaluated to determine if they impact a designated historical resource or an eligible historical resource (structure or site). The Secretary of the Interior's Standards for Rehabilitation are used to evaluate projects that propose to alter and/or add to an existing historic structure or site. If the proposed project meets these Standards, then the proposed project will not result in any adverse impact to an historical resource. Demolition of an historical resource or an eligible historical resource will result in an adverse impact that cannot be mitigated.

Significance Thresholds

The State of California CEQA Guidelines (defined in §15064_5) and the City of Los Angeles CEQA Thresholds Guide provide technical guidance regarding evaluation of impacts to historical resource. Any project that would physically detract, either directly or indirectly, from the integrity and significance of an historic resource such that its eligibility for inclusion on the National Register of Historic Places, the California Register of Historical Resources or as a City of Los Angeles Historic-Cultural Monument, such that the resource would lose its historic eligibility, would be considered to be a significant adverse impact on that historical resource.

CEQA Guidelines

The State of California *CEQA Guidelines* (§15064_5(b)) states that a substantial adverse change to the historical significance of a resource occurs in the following situations:

- Substantial adverse change in the significance of an historical resource means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired.

- The significance of an historical resource is materially impaired when a project:

  A. Demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for inclusion in, the California Register of Historical Resources; or

  B. Demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register of historical resources pursuant to Section 5020.1(k) of the Public Resources Code

(PRC) or its identification in a historical resources survey meeting the requirements of Section 5024.1(g) of the PRC, unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant; or

C. Demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its eligibility for inclusion in the California Register of Historical Resources as determined by a lead agency for purposes of CEQA.

City of Los Angeles CEQA Thresholds Guide

The City of Los Angeles *CEQA Thresholds Guide* states that a project would have a significant impact on a significant historical resource if the project would cause a substantial change in the significance of the historical resource as defined in Section 15064.5 of the State of California *CEQA Guidelines* when one or more of the following occurs:

- Demolition of a significant resource that does not maintain the integrity and significance of a significant resource;
- Relocation that does not maintain the integrity and significance of a significant resource;
- Conversion, rehabilitation, or alteration of a significant resource which does not conform to the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings; or
- Construction that reduces the integrity of significance of important resources on the site or in the vicinity.

CEQA Analysis of 2812 Rokeby Street and 2771-2775 Rowena Avenue

The buildings known as 2812 Rokeby Street and 2771-2775 Rowena Avenue are proposed to be demolished.

Direct Impacts

Based on the preponderance of evidence presented in this report, there are no historic resources on the parcel with the buildings known as 2812 Rokeby Street and 2771-2775 Rowena Avenue that qualify as historical resources under CEQA. Therefore, demolition of the existing buildings` would not result in a direct impact under CEQA.

Indirect Impacts

There are no designated historical resources on the 2800 block of Rokeby Street, or the 2700 block of Rowena Avenue as discussed in this report. There is no eligible historic

district that includes the 2800 block of Rokeby Street or the 2700 block of Rowena Avenue. There are no eligible historic resources on the 2800 block of Rokeby Street or the 2700 block of Rowena Avenue that would be indirectly impacted by the demolition of the existing buildings and by new construction on the subject parcel.

CONCLUSION

Based on the facts presented above, the buildings at 2812 Rokeby Street and 2771-2775 Rowena Avenue are not eligible for the National Register of Historic Places, the California Register of Historical Resources, as City of Los Angeles Historic-Cultural Monuments, or as contributors to any historic districts as they:

- are not associated with any historic events or patterns of history;
- are not associated with any historic persons;
- are not an excellent example of any architectural style;
- are not the work of a master architect;
- do not possess high quality workmanship or materials;
- do not contribute to any historic district.

Therefore, the buildings at 2812 Rokeby Street and 2771-2775 Rowena Avenue are not historical resources as defined by CEQA.

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References

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Gerhard, David, and Robert Winter. *Los Angeles: An Architectural Guide*. Salt Lake City: Gibbs-Smith. 2003.

Glee, Paul. *The Architecture of Los Angeles.* Los Angeles: Rosebud Press. 1981.

Los Angeles County Assessor records.

National Register Bulletin 15, How to Apply National Register Criteria for Evaluation

Sanborn Maps. EDR Environmental Data Resources, Inc.

SurveyLA. *Field Survey Results Master Report,*
http://www.preservation.lacity.org/files/SurveyLA_Cover%20Report_Final_0.pdf

Survey LA, Historic Resources Survey Report Hollywood Community Area Plan, 2015
http://preservation.lacity.org/sites/default/files/SurveyLAHollywood_SurveyReport.pdf

Survey LA, Historic Resources Survey Report Silver Lake-Echo Park-Elysian Valley Community Plan Area, 2014
http://preservation.lacity.org/sites/default/files/SLEPEV%20Historic%20Resources%20Survey%20Report_HPLAEdit_0.pdf

Attachment A: Photographs

North Side of 2700 Block of Rowena Avenue



1. 2771 -2775 Rowena Avenue, south elevation



2. 2775 Rowena Avenue, south elevation, and surface parking lot



3. 2759 Rowena Avenue, Fire Station, south elevation

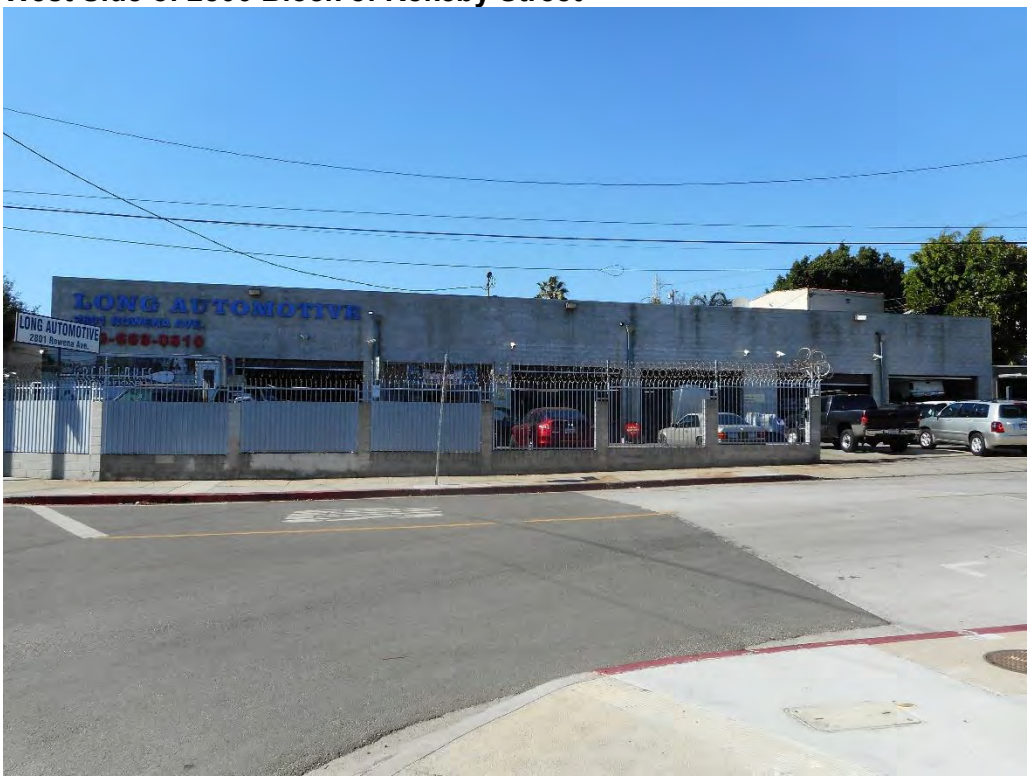


4. 2759 Rowena Avenue, Fire Station, south elevation



5. 2759 Rowena Avenue, Fire Station, south elevation

West Side of 2800 Block of Rokeby Street



6. 2801 Rokeby Street, east elevation



7. 2819 Rokeby Street, east elevation



8. 2800 Waverly Drive (Rokeby side), east elevation



9. 2800 Waverly Drive (Rokeby side), east elevation

East Side of 2800 Block of Rokeby Street



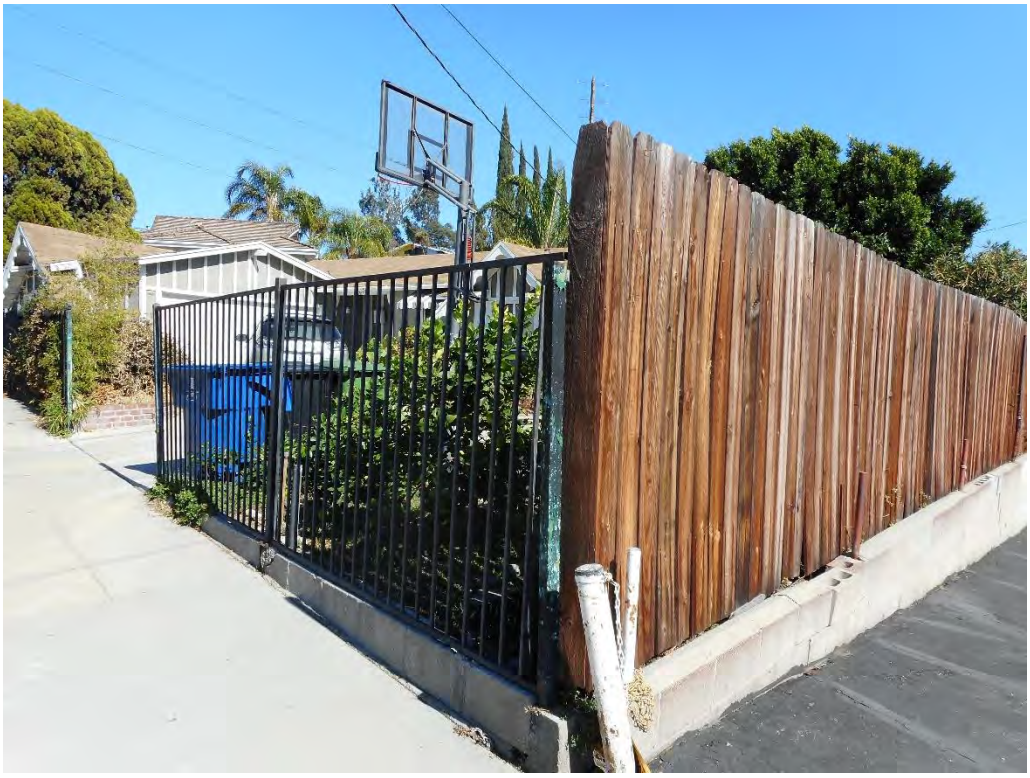
10. 2771 Rowena Avenue, Rokeby Street elevation



11. 2771 Rowena Avenue, Rokeby Street elevation and 2812 Rokeby , west elevation



12. 2771 Rowena Avenue, surface parking lot on Rokeby Street



13. 2812 Rockeby St with fence that separates commercial building and residential building



14. 2812 Rokeby Street, south and west elevations



15. 2812 Rokeby Street, south and west elevations of attached garage



16. 2825 Glendale Boulevard, west elevation



17. 2825 Glendale Boulevard, west elevation

2771-2775 Rowena Avenue



18. 2771-2775 Rowena Avenue, south elevation facing Rowena Avenue



19. 2771 Rowena Avenue, west and south elevations



20. 2771 Rowena Avenue, south elevation



21. 2771 Rowena Avenue, south elevation



22. 2771-2775 Rowena Avenue, south elevation



23. 2775 Rowena Avenue, south elevation and east elevations



24. 2775 Rowena Ave, south & east elevations & surface parking lot, Rowena Ave entrance



25. Rear surface parking lot, Rokeby Street entrance



26. 2775 Rowena Avenue, rear, north elevation



27. 2775 and 2771 Rowena Avenue, rear, north elevation



28. 2771 Rowena Avenue, rear, north elevation

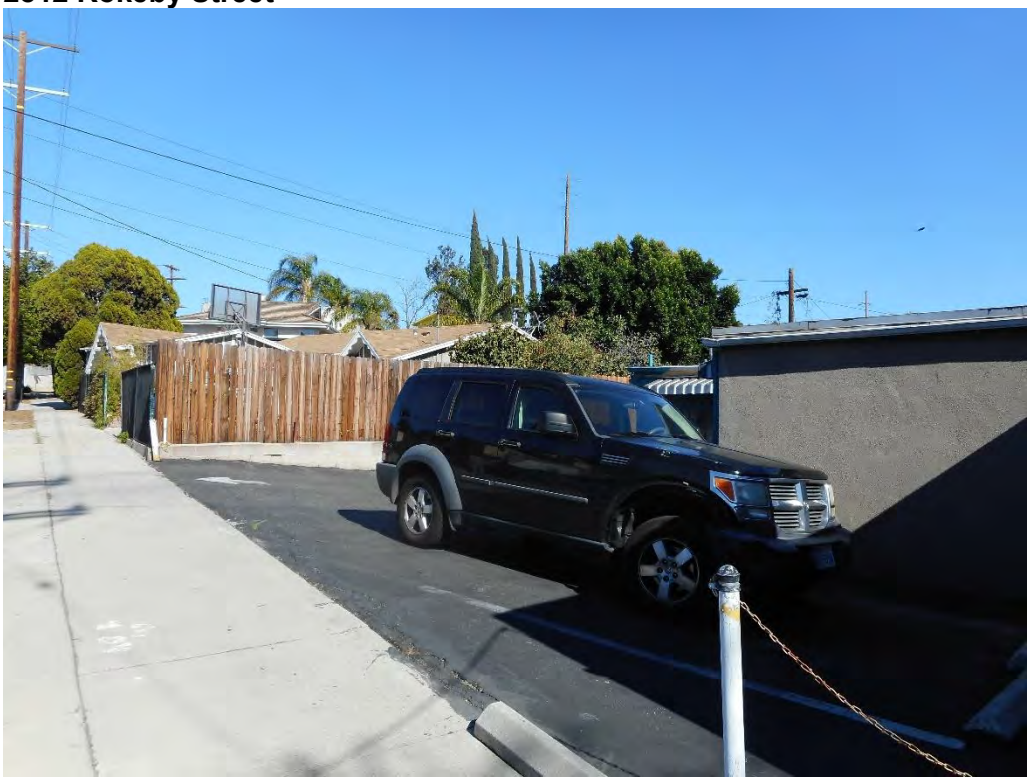


29. 2771 Rowena Avenue, rear, north and east elevations



30. 2771 Rowena Avenue, west elevation

2812 Rokeby Street



31. Fence separating commercial building (2771-2775 Rowena Ave) & residential building (2812 Rokeby St)



32. 2812 Rokeby Street, west and south elevations



33. 2812 Rokeby Street, dwelling with attached garage, south and west elevations



34. 2812 Rokeby Street, attached garage, south elevation



35. 2812 Rokeby Street, attached garage, west elevation



36. 2812 Rokeby Street, dwelling, west and south elevations

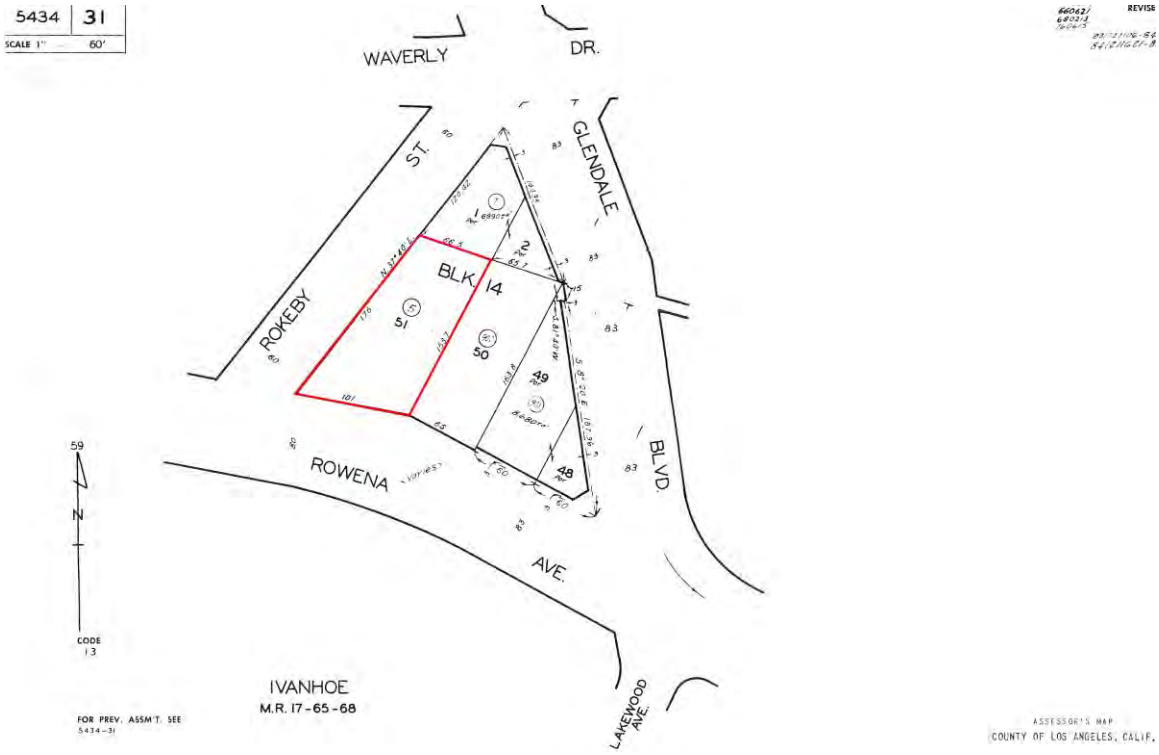


37. 2812 Rokeby Street, dwelling entrance

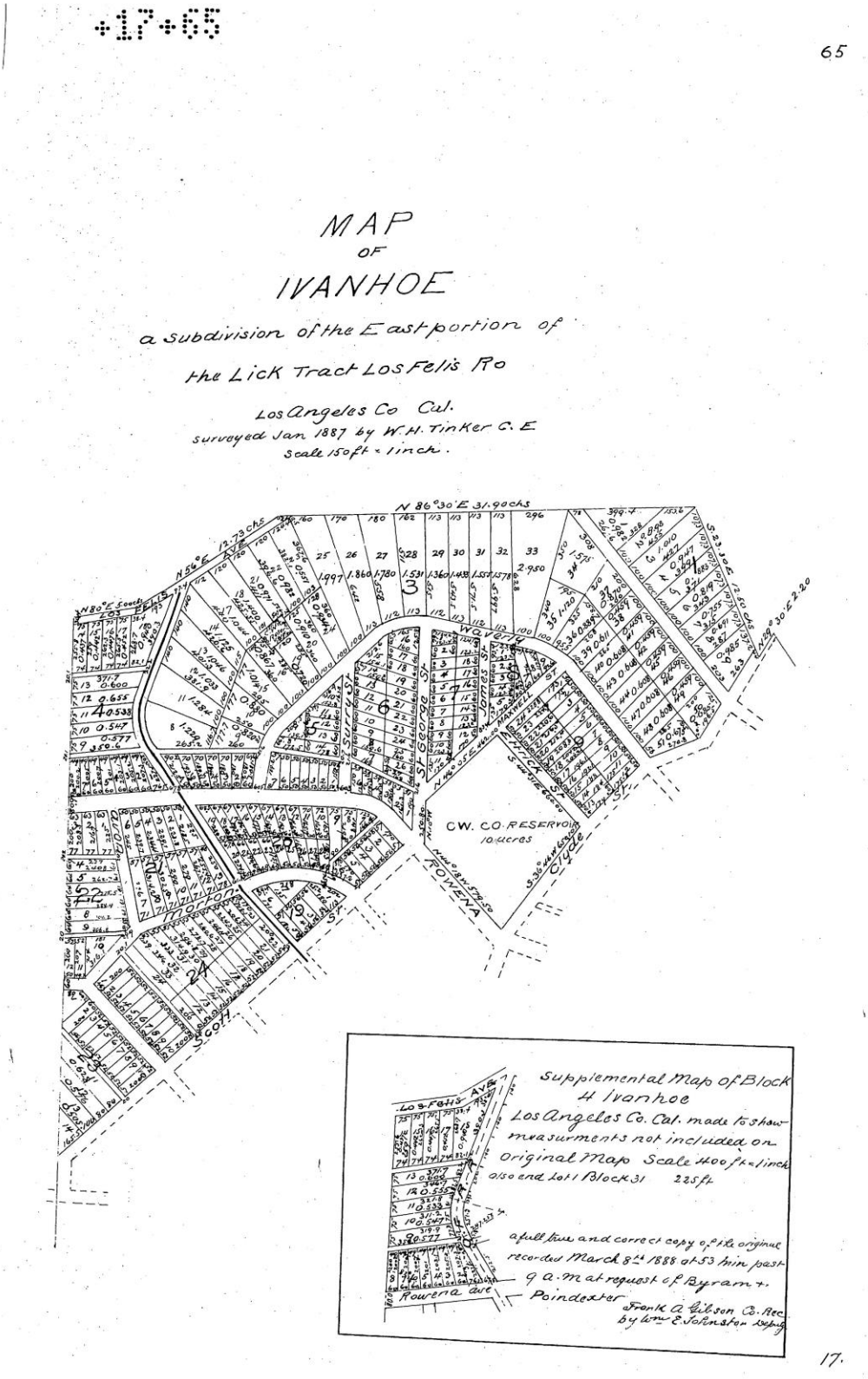
Attachment B: Maps



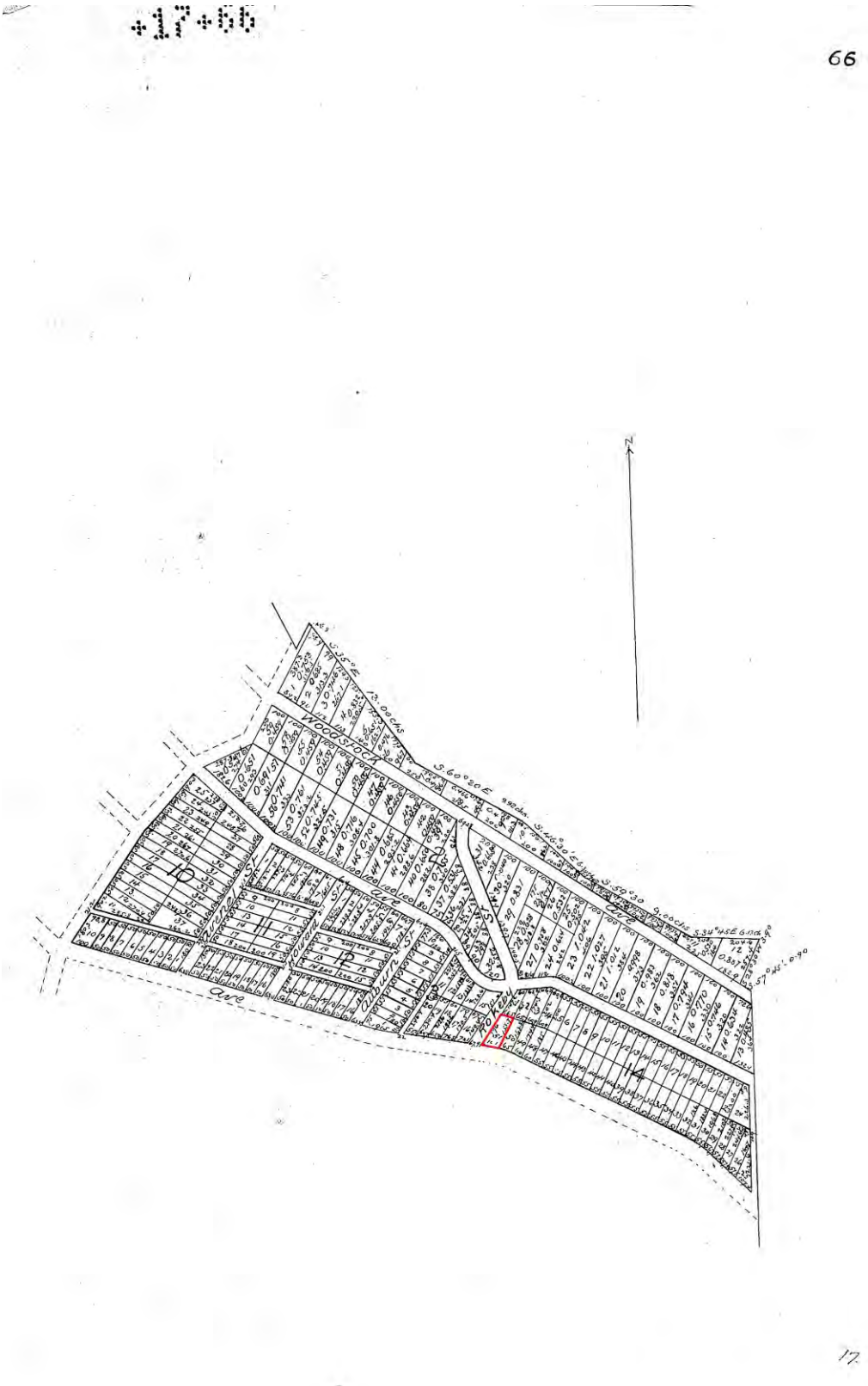
Aerial photograph (ca. 2017)



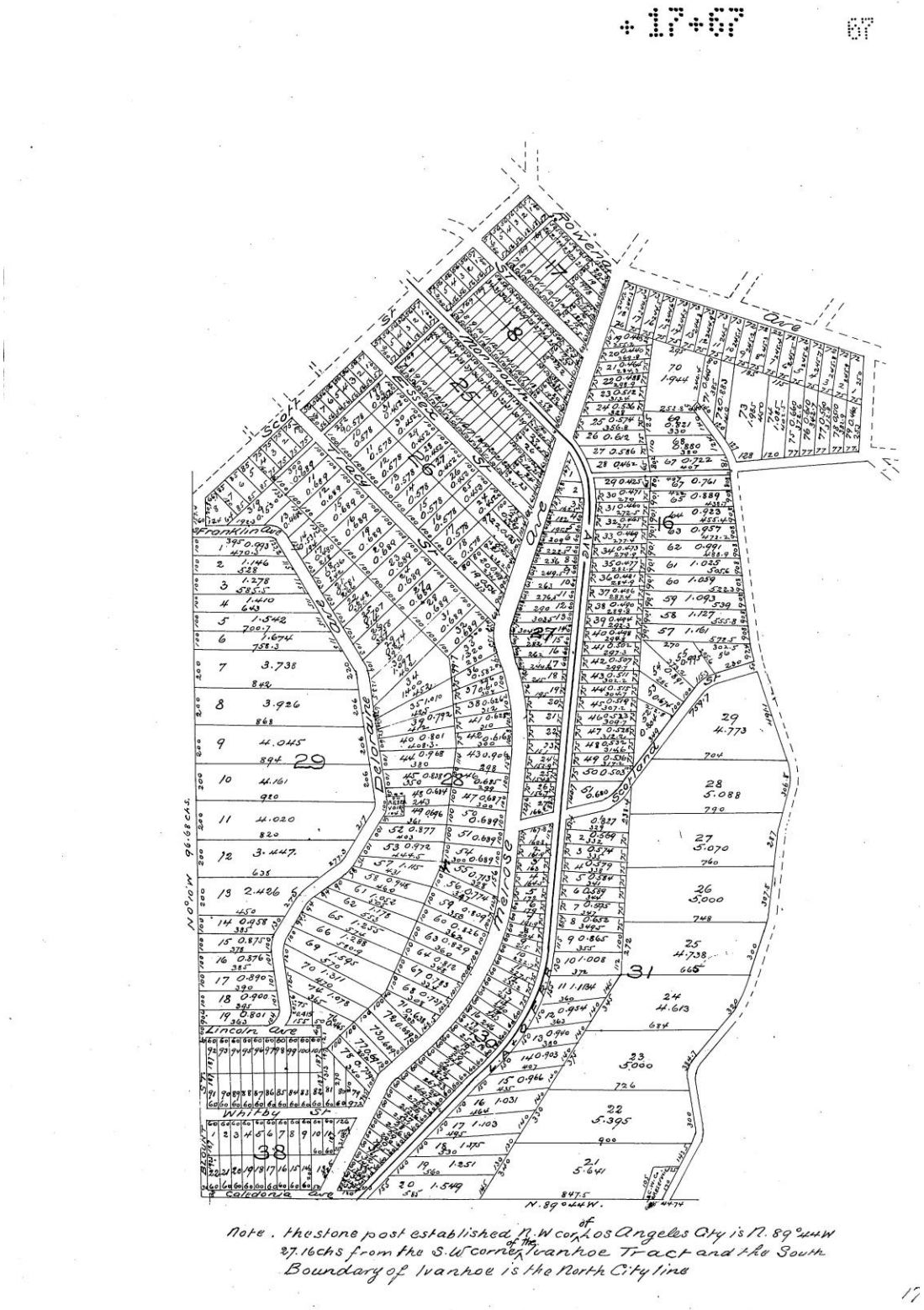
Los Angeles County Assessor Map



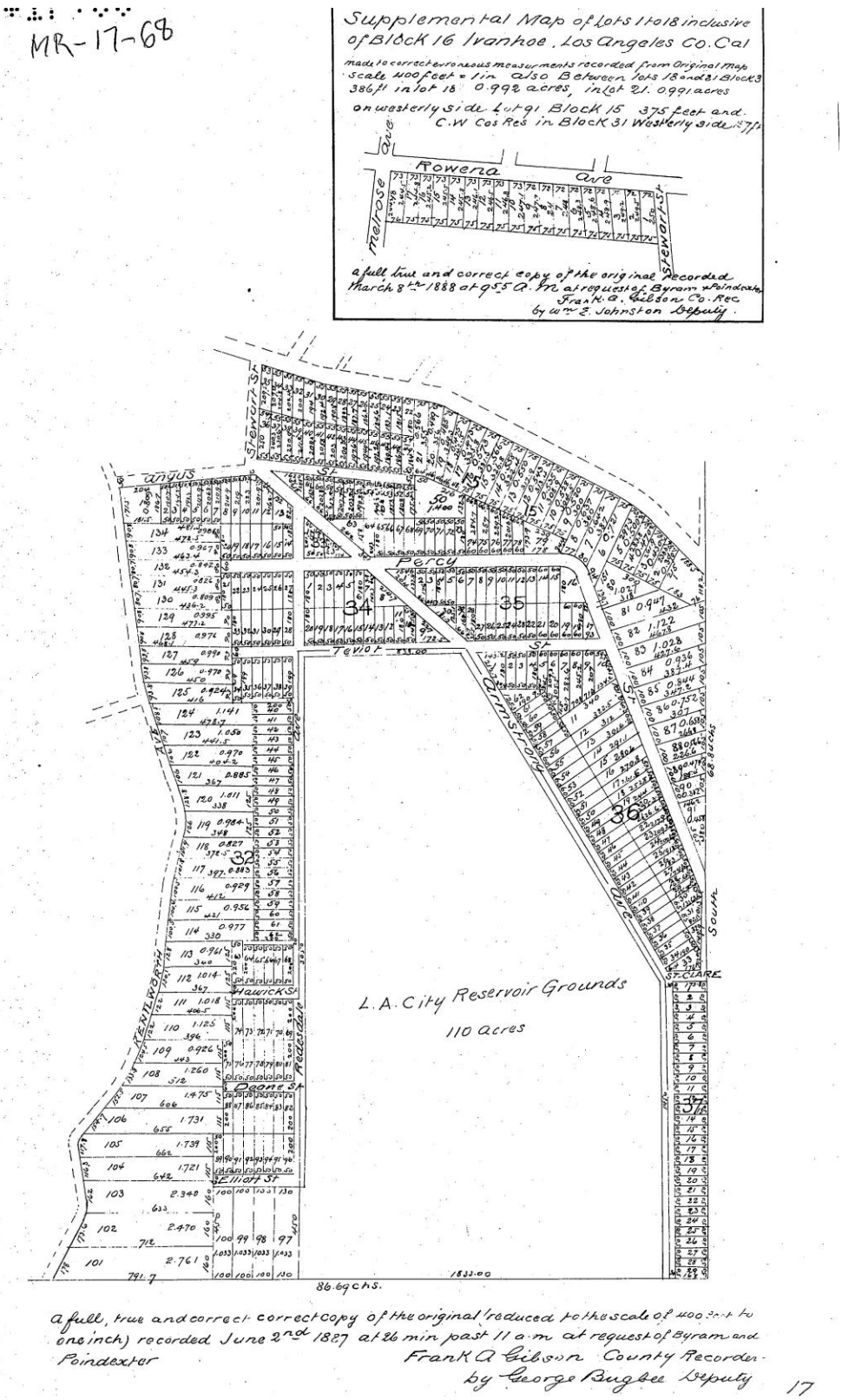
Original Tract Map pg. 1/4



Original Tract Map pg. 2/4 Subject property outlined in red.



Original Tract Map pg. 3/4



Original Tract Map pg. 4/4

ATTACHMENT C: Building Permits

Building Permits 2771-2775 Rowena Avenue

CITY LA DBS
DEPARTMENT OF BUILDING AND SAFETY

There are two ways to request a copy of the document image.
1) By fax using the request form. Click on the following link
http://www.ladbs.org/permits/permit_related_forms/Research_Request_form.pdf to download the request form.
2) In person. Bring the following summary to one of the following Record counters.

COUNTER HOURS

MONDAY, TUESDAY, THURSDAY, FRIDAY: 7:30 AM to 4:30 PM
WEDNESDAY: 9:00 AM to 4:30 PM

Metro	Van Nuys
201, N. Figueroa St. 1st Floor, Room 110 Record Counter Los Angeles,CA 90012	6262 Van Nuys Blvd Record Counter Van Nuys,CA 91401

Address: 2771 - 2775 ROWENA

Document Type	Sub Type	Document Date	Document Number	Reel Batch Frame	
BUILDING PERMIT	BLDG-ALTER/REPAIR	2/28/1924	1924LA10463	HIST: P1127 001 2646	
BUILDING PERMIT	BLDG-ADDITION	2/28/1924	1924LA10463	IDIS: P5156 01323 0000 thru P5156 0001 HIST: P1127 001 2646	
BUILDING PERMIT	BLDG-NEW	4/1/1924	1924LA16102	HIST: P1129 001 1733	
BUILDING PERMIT	BLDG-NEW	4/1/1924	1924LA16102	IDIS: P5158 00869 0000 thru P5158 0001 HIST: P1129 001 1733	
BUILDING PERMIT	BLDG-ALTER/REPAIR	10/20/1959	1959LA45002	HIST: P1679 002 2604	
BUILDING PERMIT	BLDG-DEMOLITION	10/20/1959	1959LA45002	IDIS: P5782 00936 0000 thru P5782 0001 HIST: P1679 002 2604	
BUILDING PERMIT	BLDG-NEW	11/25/1960	1960LA75533	HIST: P1688 002 0723	
BUILDING PERMIT	NEW CONSTRUCTION	11/25/1960	1960LA75533	IDIS: P5795 00258 0000 thru P5795 0001 HIST: P1688 002 0723	
BUILDING PERMIT	BLDG-NEW	12/1/1960	1960LA75921	HIST: P1688 002 0725	
BUILDING PERMIT	NEW CONSTRUCTION	12/1/1960	1960LA75921	IDIS: P5795 00259 0000 thru P5795 0001 HIST: P1688 002 0725	
BUILDING PERMIT	NEW CONSTRUCTION	8/31/1978	1978LA69423	HIST: 00000 000 0000	
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Document Type	Sub Type	Document Date	Document Number	Reel Batch Frame	
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BUILDING PERMIT	SIGN	1/29/1980	1980LA97040	IDIS: P5980 02841 0000 thru P5980 0001 HIST: P1864 001 0530	
BUILDING PERMIT	ALTERATION	9/10/1997	1997VN23871		
BUILDING PERMIT	BLDG-ALTER/REPAIR	9/10/1997	97016-20000-20441		
BUILDING PERMIT	BLDG-ALTER/REPAIR	9/10/1997	97016-20000-20441	IDIS: P6390 00116 0000 thru P6390 0003 HIST: P0637 001 0317	
BUILDING PERMIT	BLDG-ALTER/REPAIR	10/13/2010	10016-10000-18672		
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CERTIFICATE OF OCCUPANCY		3/25/1999	97016-20000-20441	HIST: M1161 001 0405	
CERTIFICATE OF OCCUPANCY		3/25/1999	97016-20000-20441	HIST: M1161 001 0405 IDIS: O2002 03684 0000	
COMMISSION	BAAB BOARD FILE	12/31/1979	BF 790135	HIST: B0001 006 0078	
ELECTRICAL PERMIT		8/27/1986	0886B7017	HIST: T0068 003 0343	
MECHANICAL PERMIT	HVAC	8/27/1986	0886B7016	HIST: T0068 002 0490	
RANGE FILE	MISCELLANEOUS	5/7/1997		HIST: M1162 003 0383	
RANGE FILE	MISCELLANEOUS	5/7/1997		HIST: M1162 003 0383	
RANGE FILE	MISCELLANEOUS	5/7/1997		HIST: M1162 003 0383 thru M1162 0386	

2771 W Rowena Ave

Application #: 97016 - 20000 - 20441
Plan Check #:
Printed: 01/08/19 08:02 AM
Event Code:

Bldg-Alter/Repair
Commercial
Plan Check at Counter
Plan Check

City of Los Angeles - Department of Building and Safety

APPLICATION FOR BUILDING PERMIT AND CERTIFICATE OF OCCUPANCY

Issued on: 09/10/1997
Last Status: Permit Finaled
Status Date: 03/04/1999

1. TRACT	BLOCK	LOT(s)	ARB	COUNTY MAP REF #	PARCEL ID # (PIN #)	2. ASSESSOR PARCEL #
IVANHOE	14	51		M R 17-65/68	151-5A207 152	5434 - 031 - 005

3. PARCEL INFORMATION

Area Planning Commission - Central
LADBS Branch Office - LA
Council District - 4
Census Tract - 1882.00
Energy Zone - 9
Hillside Grading Area - Y
Hillside Ordinance - Y
Thomas Brothers Map Grid - 594

ZONES(S): C4-1D

4. DOCUMENTS

5. CHECKLIST ITEMS

6. PROPERTY OWNER, TENANT, APPLICANT INFORMATION

Owner(s):
KAHWAJI, MICHEL N AND JOANNE 2771 ROWENA AVE LOS ANGELES CA 90039

Tenant:

Applicant: (Relationship: Tenant)
DAVID GARDTTO-BARNETT - (213) 664-2887

7. EXISTING USE
(13) Office

PROPOSED USE
(16) Beauty Shop or Parlor
(13) Office

8. DESCRIPTION OF WORK
Change use from office to beauty salon / office. Suite "A"

9. # Bldgs on Site & Use: 1- OFFICE

10. APPLICATION PROCESSING INFORMATION

BLDG. PC By: Ricardo Tres
OK for Cashier: Ricardo Tres
DAS PC By:
Coord. OK:
Signature:
Date:

For inspection requests, call toll-free **(888) LA4BUILD (524-2845)**. Outside LA County, call (213) 482-0000 or request inspections via **www.ladbs.org.** To speak to a Call Center agent, call **311**. Outside LA County, call (213) 473-3231.

For Cashier's Use Only **W/O #: 71620441**

11. PROJECT VALUATION & FEE INFORMATION Final Fee Period

Permit Valuation: $600 PC Valuation:

FINAL TOTAL Bldg-Alter/Repair	313.99
Permit Fee Subtotal Bldg-Alter/Re	146.25
Handicapped Access	
Plan Check Subtotal Bldg-Alter/R	131.63
E.Q. Instrumentation	0.50
O.S. Surcharge	5.57
Sys. Surcharge	16.70
Planning Surcharge	8.34
Planning Surcharge Misc Fee	5.00

Sewer Cap ID: Total Bond(s) Due:

12. ATTACHMENTS
D.A. Hardship Exemption

Payment Date: 09/10/97
Receipt No: VN03-4293
Amount: $313.99
Method: Check

1997VN23871

P970162000020441FN

2771 W Rowena Ave

Application #: **10016 - 10000 - 18672**
Plan Check #: X10LA16253 Printed: 01/08/19 08:02 AM
Event Code:

Bldg-Alter/Repair
Commercial
Express Permit
No Plan Check

City of Los Angeles - Department of Building and Safety

APPLICATION FOR BUILDING PERMIT AND CERTIFICATE OF OCCUPANCY

Issued on: 10/13/2010
Last Status: Permit Expired
Status Date: 12/26/2012

1. TRACT	BLOCK	LOT(s)	ARB	COUNTY MAP REF #	PARCEL ID # (PIN #)	2. ASSESSOR PARCEL #
IVANHOE	14	51		M R 17-65/68	151-5A207 152	5434 - 031 - 005

3. PARCEL INFORMATION

Area Planning Commission - Central
LADBS Branch Office - LA
Council District - 4
Certified Neighborhood Council - Silver Lake
Community Plan Area - Hollywood
Census Tract - 1882.00
District Map - 151-5A207
Energy Zone - 9
Fire District - 2
Fire District - VHFHSZ
Hillside Grading Area - YES
Hillside Ordinance - YES
Earthquake-Induced Liquefaction Area - Yes
Near Source Zone Distance - .9
Thomas Brothers Map Grid - 594-D3

ZONES(S): C4-1D

4. DOCUMENTS

RENT - YES
ORD - ORD-164697
HLSAREA - Yes
CPC - CPC-1986-831-GPC
CPC - CPC-2006-48-ICO

5. CHECKLIST ITEMS

6. PROPERTY OWNER, TENANT, APPLICANT INFORMATION

Owner(s):
KAHWAJI, MICHEL N AND JOANNE 2560 IVANHOE DR LOS ANGELES CA 90039 (000) 323-2680

Tenant:

Applicant: (Relationship: Contractor)
IKE YUN - (213) 487-1370

7. EXISTING USE / **PROPOSED USE**
(16) Retail

8. DESCRIPTION OF WORK
Re-roof with Class A or B material weighing less than 6 pound per sq. ft.

9. # Bldgs on Site & Use:

10. APPLICATION PROCESSING INFORMATION

BLDG. PC By:
DAS PC By:
OK for Cashier: Vincent Lou
Coord. OK:
Signature:
Date:

For inspection requests, call toll-free **(888) LA4BUILD (524-2845)**. Outside LA County, call (213) 482-0000 or request inspections via **www.ladbs.org.** To speak to a Call Center agent, call **311**. Outside LA County, call (213) 473-3231.

For Cashier's Use Only **W/O #: 01618672**

11. PROJECT VALUATION & FEE INFORMATION Final Fee Period

Permit Valuation: $6,500	PC Valuation:
FINAL TOTAL Bldg-Alter/Repair	185.94
Permit Fee Subtotal Bldg-Alter/Re	121.25
Fire Hydrant Refuse-To-Pay	
E.Q. Instrumentation	1.37
O.S. Surcharge	2.99
Sys. Surcharge	8.98
Planning Surcharge	8.90
Planning Surcharge Misc Fee	10.00
Planning Gen Plan Maint Surcharg	4.45
Green Building Fee	1.00
Permit Issuing Fee	27.00
Permit Fee-Single Inspection Flag	

Sewer Cap ID:
Total Bond(s) Due:

12. ATTACHMENTS

Permit Expired

P100161000018672FN

2771 W Rowena Ave

Application #: **10016 - 10000 - 18672**
Plan Check #: X10LA16253 Printed: 01/08/19 08:03 AM
Event Code:

Bldg-Alter/Repair
Commercial
Express Permit
No Plan Check

City of Los Angeles - Department of Building and Safety

APPLICATION FOR BUILDING PERMIT AND CERTIFICATE OF OCCUPANCY

Issued on: 10/13/2010
Last Status: Permit Expired
Status Date: 12/26/2012

1. TRACT	BLOCK	LOT(s)	ARB	COUNTY MAP REF #	PARCEL ID # (PIN #)	2. ASSESSOR PARCEL #
IVANHOE	14	51		M R 17-65/68	151-5A207 152	5434 - 031 - 005

3. PARCEL INFORMATION

Area Planning Commission - Central
LADBS Branch Office - LA
Council District - 4
Certified Neighborhood Council - Silver Lake
Community Plan Area - Hollywood
Census Tract - 1882.00
District Map - 151-5A207
Energy Zone - 9
Fire District - 2
Fire District - VHFHSZ
Hillside Grading Area - YES
Hillside Ordinance - YES
Earthquake-Induced Liquefaction Area - Yes
Near Source Zone Distance - .9
Thomas Brothers Map Grid - 594-D3

ZONES(S): C4-1D

4. DOCUMENTS

RENT - YES
ORD - ORD-164697
HLSAREA - Yes
CPC - CPC-1986-831-GPC
CPC - CPC-2006-48-ICO

5. CHECKLIST ITEMS

6. PROPERTY OWNER, TENANT, APPLICANT INFORMATION

Owner(s):
KAHWAJI, MICHEL N AND JOANNE 2560 IVANHOE DR LOS ANGELES CA 90039 (000) 323-2680

Tenant:

Applicant: (Relationship: Contractor)
IKE YUN - (213) 487-1370

7. EXISTING USE / **PROPOSED USE**
(16) Retail

8. DESCRIPTION OF WORK
Re-roof with Class A or B material weighing less than 6 pound per sq. ft.

9. # Bldgs on Site & Use:

10. APPLICATION PROCESSING INFORMATION

BLDG. PC By:
OK for Cashier: Vincent Lou
DAS PC By:
Coord. OK:
Signature:
Date:

For inspection requests, call toll-free **(888) LA4BUILD (524-2845)**. Outside LA County, call (213) 482-0000 or request inspections via **www.ladbs.org.** To speak to a Call Center agent, call **311**. Outside LA County, call (213) 473-3231.

For Cashier's Use Only **W/O #: 01618672**

11. PROJECT VALUATION & FEE INFORMATION Final Fee Period

Permit Valuation: $6,500	PC Valuation:
FINAL TOTAL Bldg-Alter/Repair	185.94
Permit Fee Subtotal Bldg-Alter/Re	121.25
Fire Hydrant Refuse-To-Pay	
E.Q. Instrumentation	1.37
O.S. Surcharge	2.99
Sys. Surcharge	8.98
Planning Surcharge	8.90
Planning Surcharge Misc Fee	10.00
Planning Gen Plan Maint Surcharg	4.45
Green Building Fee	1.00
Permit Issuing Fee	27.00
Permit Fee-Single Inspection Flag	

Sewer Cap ID:
Total Bond(s) Due:

12. ATTACHMENTS

Permit Expired

P10016100001867 2FN

Address of Building 2775 Rowena Avenue

CITY OF LOS ANGELES

Certificate of Occupancy

NOTE: Any change of use or occupancy must be approved by the Department of Building and Safety.

This certififfies that, so far as ascertained by or made known to the undersigned, the building at above address complies with the applicable requirementsnts 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 HoHousing Act,—for following occupancies:

Issued 11-8-61 Permit No. and Year LA 75921 - 60

1 story, type V, 42' x 58' irregular
office building. G-1 occupancy.

Owner Ben Pacheo

Owner's Addressss 11523 Lambert Avenue
El Monte, California

K. W. Hull as

Form B-95b—2M Sets—8-61 (C-10) J. C. MONNING, Superintendent of Building—By.....

CITY OF LOS ANGELES

CERTIFICATE OF OCCUPANCY

ADDRESS OF BUILDING: 2771 W. ROWENA AVE.

NOTE: Any change of use of occupancy must be approved by the Department of Building and Safety.

[X] 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 make 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: 97016-20000-20441

CONVERT EXISTING OFFICE (SUITE "A") TO BEAUTY SALON / OFFICE.

[X] No Change in Parking requirement.

* 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. #:

Bureau: (BLDG)-BCS:

Division: (GI)-MS-MSS-EQ-BMI-COMM:

OWNER: MICHEL N AND JOANNE KAHWAJI
OWNER'S ADDRESS: 2771 ROWENA AVE.,
LOS ANGELES, CA 90039

Issued: 03/25/99

BY:T.BURGIN/J.D./D.T.

08-B-95C (R.11/89)

S CITY OF LOS ANGELES

APPLICATION FOR INSPECTION OF SIGNS
PUBLIC RECORD

B & S B-5—R 3.79
DEPT. OF BUILDING AND SAFETY

INSTRUCTIONS: 1. Applicant to Complete Numbered Items Only. 2. Plot Plan Required on Back of Original.

1. LEGAL DESCR.	LOT 51	BLOCK 14	TRACT IVANHOE TRACT	COUNCIL DISTRICT NO. 13	DIST. MAP 150-205
					CENSUS TRACT 1882.02

2. TYPE OF SIGN OR NEW WORK: (19) pole sign--L/A STD #115 — ☐ RESIDENTIAL ☒ COMMERCIAL — ZONE C2-1

3. JOB ADDRESS: 2771 ROWENA AVENUE — FIRE DIST. two

4. BETWEEN CROSS STREETS: ROKOBY ST AND GLENDALE BLVD. — LOT (TYPE) cor

5. OWNER'S NAME: MICHAEL KAHWASI O.D. PHONE — LOT SIZE irreg

6. OWNER'S ADDRESS: SAME CITY ZIP

7. ARCHITECT OR ENGINEER: C.A. VAN DAM — BUS LIC NO — ACTIVE STATE LIC. NO. 14955 — PHONE 851-8200 — ALLEY ---

8. QUALIFIED INSTALLER: INDEPENDENT OUTDOOR — BUS. LIC. NO. — ACTIVE STATE LIC. NO. 373125 — PHONE 851-8200 — BLDG. LINE ---

9. INSTALLER'S ADDRESS: 979 N. LaBREA AVENUE CITY ZIP 90038 — AFFIDAVITS critical soil condition

10. SIZE OF EXISTING BUILDING WIDTH / LENGTH	TYPE	STORIES	EXT. WALL CONST.	ROOF CONST.

11. SIZE OF SIGN	TOTAL COPY AREA	OVERALL HEIGHT →	FROM GRADE	FROM ROOF
6' X 12'	144 S/ft		15'	

12. MATERIAL OF SIGN CONSTRUCTION →	SUPPORTING FRAME	FRAME OF COPY	SURFACE OF SIGN
	stl		

HIGHWAY DED. yes/Rowena

S 13. JOB ADDRESS: 2771 ROWENA AVENUE — DIST. OFFICE LA

14. VALUATION TO INCLUDE ALL FIXED EQUIPMENT REQUIRED TO OPERATE AND USE PROPOSED SIGN $ 1000.00 — GRADING yes

15. TYPE OF SIGN OR NEW WORK: pole sign #115 — ☐ SINGLE FACE ☒ DOUBLE FACE — CONS. ---

16. ILLUMINATION: ☒ NONE ☐ INTERNAL ☐ EXTERNAL ☐ FLASHING ☐ REVOLVING ☐ OTHER ☐ NONE — ZONED BY T.Daigdigar

17. NO. OF SIGNS OR GAS TUBE SYSTEMS | NO. OF ADDITIONAL BRANCH CIRCUITS | NO. OF CONTROL DEVICES — FREEWAY CLEARANCE Cleared J. Flores DATE 1/29/80

CLEARANCES AND/OR APPROVALS REQUIRED	Yes	No	PERMIT FEES		PLANS CHECKED	FILED WITH
			SIGNS/G. T. SYSTEMS	---		
			ADDITIONAL CIRCUITS	---	PLANS APPROVED	
FREEWAY SURVEY	☐	☒	ELECTRICAL SERVICE	---		
TRAFFIC DEPT.	☐	☒	CONTROL DEVICES	---	APPLICATION APROVED	
BOARD	☐	☒	BLDG PERMIT	13 00	CONT. INSP. LIC	INSP. ACTIVITY BMI
			ISSUING FEE	---	FAB	
P.C. 11.05			S.P.C.	TOTAL 13 00	I.F. /	G.P.I.

INSPECTOR

P.C. NO. — WORKER'S COMPENSATION INSURANCE CERTIFICATE: ON FILE ☒ | EXEMPT — TYPIST

PLAN CHECK EXPIRES ONE YEAR AFTER FEE IS PAID. PERMIT EXPIRES TWO YEARS AFTER ISSUANCE OR 180 DAYS AFTER FEE IS PAID IF CONSTRUCTION IS NOT COMMENCED.

JAN 29 80 54573 $ 97040 $ — CK 11.05
54573 97040 S - 2CK 13.00 cw

CASHIER'S USE ONLY

LIMIT OF PERMIT

"This permit is an application for inspection, the issuance of which is not an approval or an authorization of the work specified herein. This permit does not authorize or permit, nor shall it be construed as authorizing or permitting the violation or failure to comply with any applicable law. 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. 91.0202 L.A.M.C.)

Signed Frank Miranda (Owner or Agent having Property Owner's Consent) Signature/Date
ALSO, sign statement on reverse side, if applicable.

Bureau of Engineering	ADDRESS APPROVED	Frank 1-29-80
	HIGHWAY DEDICATION	
Conservation	APPROVED FOR ISSUE ☐ NO FILE ☐ FILE CLOSED ☐	
Traffic	APPROVED FOR ISSUE	
Municipal Arts	APPROVED FOR ISSUE	
Planning	APPROVED UNDER CASE #	
Board of Building and Safety Commissioners File #		

LEGAL DESCRIPTION

WORKER'S COMPENSATION CERTIFICATION

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.

Applicant's Signature Position Date

Applicant's Name Printed

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 or demolish any building or structure, etc., shall require 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. _____ Business and Professions Code.

I am exempt under Sec. _____ Business and Professions Code.

I hereby affirm that I have a certificate of consent to self-insure, or a certificate of Workers' Compensation Insurance, or certified copy thereof (Sec. 3700, Labor Code), for the performance of the work for which this permit is issued.

My Workers' Compensation Insurance carrier and policy number are:

Carrier _____ Policy Number _____

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.

Applicant's Signature Date

Applicant's Name Printed

I hereby affirm that I am exempt from

COMMISSIONERS

JOYCE L. FOSTER
PRESIDENT
MABEL CHANG
VICE-PRESIDENT
LEE KANON ALPERT
JEANETTE APPLEGATE
NANCY H. ZAMORA

CITY OF LOS ANGELES
CALIFORNIA



RICHARD J. RIORDAN
MAYOR

DEPARTMENT OF
BUILDING AND SAFETY
400 CITY HALL
LOS ANGELES, CA 90012-4869
ARTHUR J. JOHNSON, JR.
GENERAL MANAGER
ARTHUR C. DEVINE
EXECUTIVE OFFICER

NOTICE OF PHOTOCOPIED OR FAXED DOCUMENTS

The following 1 page(s) of attachments for permit reference number 97LN23871, issued on 9-10-97 is/are photocopies or facsimiles of the original (no original for this/these attachment(s) was/were received).

Microfilm Camera Operator

10-28-97

Date Signed

(G:\DRM\DAFS\DAFSFORM\PHOTORIG.WPD) R4.10 97

Recyclable and made from recycled waste

CITY OF LOS ANGELES - DEPARTMENT OF BUILDING AND SAFETY

Disabled Access Division

UNREASONABLE HARDSHIP FINDING

Valuation below $85,000 (Sec. 1134B.2.1, Exc. 1, Title 24)

PROJECT INFORMATION

PROJECT ADDRESS: 2771 Rowena Av. APPLICATION NO. 97016 20000 20441

PROJECT DESCRIPTION: OFFICE / BEAUTY SALON

TYPE OF FACILITY: BEAUTY SALON PROJECT VALUATION: $ 600.00

FINANCIAL HARDSHIP

The Title 24 accessibility improvements create the following impact on the financial feasibility of the project

- ☐ Delays project, loan must be renegotiated.
- ☑ Project would be abandoned, insufficient funds.
- ☐ Other: (Explain) _____

ACTUAL COST

Cost of accessibility features outside the area of remodel, repair or addition required for full compliance

☑	Path of travel to entrance	$ 5000
☑	Entrance ramp	$ N/A
☑	Path of travel within building facility	$ comply
☑	Sanitary facilities	$ 10,000
☑	Drinking fountains	$ N/A
☑	Telephones	$ N/A
☐	Other	$

The accessibility features increase construction costs by: 1000 % TOTAL $ _____

EXPENDITURES

(Minimum of 20% of project valuation = $ 120.00)

Specify access features provided and cost

PRIORITIES: (Access shall be provided in the following order)

1. Accessible entrance: _____ $ _____
2. An accessible route to the altered area: _____ $ _____
3. At least one accessible restroom for each sex: Install lever hardware on both restrooms. $ 120.00
4. Accessible telephones and drinking fountains: _____ $ _____
5. Additional accessible elements - (parking, storage, alarms): _____ $ _____

TOTAL $ 120.00

APPLICANT INFORMATION

NAME: David Garetto-Barnett SIGNATURE: [signature]

FIRM/ADDRESS: 2771 Rowena Ave LA 90039

FOR DEPARTMENT USE ONLY

APPROVED BY: [signature] DATE 9/10/97

Revised 5/8/95

All Applications must be filled out by Applicant

Bldg. Form 1 — PLANS AND SPECIFICATIONS and Brief Data must also be filed

3

BOARD OF PUBLIC WORKS

DEPARTMENT OF BUILDINGS

Application to Alter, Repair or Demolish

To the Board of Public Works of the City of Los Angeles:

Application is hereby made to the Board of Public Works of the City of Los Angeles, through the office of the Chief Inspector of Buildings, for a building permit in accordance with the description and for the purpose hereinafter set forth. This application is made subject to the following conditions, which are hereby agreed to by the undersigned applicant and which shall be deemed conditions entering into the exercise of the permit:

First: That the permit does not grant any right or privilege to erect any building or other structure therein described, or any portion thereof, upon any street, alley, or other public place or portion thereof.

Second: That the permit does not grant any right or privilege to use any building or other structure therein described, or any portion thereof, for any purpose that is, or may hereafter be prohibited by ordinance of the City of Los Angeles.

Third: That the granting of the permit does not affect or prejudice any claim of title to, or right of possession in, the property described in such permit.

	REMOVED FROM	REMOVED TO
TAKE TO ROOM No. 6 REAR OF NORTH ANNEX 1st FLOOR CITY CLERK PLEASE VERIFY	Lot ..... Block ..... Tract	Lot 31 Block 14 Tract Ivanhoe Tr.
TAKE TO ROOM No. 405 SOUTH ANNEX ENGINEER PLEASE VERIFY	Book ..... Page ..... F. B. Page ..... From No. 2771 Powers Rayna ave Street To No. Glendale Blvd Rayna Ave Street	Book ..... Page ..... F. B. Page ..... N.W. Cor Rokeby St.

O. K. City Clerk ..... By ..... Deputy

O. K. City Engineer ..... By ..... Deputy 4-5-24

(USE INK OR INDELIBLE PENCIL)

1. What purpose is the present Building now used for? Residence 1 fam.
2. What purpose will Building be used for hereafter? Residence 1 fam
3. Owner's name F H Southcott Phone
4. Owner's address 2733 Glendale Blvd.
5. Architect's name Phone
6. Contractor's name C C Bailey Phone
7. Contractor's address 1909 Republic St.
8. VALUATION OF PROPOSED WORK (Including Plumbing, Gas Fitting, Sewers, Cesspools, Elevators, Painting, Finishing, all Labor, etc.) $ 300.00
9. Class of present Building Frame No. of rooms at present 6
10. Number of Stories in height one Size of present Building 30 x 34
11. State how many buildings are on this lot one
12. State purpose buildings on lot are used for Residence 1 fam (Apartment House, Hotel, Residence, or any other purpose.)

STATE ON FOLLOWING LINES EXACTLY WHAT ALTERATIONS, ADDITIONS, ETC., WILL BE MADE TO THIS BUILDING:

Enclose Front Porch on Present Residence

I have carefully examined and read the above application and know the same is true and correct, and that all provisions of the Ordinances and Laws governing Building Construction will be complied with, whether herein specified or not.

OVER

(Sign here) C C Bailey
(Owner or Authorized Agent.)

FOR DEPARTMENT USE ONLY

PERMIT NO.	Plans and Specifications checked and found to conform to Ordinances, State Laws, etc.	Application checked and found O. K.	Stamp here when permit is issued.
10463	Plan Examiner	2/28/24 Chas. [illegible] Clerk	FEB 28 1924

1.75

13. Size of new addition 8 x 12 No. of Stories in height one

14. Material of foundation Rock Size footings [illegible] Size wall Depth below ground

15. Size of Redwood Mudsills 2 x 6 Size of interior bearing studs 2 x 3

16. Size of exterior studs 2 x 3 Size of interior non-bearing studs x

17. Size of first floor joists 2 x 6 Second floor joists x

18. Will all provisions of State Housing Act be complied with? Yes

I have carefully examined and read the above blank and know the same is true and correct, and that all provisions of the Ordinances and Laws governing Building Construction will be complied with, whether herein specified or not.

(Sign here) C. C. Bailey
(Owner or Authorized Agent)

FOR DEPARTMENT USE ONLY

APPLICATION	O. K.
CONSTRUCTION	O. K.
ZONING	O. K.
SET-BACK LINE	O. K.
ORD. 33761 (N. S.)	O. K.
FIRE DISTRICT	O. K.

REMARKS

I hereby agree to locate and erect this building or structure and every portion thereof, except unenclosed porches, back a distance from the front property line equal to the set-back line of the nearest building now erected on any lot in this block in Zone "A" on the same side of the street.

Owner.

No requirements mentioned to the Contractor C. C. Bailey

All Applications must be filled out by Applicant

PLANS AND SPECIFICATIONS and other data must also be filed

Bldg. Form 2

2

BOARD OF PUBLIC WORKS

DEPARTMENT OF BUILDINGS

Application for the Erection of Frame Buildings

CLASS "D"

To the Board of Public Works of the City of Los Angeles:

Application is hereby made to the Board of Public Works of the City of Los Angeles, through the office of the Chief Inspector of Buildings, for a building permit in accordance with the description and for the purpose hereinafter set forth. This application is made subject to the following conditions, which are hereby agreed to by the undersigned applicant and which shall be deemed conditions entering into the exercise of the permit:

First: That the permit does not grant any right or privilege to erect any building or other structure therein described, or any portion thereof, upon any street, alley, or other public place or portion thereof.

Second: That the permit does not grant any right or privilege to use any building or other structure therein described, or any portion thereof, for any purpose that is, or may hereafter be prohibited by ordinance of the City of Los Angeles.

Third: That the granting of the permit does not affect or prejudice any claim of title to, or right of possession in, the property described in such permit.

TAKE TO ROOM No. 6 REAR OF NORTH ANNEX 1st FLOOR

CITY CLERK PLEASE VERIFY

Lot No. 50 Block 14

(Description of Property) Ivanhoe

District No. ____ M. B. Page ____ F. B. Page ____

O. K. City Clerk By ____ Deputy

TAKE TO ROOM No. 405 SOUTH ANNEX

ENGINEER PLEASE VERIFY

No. 2771 ~~Glendale~~ Rowena Ave Street

(Location of Job) between Glendale Blvd & Rokeby

O. K. City Engineer By ____ Deputy

(USE INK OR INDELIBLE PENCIL)

1. Purpose of Building Garage (Cut) No. of Rooms 1 No. of Families ____
2. Owner's name F. H. Southcott Phone Rex. 6099
3. Owner's address 2539 Glendale Blvd
4. Architect's name ____ Phone ____
5. Contractor's name Self Phone ____
6. Contractor's address ____
7. VALUATION OF PROPOSED WORK (Including Plumbing, Gas Fitting, Sewers, Cesspools, Elevators, Painting, Finishing, all Labor, etc.) $ 700 00/100
8. Is there any existing (old) building on lot? yes How used? 1 family dwg.
9. Size of proposed building 23 x 40 Height to highest point 12 feet
10. Number of Stories in height 1 Slab Character of ground Sandy
11. Material of foundation Cement Size of footings ____ Size of wall ____ Depth below ground ____
12. Material of chimneys ____ Number of inlets to flue ____ Interior size of flues ____ x ____
13. Give sizes of following materials: REDWOOD MUDSILLS 2 x 6 Girders Slab
    EXTERIOR studs 2 x 4 INTERIOR BEARING studs 2 x 4 Interior Non-Bearing studs ____ x ____
    Ceiling joists 2 x 4 Roof rafters 2 x 4 FIRST FLOOR JOISTS Slab
    Second floor joists ____ x ____ Specify material of roof Iron
14. Will all provisions of State Housing Act be complied with? yes

I have carefully examined and read the above application and know the same is true and correct, and that all provisions of the Ordinances and Laws governing Building Construction will be complied with, whether herein specified or not.

OVER

(Sign here) F. H. Southcott
(Owner or Authorized Agent.)

FOR DEPARTMENT USE ONLY

PERMIT NO.	Plans and Specifications checked and found to conform to Ordinances, State Laws, etc.	Application checked and found O. K.	Stamp here when permit is issued
16102 16702	Plan Examiner	3/31/24 Clerk	APR 1 1924



75

FOR DEPARTMENT USE ONLY

APPLICATION	O. K. A
CONSTRUCTION	O. K. A
ZONING	O. K. A
SET-BACK LINE	O. K. A
ORD. 33761 (N. S.)	O. K. A
FIRE DISTRICT	O. K. A

REMARKS

I hereby agree to locate and erect this building or structure and every portion thereof, except unenclosed porches, back a distance from the front property line equal to the set-back line of the nearest building now erected on any lot in this block in Zone "A" on the same side of the street.

T. T. Southcott

Owner.

There will not be more than nine cars kept in this garage

3 0-2(1)-59

APPLICATION TO ALTER - REPAIR - DEMOLISH
AND FOR CERTIFICATE OF OCCUPANCY

Form B-3

CITY OF LOS ANGELES — DEPT. OF BUILDING AND SAFETY

INSTRUCTIONS: 1. Applicant to Complete Numbered Items Only. 2. Plot Plan Required on Back of Original.

1. LEGAL LOT: Por. of 51	BLK.: 14	TRACT: Ivanhoe	DIST MAP: 150-205
2. BUILDING ADDRESS: 2771 Rowena Ave.		APPROVED: G.	ZONE: C-2-1
3. BETWEEN CROSS STREETS: Glendale Blvd. AND Rokeby St.			FIRE DIST: 80 II
4. PRESENT USE OF BUILDING: 1 fam dwelling	NEW USE OF BUILDING: Demolish		INSIDE KEY
5. OWNER: Ben Pacheco	PHONE: NØ 47189		COR LOT X REV. COR.
6. OWNER'S ADDRESS: 2771 Rowena Ave.	P O.	ZONE	LOT SIZE: 66.5x153.7 101 176
7. CERT ARCH	STATE LICENSE	PHONE	
8. LIC. ENGR	STATE LICENSE	PHONE	REAR ALLEY / SIDE ALLEY
9. CONTRACTOR: Owner	STATE LICENSE	PHONE	BLDG. LINE
10. CONTRACTOR'S ADDRESS	P. O.	ZONE	AFFIDAVITS

11. SIZE OF EXISTING BLDG.	STORIES	HEIGHT	NO. OF EXISTING BUILDINGS ON LOT AND USE
24x24	1	12	2 Dwelling

3. 2771 Rowena Ave. — DISTRICT OFFICE: L.A.

12. MATERIAL EXT. WALLS: ☐ WOOD ☐ METAL ☐ CONC. BLOCK ☐ STUCCO ☐ BRICK ☐ CONCRETE — ROOF CONST. ☐ WOOD ☐ STEEL ☐ CONC. ☐ OTHER — ROOFING — SPRINKLERS REQ'D. SPECIFIED

13. VALUATION: TO INCLUDE ALL FIXED EQUIPMENT REQUIRED TO OPERATE AND USE PROPOSED BUILDING. $ 150 00 — BLDG. AREA

14. SIZE OF ADDITION — STORIES: 1 — HEIGHT: 10 — VALUATION APPROVED: (a Kalyn) — DWELL UNITS

15. NEW WORK: (DESCRIBE) — EXT. WALLS — ROOFING — APPLICATION CHECKED: Kroeger * — PARKING SPACES

PLANS CHECKED — GUEST ROOMS

CORRECTIONS VERIFIED — FILE WITH

PLANS APPROVED — CONT. INSP

APPLICATION APPROVED: (a Kalyn) — INSPECTOR

Demolish
No basement, Sewer Cap #67265

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.

SIGNED

TYPE	GROUP	MAX. OCC.	P.C.	S.P.C.	B.P.	I.F.	S.C.T.	C/O
					2 00		None	

VALIDATION — CASHIER'S USE ONLY

LA15002 OCT-20-59 68572 C — 1 CS 2.00

crit soil, grading

This Form When Properly Validated is a Permit to Do the Work Described.

ON LOT PLAN SHOW ALL BUILDINGS ON LOT AND DISTANCE

DEMOLITION BY OWNER

I Ben Pelfer

(Name - Print)

am the owner of the building and lot located at

[redacted]

(Street)

All demolition work will be performed by me or by day labor in my employ. I will not employ any person in violation of the Calif. State Contractors license law or the Labor Code of the State of California relating to workmen's compensation insurance.

8/17/67 [redacted]

Date Signature

1 0

APPLICATION TO CONSTRUCT NEW BUILDING AND FOR CERTIFICATE OF OCCUPANCY

Form B-1

CITY OF LOS ANGELES — DEPT. OF BUILDING AND SAFETY

INSTRUCTIONS: 1. Applicant to Complete Numbered Items Only. 2. Plot Plan Required on Back of Original.

1. LEGAL DESCR. LOT [illegible] 51 BLK. 14 TRACT Ivanhoe Tr.
2. JOB ADDRESS EXCEPT N. 7' 2775 Rowena Ave.
3. BETWEEN CROSS STREETS Rokeby St. AND Glendale Blvd.
4. PURPOSE OF BUILDING OFFICES - FOUNDATION ONLY
5. OWNER'S NAME Ben Pacheo PHONE
6. OWNER'S ADDRESS 11523 Lambert Ave., El Monte P. O. BOX ZONE
7. CERT. ARCH. Guy W. Gardner & Assoc. STATE LICENSE NO. PHONE
8. LIC. ENGR. NONE STATE LICENSE NO. PHONE
9. CONTRACTOR Custer Const. Co. STATE LICENSE NO. 98641 PHONE GI 45183
10. CONTRACTOR'S ADDRESS 11523 Lambert Ave., El Monte P. O. BOX ZONE
11. SIZE OF NEW BLDG. 53'x72' STORIES 1 HEIGHT 12' NO. OF EXISTING BUILDINGS ON LOT AND USE none

1 2775 Rowena Ave.

12. MATERIAL EXT. WALLS: ☐ WOOD ☐ METAL ☒ CONC. BLOCK ☐ STUCCO ☐ BRICK ☒ CONCRETE — ROOF CONST. ☐ WOOD ☐ STEEL ROOFING ☐ CONC. ☐ OTHER
13. VALUATION: TO INCLUDE ALL FIXED EQUIPMENT REQUIRED TO OPERATE AND USE PROPOSED BUILDING. $ 2300.00

Approval of driveway location must be obtained from the Department of Public Works before securing Building Permit.

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.

Signed Guy W. Gardner

This Form When Properly Validated is a Permit to Do the Work Described.

VALUATION APPROVED	Gaulding
APPLICATION CHECKED	[illegible] 11/4/60
PLANS CHECKED	Mckee
CORRECTIONS VERIFIED	Gaulding
PLANS APPROVED	Gaulding
APPLICATION APPROVED	[illegible]
INSPECTOR	

ADDRESS APPROVED RJA
DIST. MAP 150-205
ZONE C-2-1
FIRE DIST. II 80/60
INSIDE KEY /
COR. LOT X
REV. COR.
LOT SIZE irreg.
REAR ALLEY
SIDE ALLEY /
BLDG. LINE /
BLDG. AREA
DISTRICT OFFICE L.A.
SPRINKLES REQ'D. SPECIFIED
AFFIDAVITS
DWELL. UNITS
SPACES PARKING
GUEST ROOMS
FILE WITH
CONT. INSP.

SEWER (Available) (Not Available)
CRITICAL SOIL

TYPE	GROUP	MAX. OCC.	P.C.	S.P.C.	G.P.I.	B.P.	I.F.	O.S.	C/O
V	6-1		44.75		None	11.20			

CASHIER'S USE ONLY

NOV 4-60 71705 B 2 CK 44.75

LA75533 NOV-2560 76912 C — 1 CK 11.20

P.C. No. P 4841 GRADING yes CRIT. SOIL yes CONS.

LEGAL DESCRIPTION

M-5201 19615 C-1 CK TT50

FOUNDATION ONLY PERMIT

The permit herein described is issued to the undersigned owner with the understanding that said owner assumes all responsibility for the construction of the foundation and that the plans are neither checked nor approved as to construction or as to the loads presumed to be carried on same or as to super-structure to be erected thereon. If an engineer or architect is required he shall also sign prior to issue of foundation only permit.

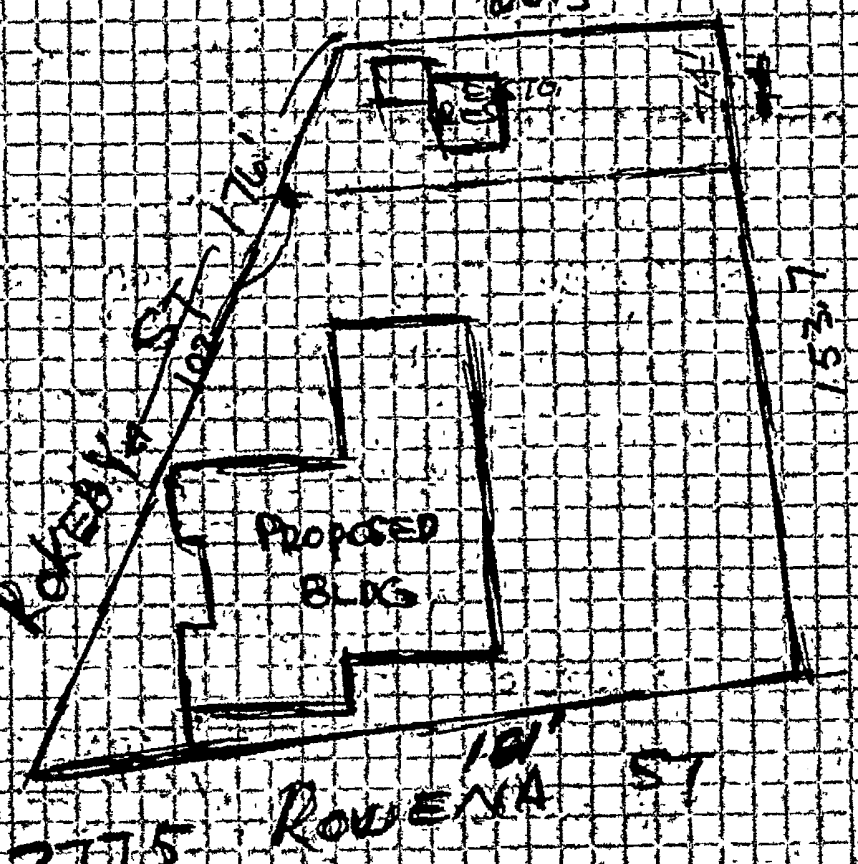
ON PLOT PLAN SHOW ALL BUILDINGS ON LOT AND USE OF EACH

Before the foundation is used, or a permit issued for the construction of any structure on the foundation, the same must be made to conform in every manner with the then existing ordinance or law governing the construction of foundations for buildings.

THIS PLAN IS NEITHER CHECKED NOR APPROVED FOR LOADS OR SUPERSTRUCTURE PLAN MUST BE KEPT ON JOB.

OWNER

ENGINEER OR ARCHITECT



1

APPLICATION TO CONSTRUCT NEW BUILDING AND FOR CERTIFICATE OF OCCUPANCY

Form B-1

CITY OF LOS ANGELES — DEPT. OF BUILDING AND SAFETY

INSTRUCTIONS: 1. Applicant to Complete Numbered Items Only. 2. Plot Plan Required on Back of Original.

1. LEGAL DESCR.	LOT [redacted] 51	BLK. 14	TRACT Ivanhoe Tr.	ADDRESS APPROVED RJA
2. JOB ADDRESS	2775 Rowena Ave.			DIST. MAP 150-205
3. BETWEEN CROSS STREETS	Rokeby St. AND Glendale Blvd.			ZONE C-2-1
4. PURPOSE OF BUILDING	Offices			FIRE DIST. 2 80/0
5. OWNER'S NAME	Mr. Ben Pacheo	PHONE		INSIDE KEY
6. OWNER'S ADDRESS	11523 Lambert Ave.	P. O. BOX	ZONE El Monte	COR. LOT REV. COR.
7. CERT. ARCH.	~~Gary W. Gardner & Assoc.~~	STATE LICENSE NO.	PHONE ~~Drafting Hdq. Br.~~	LOT SIZE Irreg. over 6000 sq. ft.
8. LIC. ENGR.		STATE LICENSE NO.	PHONE TT 45183	
9. CONTRACTOR	Custer Const. Co.	STATE LICENSE NO. 98641 GT 45183	PHONE	REAR ALLEY X SIDE ALLEY
10. CONTRACTOR'S ADDRESS	11523 Lambert Ave.	P. O. BOX	ZONE El Monte	BLDG. LINE

11. SIZE OF NEW BLDG.	STORIES	HEIGHT	NO. OF EXISTING BUILDINGS ON LOT AND USE	BLDG. AREA
2605 sqft.	1	12	None	2640

1 2775 Rowena Ave.

DISTRICT OFFICE L.A.

12. MATERIAL: EXT. WALLS: ☒ WOOD ☐ METAL ☐ CONC. BLOCK ☒ STUCCO ☐ BRICK ☐ CONCRETE — ROOF CONST.: ☐ WOOD ☐ STEEL ROOFING ☐ CONC. ☐ OTHER

SPRINKLES REQ'D. SPECIFIED —

13. VALUATION: TO INCLUDE ALL FIXED EQUIPMENT REQUIRED TO OPERATE AND USE PROPOSED BUILDING. $23 000.

VALUATION APPROVED Meier

AFFIDAVITS 1

APPLICATION CHECKED [illegible]

PLANS CHECKED Meier

DWELL. UNITS —

CORRECTIONS VERIFIED Meier

SPACES PARKING —

PLANS APPROVED Meier

GUEST ROOMS —

APPLICATION APPROVED Meier

FILE WITH LA/60 75533

INSPECTOR

CONT. INSP.

Approval of driveway location must be obtained from the Department of Public Works before securing Building Permit.

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.

Signed Leyle Custer

This Form When Properly Validated is a Permit to Do the Work Described.

TYPE	GROUP	MAX. OCC.	P.C.	S.P.C.	G.P.I.	B.P.	I.F.	O.S.	C/O
V	G-1	27	$44.75			89 50			

CRITICAL SOIL OK 11-4-60

CASHIER'S USE ONLY

NOV--4-60 71705 B — 2 CK 44.75

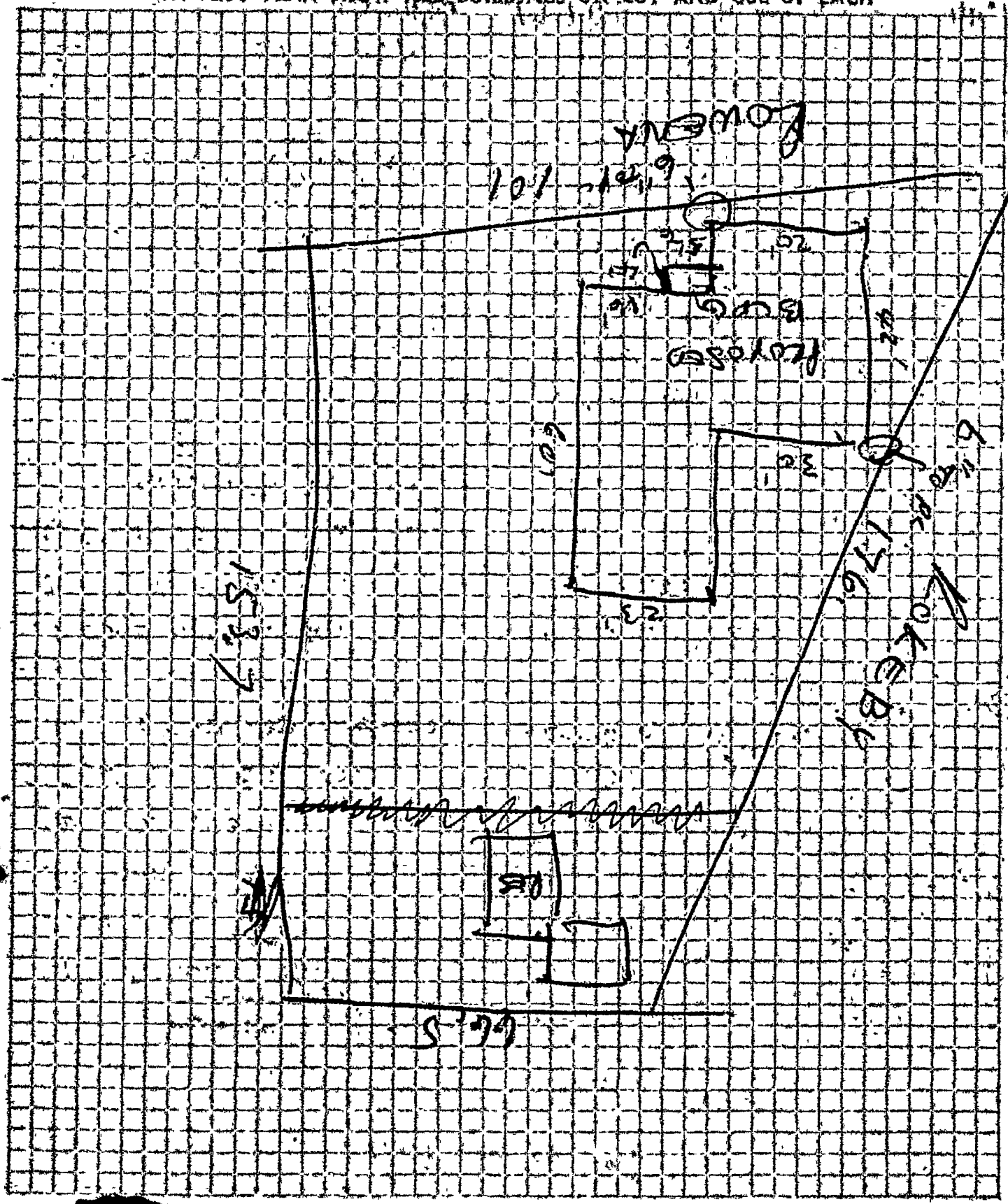
LA 75921

DEC-1 60 78422 C — 1 CK 89.50

P.C. No. P-4841 GRADING YES CRIT. SOIL YES CONS.

LEGAL DESCRIPTION

ON PLOT PLAN SHOW ALL BUILDINGS ON LOT AND USE OF EACH



CITY OF LOS ANGELES

APPLICATION FOR INSPECTION OF SIGNS

DEPT. OF BUILDING AND SAFETY

INSTRUCTIONS: 1. Applicant to Complete Numbered Items Only. 2. Plot Plan Required on Back of Original.

1. LEGAL DESCR.	LOT: 51	BLK.: 14	TRACT: IVANHOE	DIST. MAP: 150-205
				CENSUS TRACT: 1882.02
2. TYPE OF SIGN OR NEW WORK: (10) ROOF SIGN	☐ RESIDENTIAL ☒ COMMERCIAL			ZONE: C2-1
3. JOB ADDRESS: 2771 ROWENA AVENUE				FIRE DIST.: two
4. BETWEEN CROSS STREETS: ROKEBY	AND: GLENDALE			LOT (TYPE): cor
5. OWNER'S NAME: DR. M. KAHWAJI	PHONE			LOT SIZE: 10.1x176
6. OWNER'S ADDRESS: SAME	CITY	ZIP		66.5 153.7
7. ARCHITECT OR ENGINEER: BARRY BARON	BUS LIC. NO	ACTIVE STATE LIC. NO.	PHONE	ALLEY: ---
8. QUALIFIED INSTALLER: THREE STAR SIGNS	BUS LIC NO	ACTIVE STATE LIC. NO: 218174	PHONE: 626-6767	BLDG. LINE: ---
9. INSTALLER'S ADDRESS: 322 AZUSA ST.	CITY: LA	ZIP: 90012		AFFIDAVITS: ---

10. SIZE OF EXISTING BUILDING WIDTH / LENGTH	TYPE	STORIES	EXT. WALL CONST.	ROOF CONST.
	V	1	WOOD	WOOD

11. SIZE OF SIGN	TOTAL COPY AREA	OVERALL HEIGHT →	FROM GRADE	FROM ROOF
4 x 8	64		18	9

12. MATERIAL OF SIGN CONSTRUCTION →	SUPPORTING FRAME	FRAME OF COPY	SURFACE OF SIGN
	STEEL		PLEX

HIGHWAY DED: yes

13. JOB ADDRESS: 2771 ROWENA AVENUE — DIST. OFFICE: LA

14. VALUATION TO INCLUDE ALL FIXED EQUIPMENT REQUIRED TO OPERATE AND USE PROPOSED SIGN: $ 1,900.00 — GRADING: yes

15. TYPE OF SIGN OR NEW WORK: ROOF SIGN ☐ SINGLE FACE ☒ DOUBLE FACE — CONS.: --

16. ILLUMINATION: ☐ NONE ☒ INTERNAL ☐ EXTERNAL — ☐ FLASHING ☐ REVOLVING ☐ OTHER: NONE — ZONED BY: Ravare

17. NO. OF SIGNS OR GAS TUBE SYSTEMS: 1 — NO. OF ADDITIONAL BRANCH CIRCUITS: 0 — NO OF CONTROL DEVICES: 0 — FREEWAY CLEARANCE: Stamp

CLEARANCES AND/OR APPROVALS REQUIRED	Yes	No
FREEWAY SURVEY	☐	☐
TRAFFIC DEPT.	☐	☐
BOARD	☐	☐

ELECTRICAL PERMIT FEES

SIGNS/G.T. SYSTEMS	11 00
ADDITIONAL CIRCUITS	—
CONTROL DEVICES	—
BLDG. PERMIT	18 40
ISSUING FEE	8 00
S.P.C.	—
E.P. TOTAL	37 40

PLANS CHECKED: [signature] — PLANS APPROVED — DATE — APPLICATION APPROVED — FILED WITH

CONT. INSP.	INSP. ACTIVITY E	INSPECTOR

P.C.	S.P.C.	E.P. TOTAL	G.F.	G.P.I.
15.64	—	37.40		

P.C. NO. — WORKER'S COMPENSATION INSURANCE CERTIFICATE: ON FILE ~~ON~~ ; EXEMPT — TYPIST: kls

PERMIT EXPIRES TWO YEARS AFTER FEE IS PAID OR 180 DAYS AFTER FEE IS PAID IF CONSTRUCTION IS NOT COMMENCED

CASHIER'S USE ONLY

AUG-31-78 18876 F •69423 U — 6 CK 15.61
AUG-31-78 18877 F •69423 U — 2 CK 37.40

LIMIT OF PERMIT

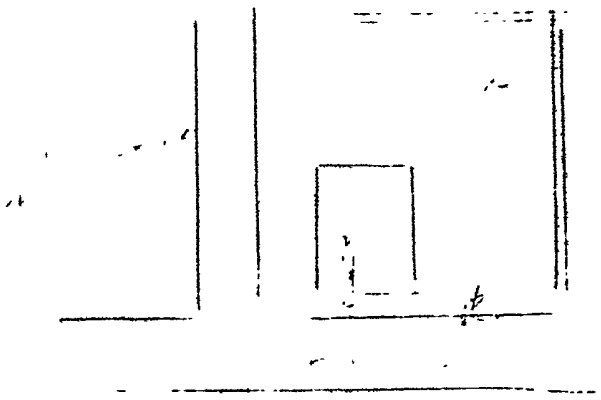
"This permit is an application for inspection, the issuance of which is not an approval or an authorization of the work specified herein. This permit does not authorize or permit, nor shall it be construed as authorizing or permitting the violation or failure to comply with any applicable law. Neither 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. 91.0202 L.A.M.C.)

Signed: Robert M Honda
(Owner or Agent having Property Owner's Consent)
ALSO, sign statement on reverse side, if applicable.

Signature/Date

Bureau of Engineering	ADDRESS APPROVED	Volpe 8/31/78
Conservation	APPROVED FOR ISSUE ☐ NO FILE ☐ FILE CLOSED ☐	
Traffic	APPROVED FOR ISSUE	
Municipal Arts	APPROVED FOR ISSUE-	
Planning	APPROVED UNDER CASE #	
Board of Building and Safety Commissioners File #		

LEGAL DESCRIPTION



2771 Rowena

Building Permits 2812 Rokeby Street

1* 031A

APPLICATION [redacted]STRUCT NEW BUILDING AND FOR CERTIFICATE OF OCCUPANCY

CITY OF LOS ANGELES — DEPT. OF BUILDING AND SAFETY

1. LEGAL LOT: Over 57	BLK.: 14	TRACT: Ivanhoe Tr.	DIST. MAP: 150-205
JOB ADDRESS: 2812 Rokeby St.		APPROVED: LB	ZONE: C-2
2. BETWEEN CROSS STREETS: Rowena Ave AND Waverly Dr.			FIRE DIST.: II-60
3. PURPOSE OF BUILDING: Dwelling & Garage			INSIDE 1 / KEY / COR. LOT / REV. COR.
4. OWNER: Ben & Angie Pacheco		PHONE: NO 47189	
5. OWNER'S ADDRESS: 2771 Rowena Ave		P.O. ZONE: L.A.	LOT SIZE: IRREG.
6. CERT. ARCH.		STATE LICENSE PHONE	
7. LIC. ENGR.		STATE LICENSE PHONE	REAR ALLEY / SIDE ALLEY
8. CONTRACTOR: James A Wilson		STATE LICENSE: 110355 PHONE: CR 54509	BLDG. LINE
9. CONTRACTOR'S ADDRESS: 2121½ Sunset Blvd.		P.O. ZONE: Hollywood	AFFIDAVITS

PUBLIC SEWER AVAILABLE

10. SIZE OF NEW BLDG.	STORIES	HEIGHT	NO. OF EXISTING BUILDINGS ON LOT AND USE	BLDG. AREA
32 x 41'	6" 1	14'4"	none	

11. MATERIAL EXT. WALLS: [X] WOOD [X] STUCCO [ ] METAL [ ] BRICK [ ] CONC. BLOCK [ ] CONCRETE
ROOF CONST.: [X] WOOD [ ] CONC. [ ] STEEL [ ] OTHER
ROOFING | SPRINKLERS REQ'D. SPECIFIED

1 2812 Rokeby St. — DISTRICT OFFICE: L.A.

VALIDATION: LA71414

TYPE	GROUP	MAX. OCC.
V	R-1	—

C. OF O. ISSUED

INSPECTOR

CASHIER'S USE ONLY

MAY--8-57	26591	C — 2 CK	25.00
JUN-13-57	34368	C — 1 CK	42.00

P.C.	S.P.C.	B.P.	U.F.	O.S.	C/O
~~$25.00~~		42			

12. VALUATION: TO INCLUDE ALL FIXED EQUIPMENT REQUIRED TO OPERATE AND USE PROPOSED BUILDING. $12000 1300

DWELL. UNITS

VALUATION APPROVED

PARKING SPACES

APPLICATION CHECKED

GUEST ROOMS

PLANS CHECKED

FILE WITH

CORRECTIONS VERIFIED

CONT. INSP.

LA APPROVED

APPLICATION APPROVED

Grading

Crit Soil

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.

NO GRADING Permit

Robert E. Wilson
SIGNED

This Form When Properly Validated is a Permit to Do the Work Described.

Approved for driveways 5/7/57

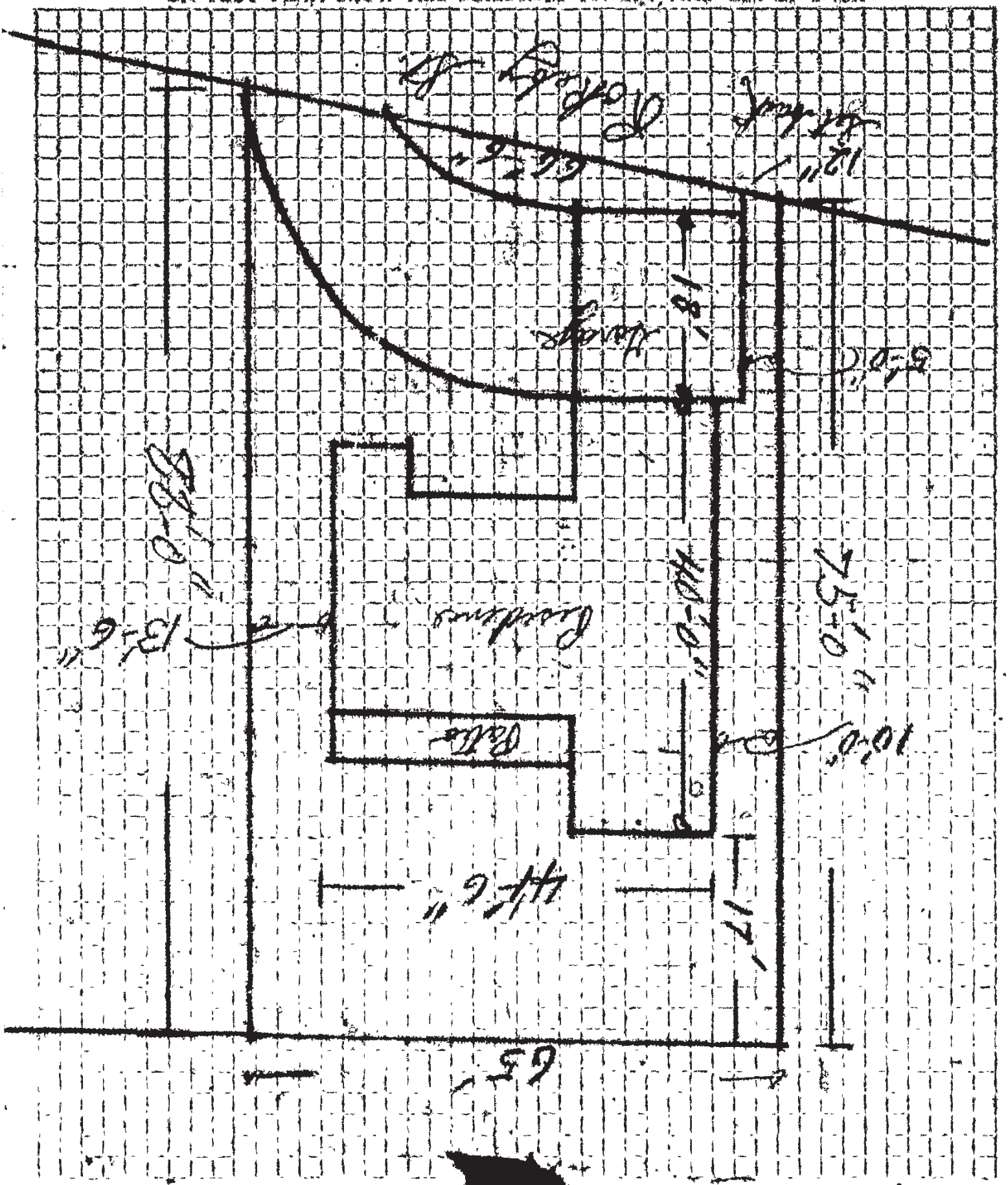
Form B-1 M-8180 INSTRUCTIONS: 1. Applicant to Complete Numbered Items Only. 2. Plot Plan Required on Back of Original.

ILLEGAL DISCONNECTION

Occupancy will not be permitted until approved private sewage disposal facilities or sewer connection authorized by the Board of Public Works is ready for use.

Robt. E. Wilkins

ON PLOT PLAN SHOW ALL BUILDINGS ON LOT AND USE OF EACH



Form B-95a

CITY OF LOS ANGELES

Certificate of Occupancy

NOTE: Any change of use or occupancy must be approved by the Department of Building and Safety.

Issued: February 28, 1958

Address of Building: 2812 Rokeby St.

Permit No. and Year: LA 74444-1957

This certifies that, so far as ascertained by or made known to the undersigned, the building at 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 Act,—for following occupancies:

1 Story, Type V, Dwelling and
Attached Garage, R Occupancy

G. E. MORRIS,
Superintendent of Building

By A. E. HEWITT ah

Attachment D: Historic Aerials and Sanborn Insurance Maps

Historic Aerials



Aerial Photo 1923



Aerial Photo 1928



Aerial Photo 1938



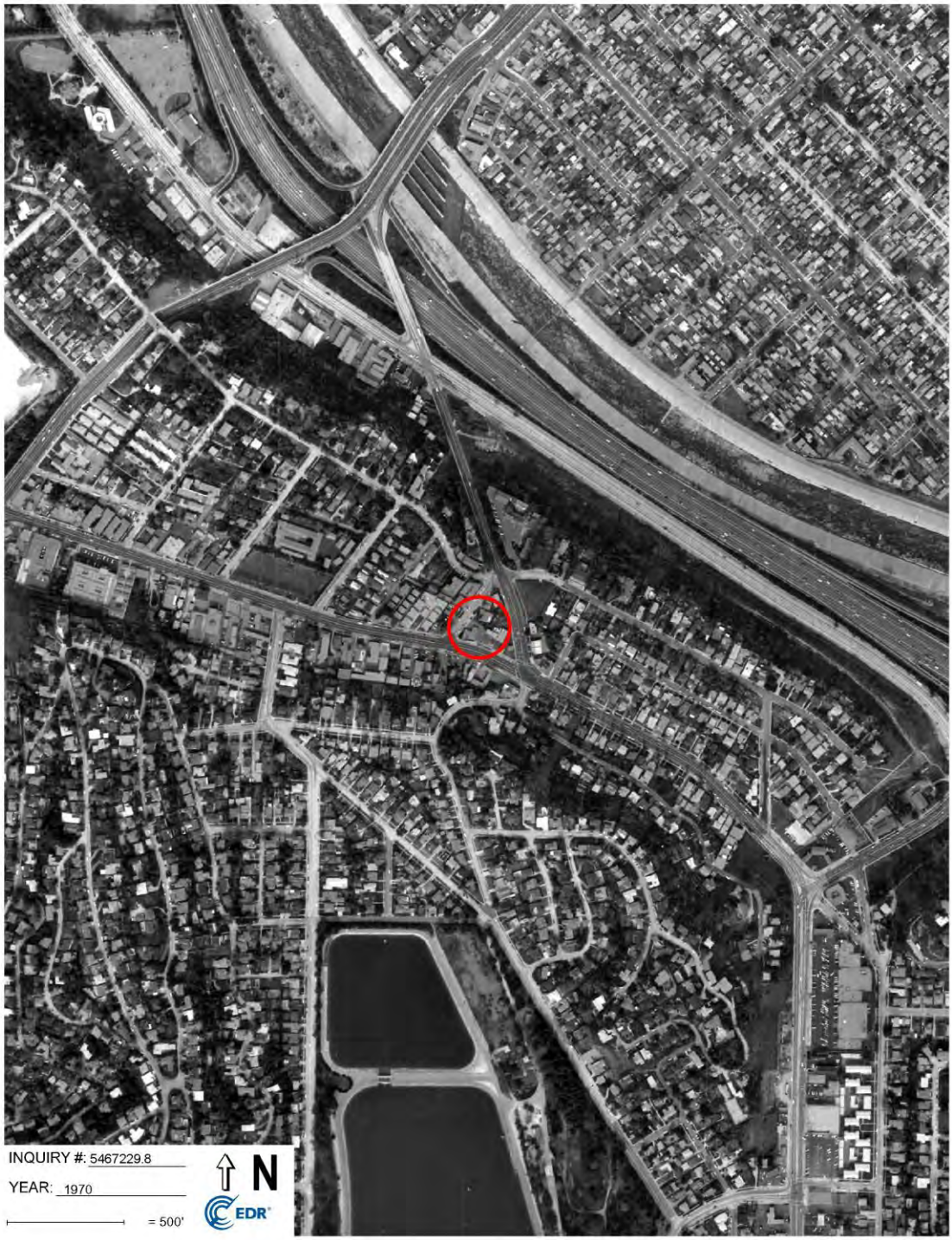
Aerial Photo 1948



Aerial Photo 1952



Aerial Photo 1964



Aerial Photo 1970



Aerial Photo 1977



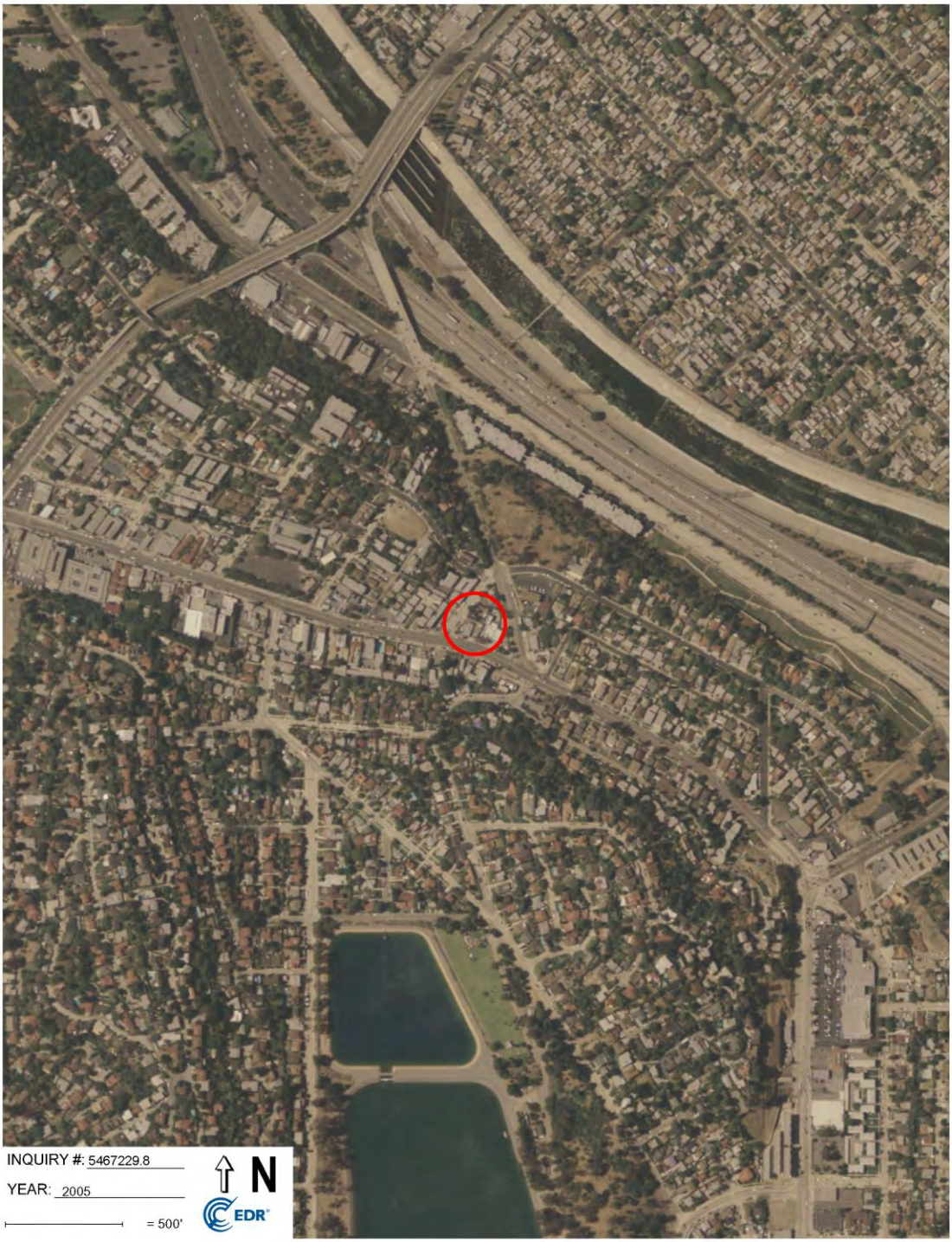
Aerial Photo 1983



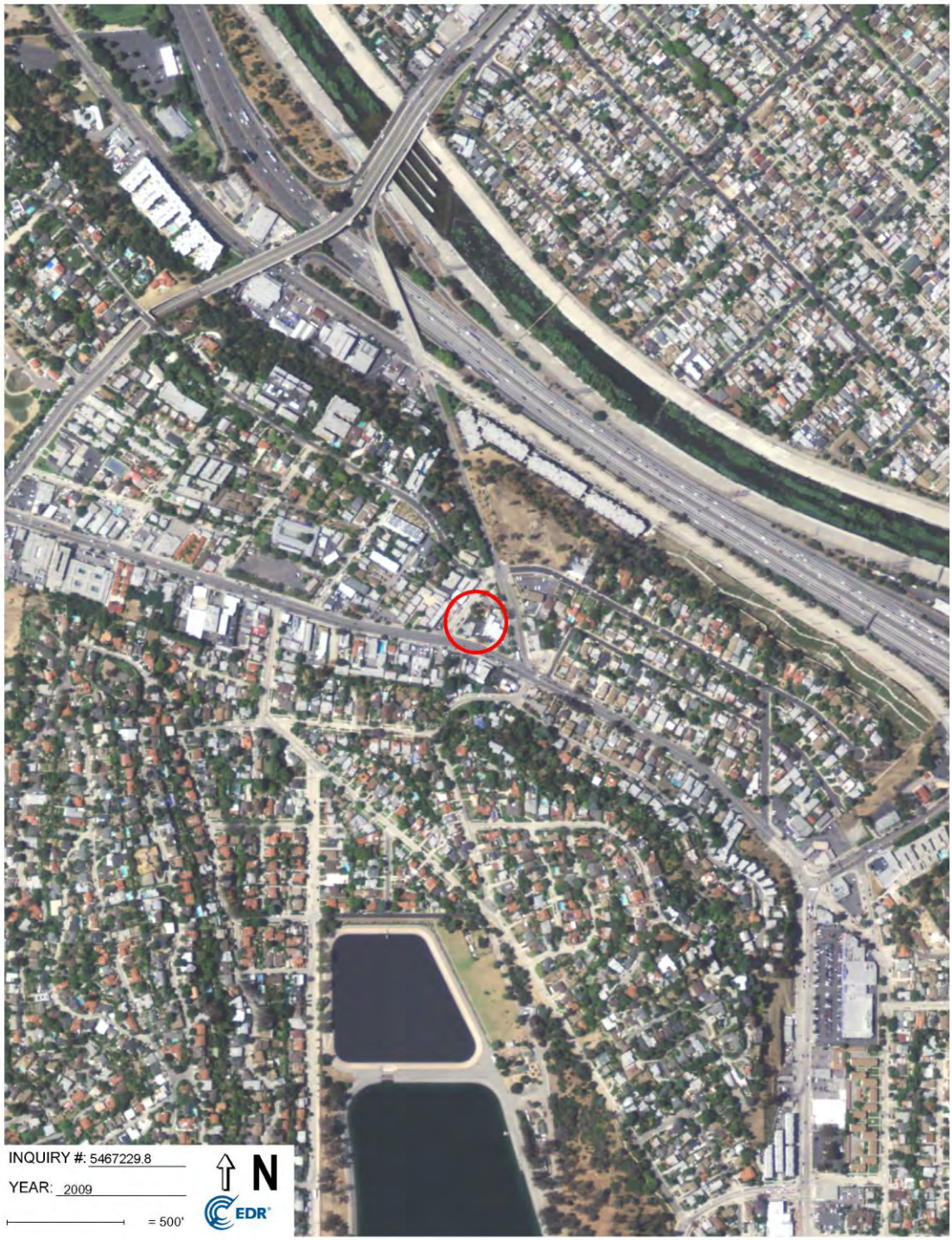
Aerial Photo 1989



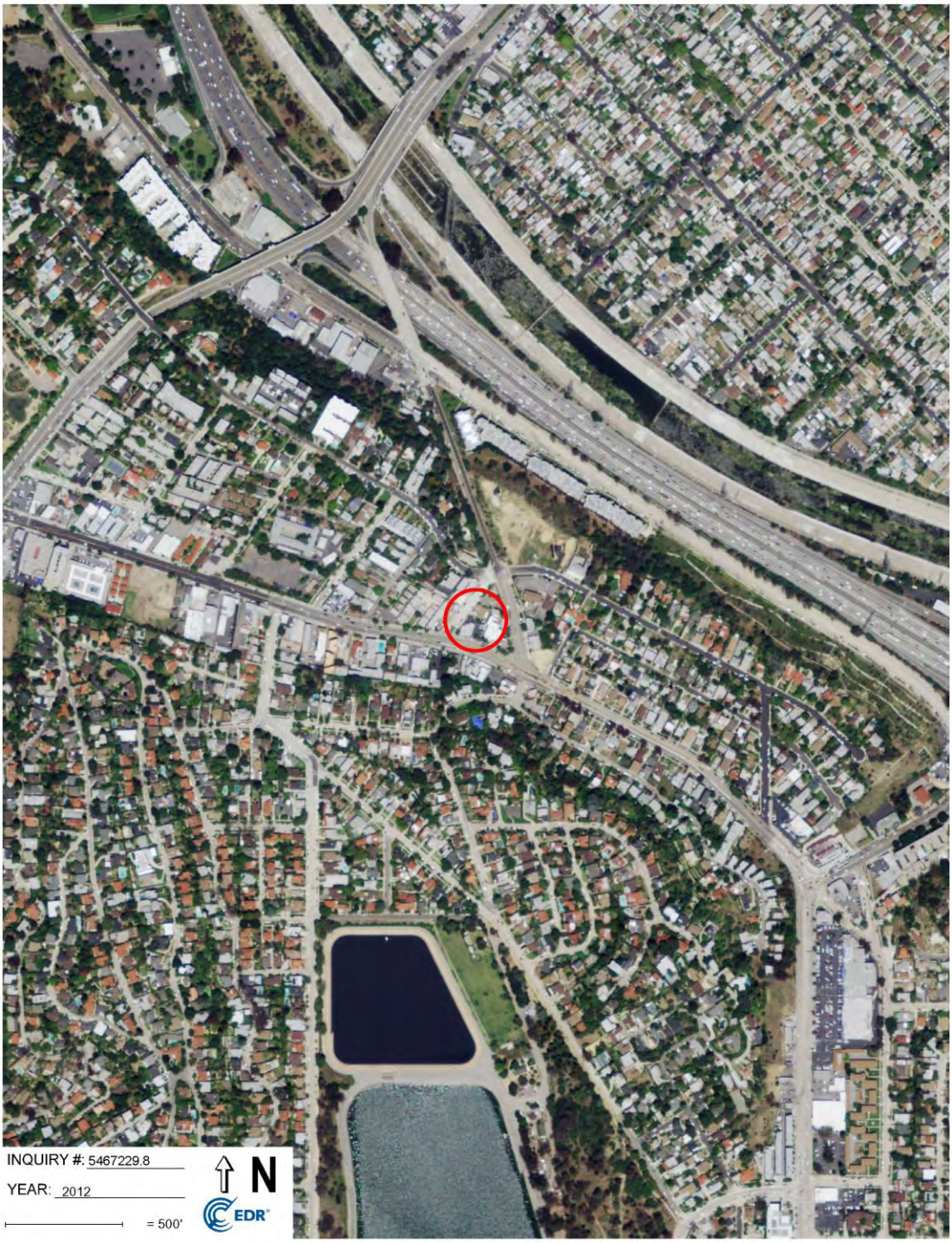
Aerial Photo 1994



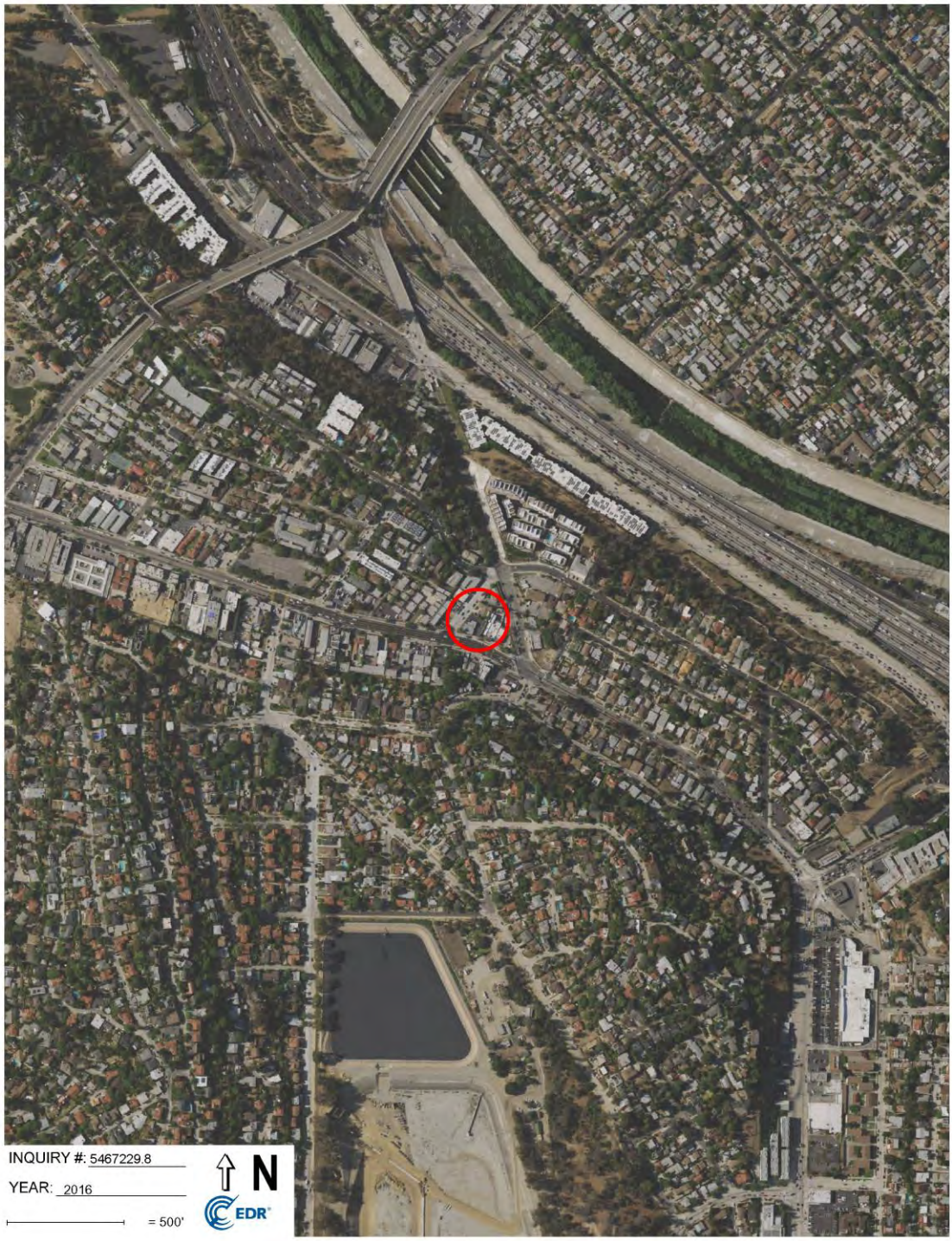
Aerial Photo 2005



Aerial Photo 2009

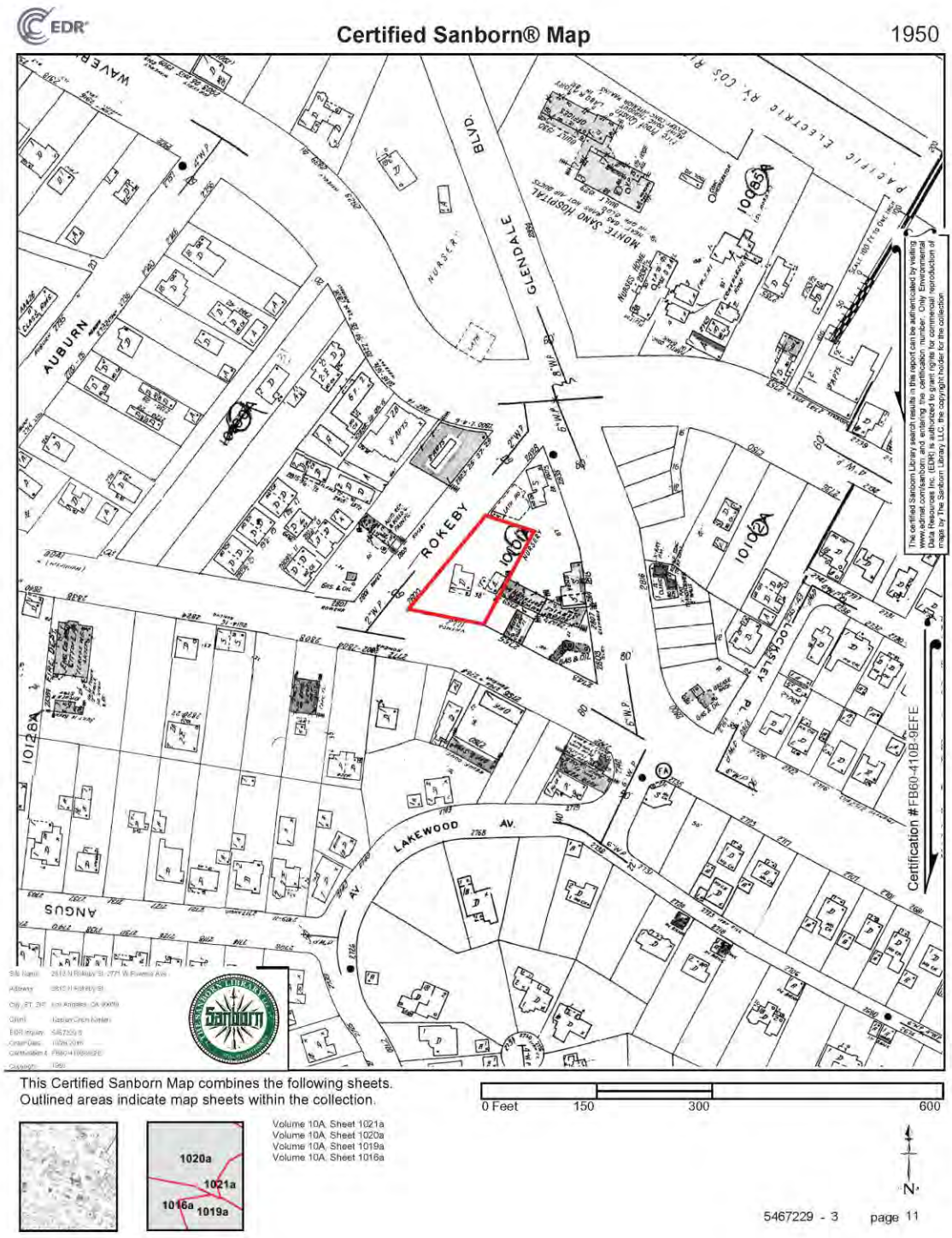


Aerial Photo 2012

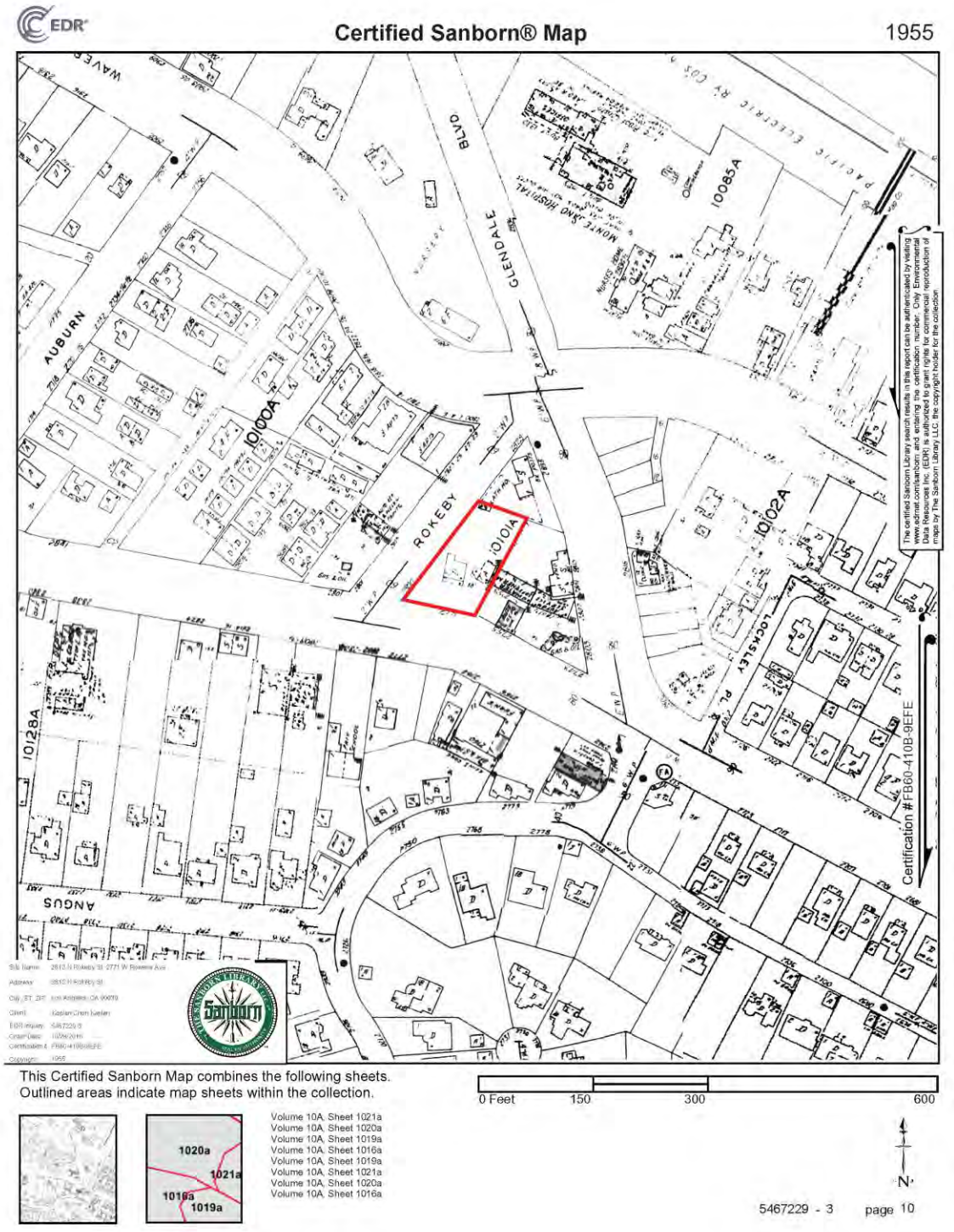


Aerial Photo 2016

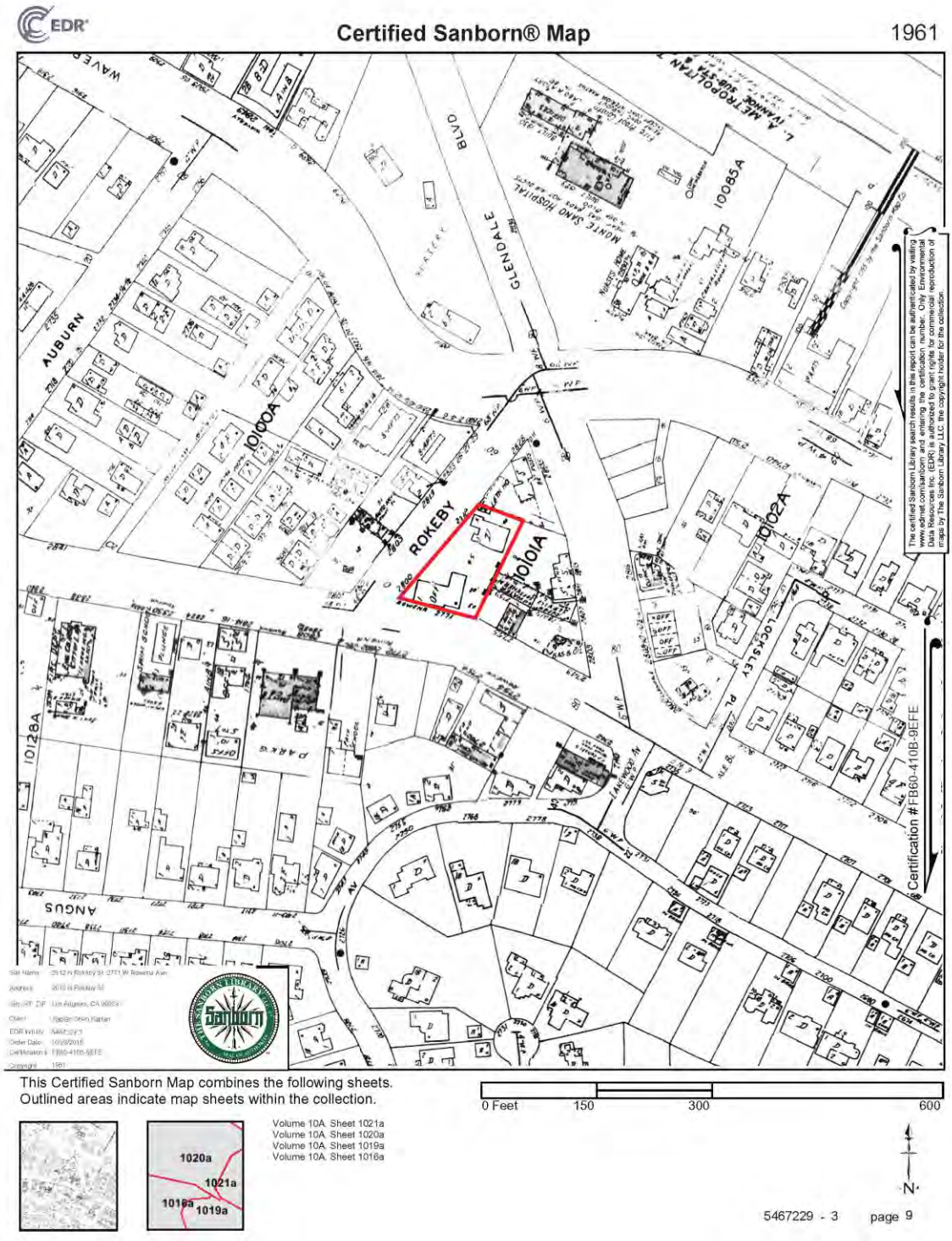
Sanborn Insurance Maps



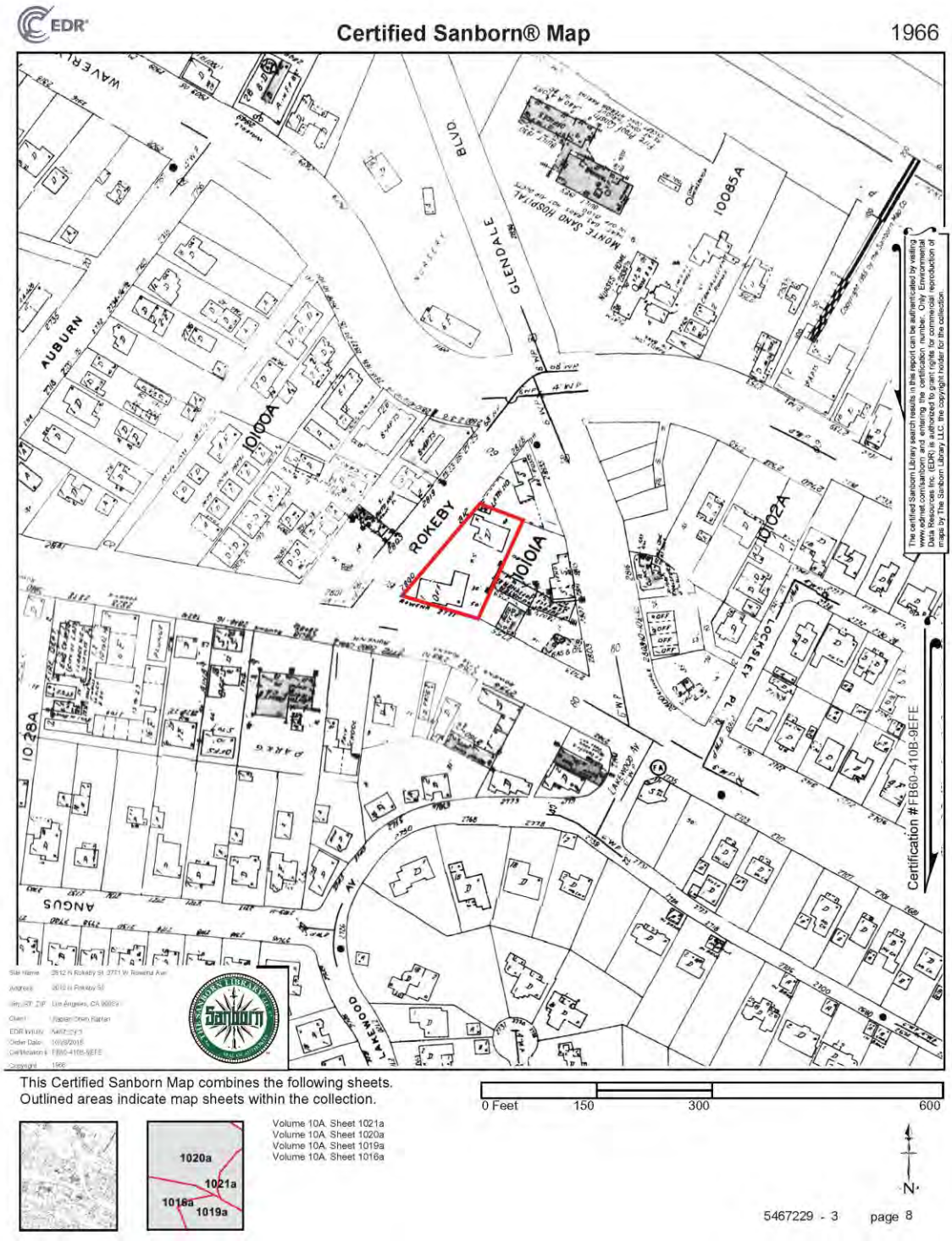
1950 Sanborn Map



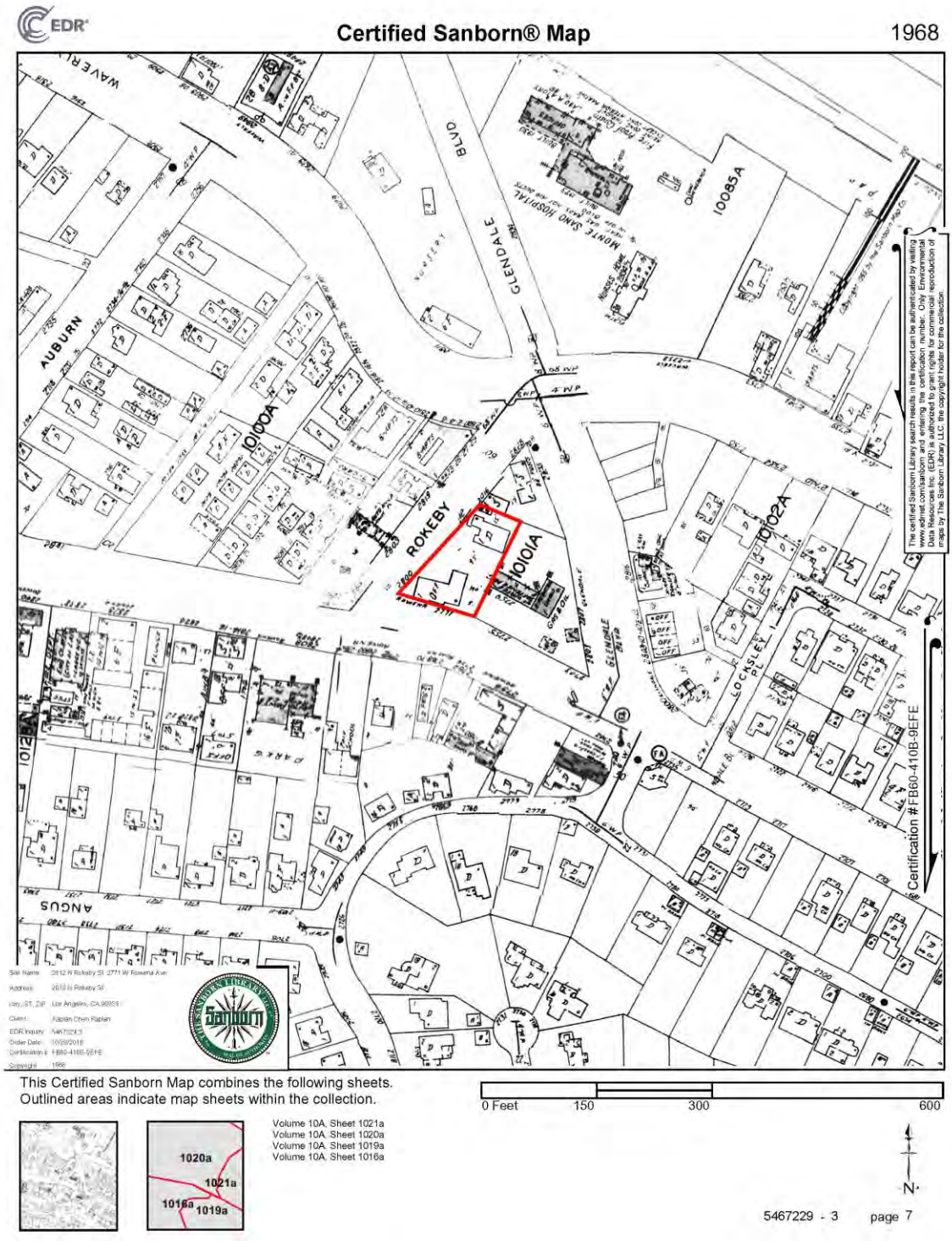
1955 Sanborn Map



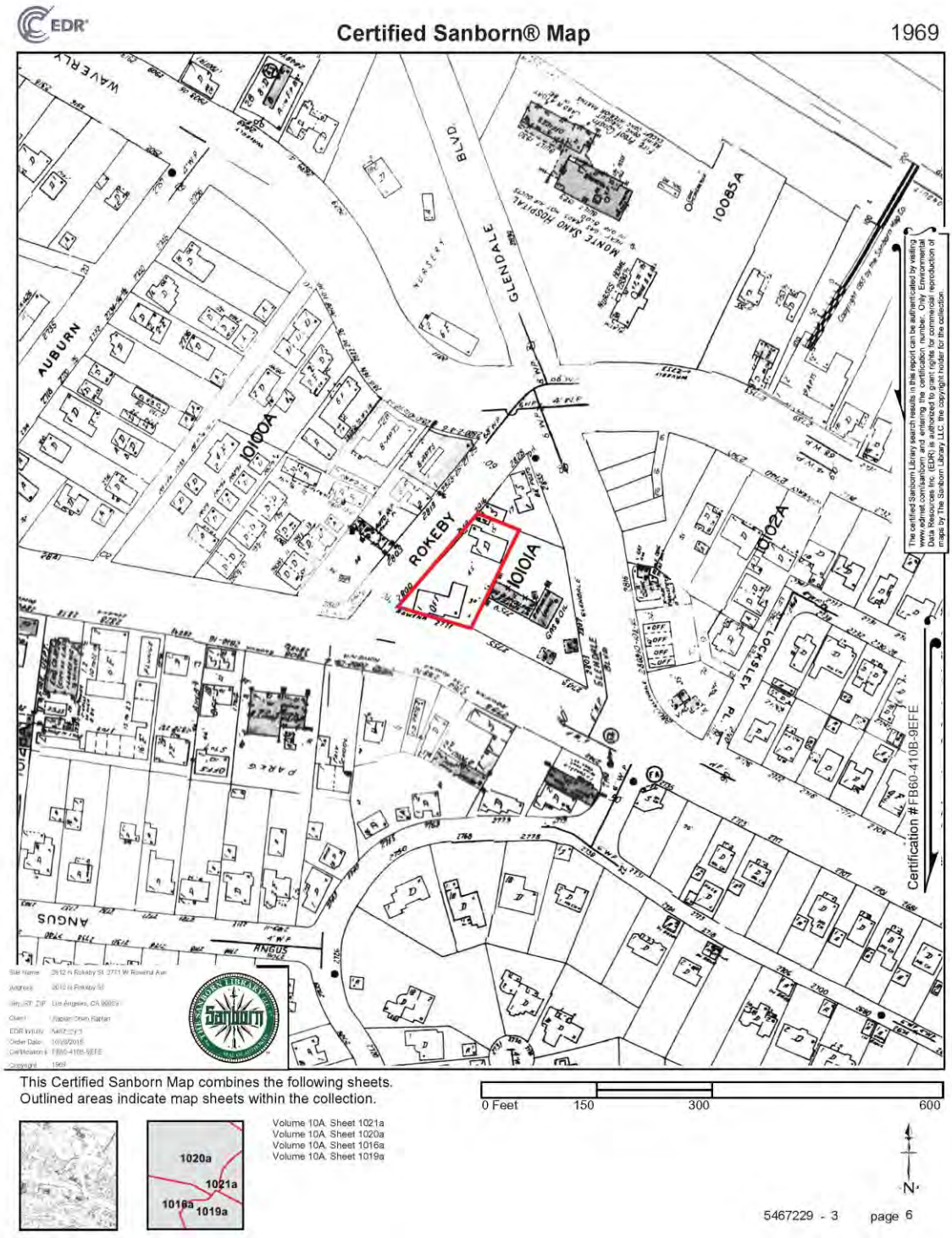
1961 Sanborn Map



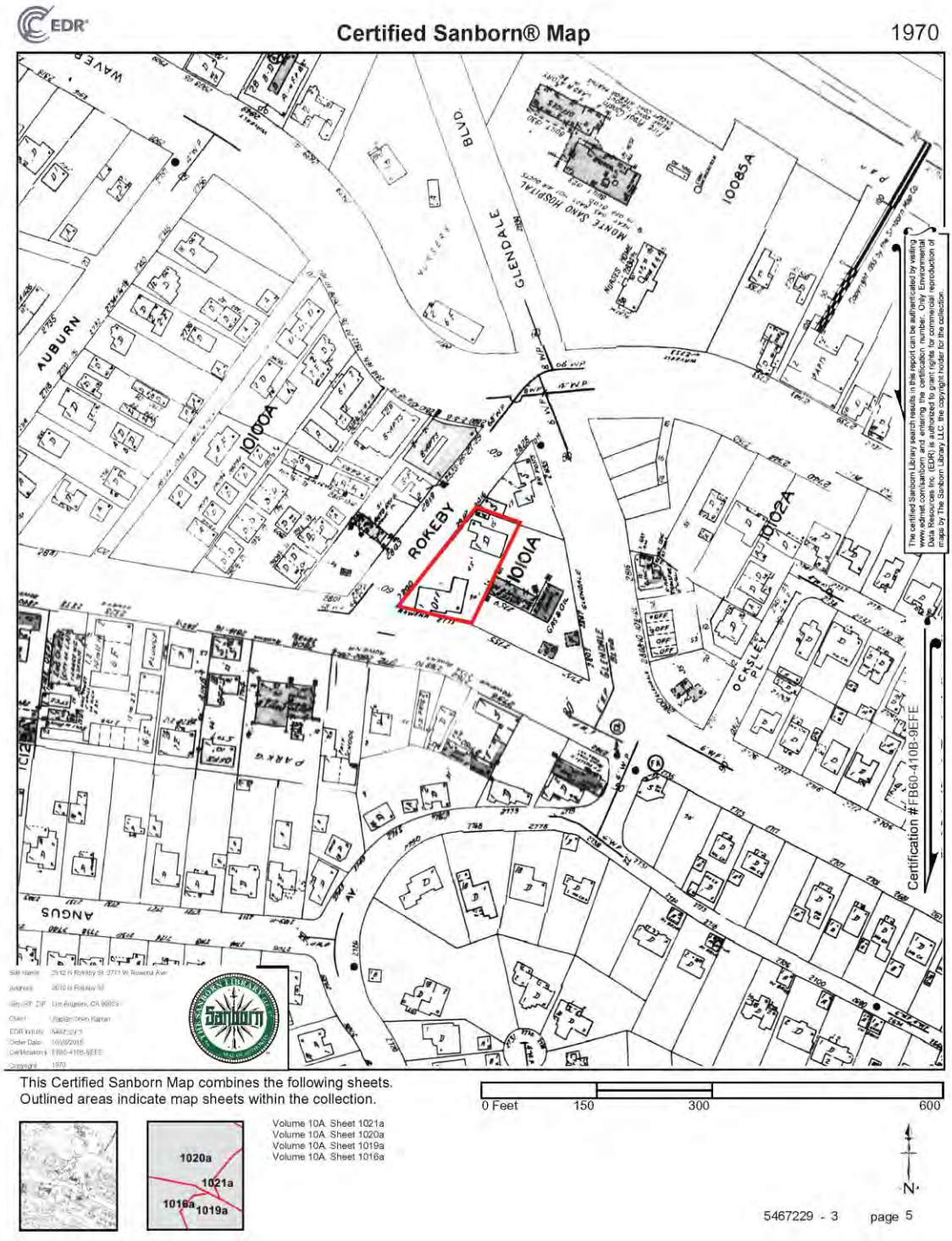
1966 Sanborn Map



1968 Sanborn Map



1969 Sanborn Map



1970 Sanborn Map

ATTACHMENT E: SCCIC Report

W.H. Bonner Associates
Archaeofaunal Studies
Archaeological Surveys
Historical & Genealogical Research
RPA Register of Professional Archaeologists
15619 Ogram Avenu
Gardena, CA 90249-44
(310) 675-27
E-mail: whbonner@aol.cor

February 22, 2019

David Kaplan
KCK Architects
2526 18th Street
Santa Monica, CA 90405

Subject: Historic Records Search Results for 2771-2775 Rowena Avenue (also 2812 Rokeby Street), Los Angeles, Los Angeles County, CA

Dear Mr. Kaplan:

At your request, W. H. Bonner Associates has conducted a historic records search for your project located at 2771-2775 Rowena Avenue (also 2812 Rokeby Street), Los Angeles, California 90039. The records search was conducted on February 21, 2019, at the South Central Coastal Information Center (SCCIC), California State University, Fullerton.

To identify any historic properties, the rolls of the National Register of Historic Places (NRHP), California Historical Landmarks (CHL), and California Points of Historical Interest (CPHI) were examined. The California State Historic Resources Inventory (HRI), Historic Preservation Overlay Zones (HPOZ), and the Los Angeles City Historic-Cultural Monuments List (LACHCM) were also reviewed to determine local resources previously evaluated for their historic significance. Built dates were determined from the website of the Los Angeles County Tax Assessor.

Record Search Results

2771-2775 Rowena Avenue (also 2812 Rokeby Street), Los Angeles, CA 90039
APN 5073-008-014

- Commercial/Industrial Property
- First improvement built year 1957/effective built year 1957
- Second improvement built 1961/effective built date 1961
- Directory of Properties in the Historic Property Data File – Not Listed
- Los Angeles City Historic-Cultural Monuments List (LACHCM) – Not listed
- National Register of Historic Places (NRHP) – Not listed
- California Points of Historic Interest (CPHI) – Not listed
- California Historic Landmarks (CHL) – Not listed
- Historic Preservation Overlay Zone (HPOZ) – Not Listed

Please Note: Due to processing delays and other factors, not all of the historical resource reports and resource records that have been submitted to the Office of Historic Preservation are available via this records search. Additional information may be available through the federal, state, and local agencies that produced or paid for historical resource management work in the search area. Additionally, Native American tribes have historical resource information not in the CHRIS Inventory, and you should contact the California Native American Heritage Commission for information on local/regional tribal contacts.

We appreciate this opportunity to assist you on your project. If we can be of any further assistance, or if you have any questions concerning this letter, please do not hesitate to contact our office at (310) 675-2745 or via e-mail, whbonner@aol.com.

Sincerely,



Wayne H. Bonner, M.A.
RPA Certified Archaeologist #10085

PROPERTY-NUMBER	PRIMARY-#	STREET.ADDRESS.....	NAMES.....	CITY.NAME.....	OWN	YR-C	OHP-PROG..	PRG-REFERENCE-NUMBER	STAT-DAT	NRS
							PROJ.REVW.	HUD010201B	01/31/01	6Y
095701	19-175106	1650 ROCKWOOD ST		LOS ANGELES	P	1914	HIST.RES.	DOE-19-95-0184-0000	05/03/95	2S2
							PROJ.REVW.	HUD940830A	05/03/95	2S2
095703	19-175108	1656 ROCKWOOD ST		LOS ANGELES	P	1904	HIST.RES.	DOE-19-95-0186-0000	05/03/95	6Y
							PROJ.REVW.	HUD940830A	05/03/95	6Y
095702	19-175107	1660 ROCKWOOD ST		LOS ANGELES	P	1888	HIST.RES.	DOE-19-95-0185-0000	05/03/95	2S2
							PROJ.REVW.	HUD940830A	05/03/95	2S2
116368		1912 RODEO RD		LOS ANGELES	P	1913	HIST.RES.	DOE-19-96-0280-0000	08/27/96	6U
							PROJ.REVW.	HUD970203Z	08/27/96	6U
079162	19-174405	5300 RODEO RD	BALDWIN HILLS VILLAGE/THE VILLAGE	LOS ANGELES	P	1941	HIST.SURV.	NHL-93000269-9999	04/01/93	1S
							NAT.REG.	19-0081	04/01/93	1S
083792	19-174586	3941 ROGERS ST		LOS ANGELES	U	1939	PROJ.REVW.	HUD910630E	08/24/93	6Y
127556		1235 ROLAND CURTIS PL		LOS ANGELES		1905	HIST.RES.	DOE-19-01-0105-0000	01/31/01	6Y
							PROJ.REVW.	HUD010201B	01/31/01	6Y
125991		1276 ROLAND CURTIS PL		LOS ANGELES	Y	1910	HIST.RES.	DOE-19-00-0196-0000	02/01/00	6U
							PROJ.REVW.	HUD001017Z	02/01/00	6U
081611	19-174470	1556 ROLLINS DR		LOS ANGELES	U	1926	PROJ.REVW.	HUD871027C	08/29/89	6Y
024702	19-170723 19-155238	834 ROME DR		LOS ANGELES	P	1906	HIST.SURV.	0053-2170-0000		5S2
024703	19-170724 19-155239	890 ROME DR		LOS ANGELES	P	1941	HIST.SURV.	0053-2171-0000		7R
024704	19-170725 19-156031	932 ROME DR		LOS ANGELES	P	1947	HIST.SURV.	0053-2172-0000		7R
024765	19-170785 19-155212	2054 ROME DR		LOS ANGELES	P	1908	HIST.SURV.	0053-2234-0000		7N
024844	19-170864 19-155995	631 ROMULO ST		LOS ANGELES	P	1912	HIST.SURV.	0053-2313-0000		7N
153500		1659 ROOSEVELT AVE		LOS ANGELES			HIST.RES.	DOE-19-02-1201-0189	08/29/02	2D2
153313		1662 ROOSEVELT AVE		LOS ANGELES			HIST.RES.	DOE-19-02-1201-0033	08/29/02	6U
153501		1663 ROOSEVELT AVE		LOS ANGELES			HIST.RES.	DOE-19-02-1201-0190	08/29/02	2D2
153502		1666 ROOSEVELT AVE		LOS ANGELES			HIST.RES.	DOE-19-02-1201-0191	08/29/02	2D2
153503		1669 ROOSEVELT AVE		LOS ANGELES			HIST.RES.	DOE-19-02-1201-0192	08/29/02	2D2
153504		1670 ROOSEVELT AVE		LOS ANGELES			HIST.RES.	DOE-19-02-1201-0193	08/29/02	2D2
153505		1673 ROOSEVELT AVE		LOS ANGELES			HIST.RES.	DOE-19-02-1201-0194	08/29/02	2D2
153506		1674 ROOSEVELT AVE		LOS ANGELES			HIST.RES.	DOE-19-02-1201-0195	08/29/02	2D2
153314		1677 ROOSEVELT AVE		LOS ANGELES			HIST.RES.	DOE-19-02-1201-0034	08/11/99	6U
153315		1678 ROOSEVELT AVE		LOS ANGELES			HIST.RES.	DOE-19-02-1201-0035	08/29/02	6U
153507		1681 ROOSEVELT AVE		LOS ANGELES			HIST.RES.	DOE-19-02-1201-0196	08/29/02	2D2
153508		1684 ROOSEVELT AVE		LOS ANGELES			HIST.RES.	DOE-19-02-1201-0197	08/29/02	2D2
153509		1704 ROOSEVELT AVE		LOS ANGELES			HIST.RES.	DOE-19-02-1201-0198	08/29/02	2D2
153510		1707 ROOSEVELT AVE		LOS ANGELES			HIST.RES.	DOE-19-02-1201-0199	08/29/02	2D2
153511		1708 ROOSEVELT AVE		LOS ANGELES			HIST.RES.	DOE-19-02-1201-0200	08/29/02	2D2
153316		1709 ROOSEVELT AVE		LOS ANGELES			HIST.RES.	DOE-19-02-1201-0036	08/29/02	6U
153512		1714 ROOSEVELT AVE		LOS ANGELES			HIST.RES.	DOE-19-02-1201-0201	08/29/02	2D2
153513		1715 ROOSEVELT AVE		LOS ANGELES			HIST.RES.	DOE-19-02-1201-0202	08/29/02	2D2
153514		1716 ROOSEVELT AVE		LOS ANGELES			HIST.RES.	DOE-19-02-1201-0203	08/29/02	2D2
153516		1719 ROOSEVELT AVE		LOS ANGELES			HIST.RES.	DOE-19-02-1201-0204	08/29/02	2D2
153517		1721 ROOSEVELT AVE		LOS ANGELES			HIST.RES.	DOE-19-02-1201-0205	08/29/02	2D2
153518		1722 ROOSEVELT AVE		LOS ANGELES			HIST.RES.	DOE-19-02-1201-0206	08/29/02	2D2
153519		1728 ROOSEVELT AVE		LOS ANGELES			HIST.RES.	DOE-19-02-1201-0207	08/29/02	2D2
153520		1729 ROOSEVELT AVE		LOS ANGELES			HIST.RES.	DOE-19-02-1201-0208	08/29/02	2D2
153521		1731 ROOSEVELT AVE		LOS ANGELES			HIST.RES.	DOE-19-02-1201-0209	08/29/02	2D2
153522		1732 ROOSEVELT AVE		LOS ANGELES			HIST.RES.	DOE-19-02-1201-0210	08/29/02	2D2
153317		1738 ROOSEVELT AVE		LOS ANGELES			HIST.RES.	DOE-19-02-1201-0037	08/29/02	6U
153523		1739 ROOSEVELT AVE		LOS ANGELES			HIST.RES.	DOE-19-02-1201-0211	08/29/02	2D2
153524		1744 ROOSEVELT AVE		LOS ANGELES			HIST.RES.	DOE-19-02-1201-0212	08/29/02	2D2

ATTACHMENT F: DPR Records

State of California The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6Z
Other Listings Review Code Reviewer Date

Page 1 **of** 1 ***Resource Name or #:** (Assigned by recorder) 2771-75 Rowena Avenue, Los Angeles, CA
P1. Other Identifier:

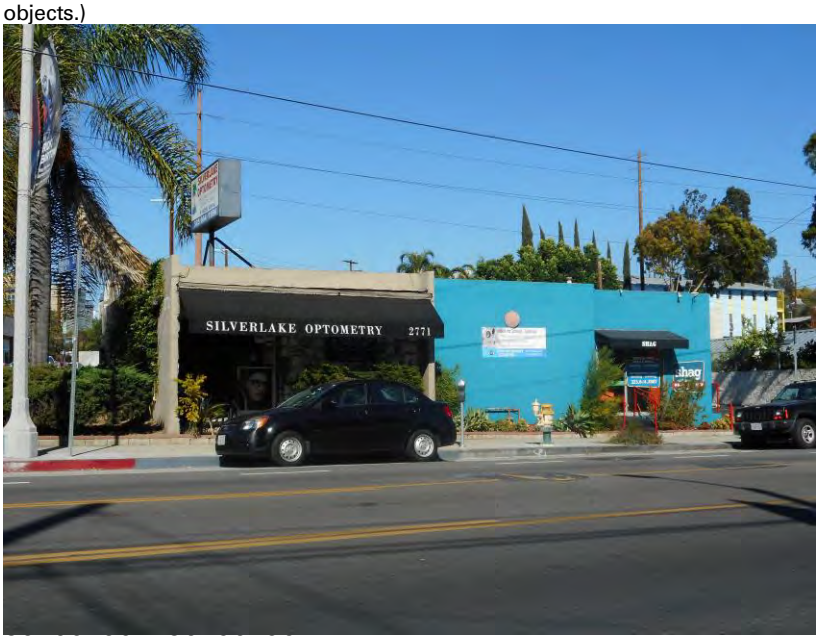
***P2. Location:** Not for Publication Unrestricted

- ***a. County** Los Angeles **and** (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)
- ***b. USGS 7.5' QuadDateT; R; of of Sec; B.M.**
- c. Address City 2771-2775 Rowena Avenue, Los Angeles Zip 90039
- d. UTM: (Give more than one for large and/or linear resources) Zone, mE/ mN
- e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, decimal degrees, etc., as appropriate)
  APN: 5434-031-005

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The parcel is irregular due to the angle of Rowena Avenue. The building was constructed at the front corner of the parcel with the front office modules facing Rowena Avenue. There are three front modules that are staggered, stepping back slightly along Rowena Avenue. Due to the configuration of the parcel, the office/store module closest to Rokeby is the shortest, with the other two modules to the east, extending farther into the parcel. The one-story building is stucco clad with a flat roof. A large sign is mounted on the roof near the corner of Rowena Avenue and Rokeby Street. The western storefront module is enframed and slightly recessed. It is clad with flagstone. There are several steps leading to the entrance door at the west end of the module. This module supports medical offices and there is no display window. There is a plaque with the business name mounted on the front elevation to the east of the entry door. The middle module is a blank wall with no fenestration. The east storefront module has several steps leading to the entrance door; directly adjacent to the door is a small window with signage. While the westernmost module is clad in flagstone, the exterior of the other modules is plain stucco with no architectural details. There are no windows along the west elevation which faces Rokeby Street.

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)



***P3b. Resource Attributes:** (List attributes and codes) HP6

***P4. Resources Present:** X Building Structure Object Site District Element of District Other (Isolates, etc.)

P5b. Description of Photo: (view, date, accession #) December 2018

***P6. Date Constructed/Age and Source:** X Historic Prehistori Both
1961

***P7. Owner and Address:**

***P8. Recorded by:** (Name, affiliation, and address) Pam O'Connor, Kaplan Chen Kaplan, 2526 18th St., Santa Monica, CA 90405

***P9. Date Recorded:** 2/2019 **Survey Type:** (Describe) Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")

Historic Resources Survey 2812 Rokeby St. & 2771-75 Rowena Ave. Kaplan Chen Kaplan 3/2019

***Attachments:** NONE Location Map Continuation Sheet Building, Structure, and Object Record
Archaeological Record District Record Linear Feature Record Milling Station Record Rock Art Record
Artifact Record Photograph Record Other (List):

State of California The Resources Agency Primary # **DEPARTMENT OF PARKS AND RECREATION** HRI#

BUILDING, STRUCTURE, AND OBJECT RECORD

1***Resource Name or #** (Assigned by recorder) 2771-2775 Rowena Avenue. ***NRHP Status Code**
Page2**of**2

B1Historic Name: B2. Common Name: B3. Original Use: Commercial Office Building
B4. Present Use: Commercial Office Building and Hair Salon
***B5. Architectural Style:** Commercial vernacular
***B6. Construction History:** (Construction date, alterations, and date of alterations)

The commercial building at 2771-2775 Rowena Avenue was constructed in 1960 as an office building for property owner Ben Pachecho. While the name of an architect, Guy W. Gardner, was typed on the permit for the new building, it was later crossed out. The contractor for the office building was the Custer Construction Company. In 1999 one of the office modules (the easternmost) was changed from office use to a beauty shop.

***B7. Moved?** No **Date:** 1960 **Original Location:**
***B8. Related Features:**
B9a. Architect: None b. Builder: Custer Construction Company
***B10. Significance: Theme** Architecture and Engineering **Area:** Los Angeles
Period of Significance: 1880-1950 **Property Type** Commercial Arterial Development **Applicable Criteria** None
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The commercial vernacular building is not representative of any architectural style. It was constructed after the period of significance for Commercial Arterial Development buildings. According to City Directories the westernmost office has housed optometrists since the 1980s including Michel Kahwaji. Also located in the building in the 1980s to recent years included Christine Terada, OD, and Reynaldo Castillo, MD. In 1999 the easternmost module was converted from offices to a beauty shop and has continued as a hair salon under various names since then.

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:** Historic Evaluation Report for 2812 Rokeby Street and 2771-75 Rowena Avenue, Kaplan Chen Kaplan 3/2019.

B13. Remarks:

***B14. Evaluator:** Pam O'Connor, Kaplan Chen Kaplan
***Date of Evaluation:** 2/2019

(This space reserved for official comments.)



State of California The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6Z

Other Listings | Review Code | Reviewer | Date

Page 1 **of** 1 ***Resource Name or #:** (Assigned by recorder) 2812 Rokeby Street, Los Angeles, CA
P1. Other Identifier:

***P2. Location:** Not for Publication Unrestricted

- ***a. County** Los Angeles **and** (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)
- ***b. USGS 7.5' QuadDateT; R; of of Sec; B.M.**
- c. Address City 2812 Rokeby Street, Los Angeles Zip 90039
- d. UTM: (Give more than one for large and/or linear resources) Zone, mE/ mN
- e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, decimal degrees, etc., as appropriate)
  APN: 5434-031-005

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The building has features of a Traditional Custom Ranch style of the Cinderella variation. However, it is squeezed onto the parcel and rather than exhibiting the elongated footprint of a typical ranch style building. The building has compact massing and footprint. In plan view the building is generally "T" shaped in plan. As seen from the street the building appears basically "L" shaped with a cross gable projecting wing at both ends of the "L." the longer leg of the "L" runs north-south and functions as the residence; the short leg runs east-west and functions as the garage with a plain garage door on the south elevation of the short leg. The area in front of the building is paved and serves as the parking area. The building is one-story and clad with stucco with vertical wood strips applied. On both of the cross-gable wings that face the street, the gable fronts have eaves of scalloped bargeboard and each has a double window with shutters; the area below each window has horizontal siding. The cross gables that face the interior of the parcel are not as steep and have boxed eaves. Where the legs of the "L" meet there is a small recessed entry area with a scalloped canopy. A window with an awning is located next to the entry on the long leg of the "L."

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)



***P3b. Resource Attributes:** (List attributes and codes) HP2

***P4.Resources Present:** X Building Structure Object Site District Element of District Other (Isolates, etc.)

P5b. Description of Photo: (view, date, accession #) December 2018

***P6. Date Constructed/Age and Source:** X Historic Prehistoric Both
1957

***P7. Owner and Address:**

***P8. Recorded by:** (Name, affiliation, and address) Pam O'Connor, Kaplan Chen Kaplan, 2526 18th St., Santa Monica, CA 90405

***P9. Date Recorded:** 2/2019 **Survey Type:** (Describe) Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")

Historic Resources Survey 2812 Rokeby St. & 2771-75 Rowena Ave. Kaplan Chen Kaplan 3/2019

***Attachments:** NONE Location Map Continuation Sheet Building, Structure, and Object Record
Archaeological Record District Record Linear Feature Record Milling Station Record Rock Art Record
Artifact Record Photograph Record Other (List):

State of California The Resources Agency Primary # **DEPARTMENT OF PARKS AND RECREATION** HRI#

BUILDING, STRUCTURE, AND OBJECT RECORD

1***Resource Name or #** (Assigned by recorder) 2812 Rokeby Street ***NRHP Status Code**
Page2**of**2

B1Historic Name: B2. Common Name: B3. Original Use: Single-Family Dwelling
B4. Present Use: Single-Family Dwelling
***B5. Architectural Style:** Traditional Custom Ranch House—Cinderella substyle
***B6. Construction History:** (Construction date, alterations, and date of alterations)

The residential building at 2812 Rokeby Street was constructed in 1957. The one-story building was sited at the rear of the parcel, the narrowest section of the parcel; an existing dwelling was located at the front of the parcel.

***B7. Moved?** No **Date:** 1957 **Original Location:**
***B8. Related Features:**
B9a. Architect: None b. Builder: James Wilson
***B10. Significance: Theme** Architecture and Engineering **Area:** Los Angeles
Period of Significance: 1930-1975 **Property Type** Ranch House **Applicable Criteria** None (Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The building is not an excellent example of the Traditional Custom Ranch House. As it was squeezed onto the rear of the irregularly shaped parcel, the building massing is compact; the massing of the Ranch House style is elongated. The original owners of this building, Ben and Angie Pacheco, resided at 2812 Rokeby Street from its construction in 1957 into at least the 1970s. No biographical information was identified about the family and there is no evidence of historic significance associated with people or evanta.

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:** Historic Evaluation Report for 2812 Rokeby Street and 2771-75 Rowena Avenue, Kaplan Chen Kaplan 3/2019.

B13. Remarks:

***B14. Evaluator:** Pam O'Connor, Kaplan Chen Kaplan
***Date of Evaluation:** 2/2019

(This space reserved for official comments.)



Exhibit C

Los Angeles Housing + Community Investment Department AB 2556 Determination Letter

Los Angeles
HOUSING+COMMUNITY
Investment Department

Eric Garcetti, Mayor
Rushmore D. Cervantes, General Manager

DATE: April 16, 2019

TO: Michael N. Kahwaji and Joanne Kahwaji, husband and wife as community property, Owner

FROM: Marites Cunanan, Senior Management Analyst I
Los Angeles Housing and Community Investment Department

SUBJECT: **AB 2556 (DB) Determination for**
2771 W. Rowena Ave., Los Angeles, CA 90039
2775 W. Rowena Ave., Los Angeles, CA 90039
2812 N. Rokeby St., Los Angeles, CA 90039

Based on the Affordable Unit Determination Application submitted by Matthew Haden (Owner Representative) on behalf of Michael N. Kahwaji and Joanne Kahwaji, husband and wife as community property (Owner), the Los Angeles Housing + Community Investment Department (HCIDLA) has determined that no units (as detailed below) are subject to replacement under AB 2556 (formerly AB 2222).

Information about the existing property for the five years prior to the date of the application is required in order to make a determination. HCIDLA received the Affordable Unit Determination Application on or about August 29, 2018, so HCIDLA must collect data from August 2013 to August 2018.

Michael N. Kahwaji and Joanne Kahwaji, husband and wife as community property (Owner) acquired the property commonly known as:
2771 W. Rowena Ave., 2775 W. Rowena Ave., and 2812 N. Rokeby St., under APN # 5434-031-005, Lot 51 on November 17, 2006 per Quitclaim Deed.

Per Google Earth images, Department of City Planning (ZIMAS), County Assessor Parcel Information (LUPAMS), Data Tree database, Billing Information Management System (BIMS) database, Code, Compliance and Rent Information System (CRIS) database, Internet Search, Rent Stabilization Ordinance Unit (RSO) the properties commonly known as 2771 W. Rowena Ave., 2775 W. Rowena Ave., and 2812 N. Rokeby St. have a use code of "1210 – Store and Residential Combination". The SFD is detached from the commercial building(s).

The Los Angeles Department of Building and Safety database indicates that the Owner has not applied for either a Building Permit or a Demolition Permit for the project.

Per the Affordable Unit Determination Application received by HCIDLA on or about August 29, 2018, the Owner plans to construct a mixed-use building with forty-four (44) units, pursuant to Density Bonus (DB) guidelines.

HCIDLA has determined that there were no residential units built or demolished on the property within the last five years. AB 2556 does not apply; therefore, no AB 2556 replacement affordable units are required. Please note, this AB 2556 determination only applies if the proposed project is a rental DB project and NOT condominiums. In the event the project changes to condominiums, the owner needs to request an AB 2556 amendment to reflect 100% replacement of the units This AB 2556 determination will also apply if the proposed project is changed pursuant to Transit Oriented Communities (TOC) guidelines.

Note: This determination is provisional and subject to verification by HCIDLA's Rent Division.

****WARNING****

LOT TIES AND EXISTING PRE-1978 SINGLE FAMILY DWELLING ON ONE LOT

ISSUE:	Is a **LOT TIE** required for the **NEW** project?
IF NO:	Owner's existing Rent Stabilization (RSO) replacement obligation, if any, remains the **SAME** as above.
IF YES:	Owner's existing RSO replacement obligation, if any, will **INCREASE** by one and the new project will also be subject to the RSO, unless the existing single family dwelling is demolished before the lots are tied.

cc: Los Angeles Housing and Community Investment Department File
Michael N. Kahwaji and Joanne Kahwaji, husband and wife as community property, Owner
Ulises Gonzalez, Case Management Section, City Planning Department

MAC:mz

Exhibit D

Public Communication

Serving the Silver Lake Community Since 2003

1850 W. Silver Lake Drive
Los Angeles, California 90026

Phone 323-413-SLNC (7562)
Email board@silverlakenc.org
www.silverlakenc.org

Co-Chairs Anne-Marie Johnson
Scott Plante
Vice Chair Darius Derakshan
Treasurer Terrence Jackson
Secretary Betsy Isroelit

March 14, 2019

Matthew Hayden
Hayden Planning
10008 W. National Boulevard, #229
Los Angeles, CA 90034

VIA EMAIL

Re: ENV-2018-5165-EAF
2771 W. Rowena

Dear Matthew:

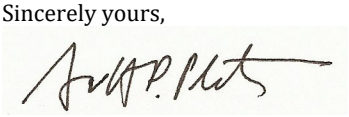
On March 14, 2019, the Silver Lake Neighborhood Council's Urban Design and Preservation Advisory Committee (UDP) heard your applicant's request for the construction of 44 dwelling units, including a density bonus request at 2771 W. Rowena Avenue.

The project was recommended for approval, with 8 yes and 1 no vote.

The Committee appreciated the applicant's redesign, listening to multiple and significant requests from both the Committee and the community. The scale and design were rethought, to reference existing built projects in Silver Lake as well as the surrounding neighborhood. Most importantly, the project increased the number of parking spaces to 42, which will significantly improve a tight parking situation in the immediate neighborhood.

Per your request, we are sending this letter for your files.

Sincerely yours,



Scott D. Plante, AIA
SLNC Urban Design and Preservation Committee Co-Chair
SLNC Co-Chair
On behalf of the Silver Lake Neighborhood Council
Scott.Plante@silverlakenc.org

Connect Create Collaborate

Oliver Netburn <oliver.netburn@lacity.org>

2771-5 W. Rowena Ave. (CPC-2018-5164DB) review of documents

3 messages

natsue sheppard <natshepp@hotmail.com> Fri, Jul 19, 2019 at 2:50 PM
To: "oliver.netburn@lacity.org" <oliver.netburn@lacity.org>
Cc: John Sheppard <sheppardj45@gmail.com>, "John Sheppard, work" <john.sheppard@lacity.org>

Hi Oliver,

I've just left a message to your voicemail - we live a few hundred feet away from the proposed project with three off-menu concessions. We'd like to review the case file - we are particularly interested in:

- Site and floor plans
- Elevation plans with adjacent buildings' massing/building envelope
- Parking and ingress/egress plans
- Financial Analysis or Pro-forma
- Traffic Study or DOT's report on the project and nearby intersections
- Noise Study
- Air Quality Study, if applicable
- Shadow study
- Geo technical study (it's located in the liquefaction zone)
- Recommended findings and conditions of approval

My husband spoke with you earlier and told me that for a case like this, the case planner would not prepare a staff report. I wonder how the City Planning Commission makes its determination without a report of memo from the department. I understand that a staff report serves as summary of the application or a "cheat sheet for the CPC to rely on," so that each commission member doesn't have to review and analyze the plans, documents, and technical studies.

But in this case, I assume that the entire application file and subsequent studies must have been forwarded to the CPC, so the members can do their own review and analysis in order to make the necessary findings. We would like to review a copy of the package submitted to CPC in addition to the items requested above.

My husband can come to your office, if needed, to pick up a copy of the documents and/or review the case file on Monday or Tuesday next week. If you have any questions, please contact John Sheppard at (213) 359-5615 (or his email) or myself at (213) 700-0607 or respond to my email.

Thank you so much for your assistance and looking forward to hear back from you.

Natsue Sheppard

Sent from Windows Mail

Oliver Netburn <oliver.netburn@lacity.org> Fri, Jul 19, 2019 at 3:25 PM

To: natsue sheppard <natshepp@hotmail.com>
Cc: John Sheppard <sheppardj45@gmail.com>, "John Sheppard, work" <john.sheppard@lacity.org>

2771 Rowena_Plans R_reduced file.pdf

Hi Natsue,
Attached are some of the documents you requested, along with some additional documents. Those documents that are not included were not required as part of the request.

Also, the hearing next week is a Hearing Officer Hearing where the Hearing Officer (me in this case) will take testimony from the applicant and members of the public. The Department will than prepare a staff report and recommendation which will be before the City Planning Commission at a future date.

Let me know if you have any other questions.

Thanks!
[Quoted text hidden]
--
Oliver Netburn
City Planner, City of Los Angeles
213.978.1382

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5 attachments

CEN18-47679_2771 Rowena Ave_MU_tech memo.pdf
1611K

Appendix B Noise Analysis.pdf
2488K

Appendix A Trip Generation Analysisand LADOT assessment letter.pdf
6195K

Appendix C Air Quality Report and HRA.pdf
3218K

Appendix D Historic Resource Evaluation.pdf
11873K

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natsue sheppard <natshepp@hotmail.com> Fri, Jul 19, 2019 at 3:54 PM
To: Oliver Netburn <oliver.netburn@lacity.org>
Cc: John Sheppard <sheppardj45@gmail.com>, "John Sheppard, work" <john.sheppard@lacity.org>

Hi Oliver,

Thank you so much for your prompt response and the materials! We will take a look at them.

And thank you for letting us know of the process for a DB off-menu application - the hearing notice was not clear about who's hearing it would be, and the ordinance says that the initial decision making body of such an application is the CPC, so I was utterly confused. With your clarification, I feel a little better.

Thank you so much and have a nice weekend!

Natsue

Sent from my iPhone

> On Jul 19, 2019, at 3:29 PM, Oliver Netburn <oliver.netburn@lacity.org> wrote:
>
> [https://ssl.gstatic.com/docs/doclist/images/icon_10_generic_list.png] 2771 Rowena_Plans R_reduced file.pdf<https://eur01.safelinks.protection.outlook.com/?url=https%3A%2F%2Fdrive.google.com%2Fa%2Flacity.org%2Ffile%2Fd%2F1sLGiwwRqq0HJuuwHqk1zboQ1lcwE5Lij%2Fview%3Fusp%3Ddrive_web&data=02%7C01%7C%7Ccbea089c7d694eb9a6a208d70c9810e9%7C84df9e7fe9f640afb435aaaaaaaaaaaa%7C1%7C0%7C636991721267336693&sdata=oDNQQgrTWYARN61X3eSGot4rwySvXQfz8Q5mVavc0Ew%3D&reserved=0>[X]

> Hi Natsue,
> Attached are some of the documents you requested, along with some additional documents. Those documents that are not included were not required as part of the request.
>
> Also, the hearing next week is a Hearing Officer Hearing where the Hearing Officer (me in this case) will take testimony from the applicant and members of the public. The Department will than prepare a staff report and recommendation which will be before the City Planning Commission at a future date.
>
> Let me know if you have any other questions.
>
> Thanks!
>
> On Fri, Jul 19, 2019 at 2:50 PM natsue sheppard <natshepp@hotmail.com<mailto:natshepp@hotmail.com>> wrote:
> Hi Oliver,
>
> I've just left a message to your voicemail - we live a few hundred feet away from the proposed project with three off-menu concessions. We'd like to review the case file - we are particularly interested in:
>
>
> *
> Site and floor plans
> *
> Elevation plans with adjacent buildings' massing/building envelope
> *
> Parking and ingress/egress plans
> *
> Financial Analysis or Pro-forma
> *
> Traffic Study or DOT's report on the project and nearby intersections
> *
> Noise Study
> *
> Air Quality Study, if applicable
> *
> Shadow study
> *
> Geo technical study (it's located in the liquefaction zone)
> *
> Recommended findings and conditions of approval
>
> My husband spoke with you earlier and told me that for a case like this, the case planner would not prepare a staff report. I wonder how the City Planning Commission makes its determination without a report of memo from the department. I understand that a staff report serves as summary of the application or a "cheat sheet for the CPC to rely on," so that each commission member doesn't have to review and analyze the plans, documents, and technical studies.
>
> But in this case, I assume that the entire application file and subsequent studies must have been forwarded to the CPC, so the members can do their own review and analysis in order to make the necessary findings. We would like to review a copy of the package submitted to CPC in addition to the items requested above.
>
> My husband can come to your office, if needed, to pick up a copy of the documents and/or review the case file on Monday or Tuesday next week. If you have any questions, please contact John Sheppard at (213) 359-5615 (or his email) or myself at (213) 700-0607 or respond to my email.
>
> Thank you so much for your assistance and looking forward to hear back from you.
>
> Natsue Sheppard
>
>
>
> Sent from Windows Mail
>
>
>
> --
> Oliver Netburn

> City Planner, City of Los Angeles
> 213.978.1382
>
> <CEN18-47679_2771 Rowena Ave_MU_tech memo.pdf>
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> <Appendix D Historic Resource Evaluation.pdf>

Connect Create Collaborate

Oliver Netburn <oliver.netburn@lacity.org>

2771-2775 Rowena Avenue Case Number CPC-2018-5164-DB

1 message

R.A. <raarslan@yahoo.com> Tue, Jul 23, 2019 at 5:07 PM
To: "oliver.netburn@lacity.org" <oliver.netburn@lacity.org>

July 22, 2019

Dear Mr Netburn,

I am writing in concern to the proposed development at 2771-2775 Rowena Avenue in Silver Lake. I was extremely disappointed and angered to hear that yet another luxury/market-rate development was going up in the small area between Hyperion/Glendale and Riverside/Rowena; this time a six-story, block long 'mixed use' structure. It is an outrage that this is even being considered as the city is experiencing the worst homeless crisis in its history. The city does not need more housing for the wealthy. What we need at this moment is affordable and low-income housing for people who are on at risk of being on the streets due to out the exorbitant cost of housing.

Recently the Los Angeles Times reported that homeless numbers have increased by 16% in the city of Los Angeles and 12% in L.A. County. I live on Rowena Avenue, where one only has to walk a few blocks to see numbers of homeless people living in tents by the 5 freeway, next to the L.A. River, and all over the streets of Silver Lake. The massive increase in these numbers is no coincidence considering the continued demolition of affordable rentals and RSO units to make way for small-lot developments, most of which is luxury housing for the wealthy, or market-rate housing, which, in the current housing-market, is only affordable for the wealthy.

In the past five to six years I have watched over and over again as my neighbors (all renters) have been evicted so their homes could be demolished to build units, mostly condos, for wealthy buyers. This happened across the alley from us on Auburn Avenue, where a small RSO bungalow court was bulldozed so the Heydey Partnership could build an enormous structure containing six condos, all

starting at well over a million dollars each. The same developers built a similar building across the street (Buzz Court) with units at the same price point. Now Heydey is set to build three more condos, three stories apiece at 2800 Rowena Ave, a tiny piece of land which was once the site of a historical Streamline Moderne-style gas station. In addition to the Heyday projects, several larger residential developments, including the 63-unit Latitudes condos on Waverly Terrace and 33 condos on the former Coffee Table lot on Rowena have added more highly unaffordable housing to the neighborhood.

The gargantuan development slated for 2771-2775 Rowena Ave is supposed to be rentals, boasting five "very low-income" units out of 39. That's only 12%. No one has defined exactly what 'very-low income' means but even if these units are actually affordable for low-income tenants, (ie $700 for a one-bedroom) the net gain to the neighborhood will be only two affordable units as three RSO units across the street at 2820-2824 Rowena will be taken off the market as they are set to be demolished this fall to make way for, you guessed it, more luxury units.

This once-affordable neighborhood, like many neighborhoods across Los Angeles, has become a hostile environment for lower-income renters like myself. I am constantly worried that our landlord could decide to sell the small, rent-controlled bungalow court we occupy to 'investors.' My fears are not unfounded. We recently caught two men, real-estate developers, trespassing on our property; nosing around our parking lot, between the houses and even in our backyard. When they asked who our landlord was, I told them I would call the police if they didn't leave.

It is obvious who the city is catering to with this type of construction in this market, and it is not working people. It is infuriating to watch city leaders like our Mayor act concerned about the homeless when it is their policies and their cozy relationship with developers which are directly contributing to the rise in their numbers.

The increase in these larger and larger luxury projects is hurting our neighborhoods in other ways as well; chasing out small businesses (like the hair salon, Shag, which the 2771-2775 Rowena development will shutter) and illegally tearing down historic buildings, like the Streamline-Moderne building that housed Yolk on Silver Lake Blvd. The apartments set to be demolished at 2820-2824 Rowena are historic Spanish structures built in the 1930s.

The unsightly style of these newer buildings is destroying the character of a neighborhood which was mostly built between1900-1950's but it is the size of these developments that is most concerning. A six-story structure in this area sets a frightening precedent in regard to added density, not to mention the added traffic and pollution it will bring to Rowena, which, in my understanding is set to stay under the current 'road diet' imposed by city-leaders. Have city planners considered the fact that these three projects are within a block of each other? (2771-2775 Rowena Ave, 2820-2824 Rowena Ave and 2800 Glendale Blvd.) Was any thought given to the enormous spike in pollution and traffic that the concurrent demo and construction will cause residents to suffer?

I have lived in the same bungalow on Rowena Ave for 22 years. I have watched for years as these changes have turned this once vibrant and affordable neighborhood into an exclusive enclave for the wealthy. It is obvious that working class and low-income people are being given a message from city planners and leaders. "You don't belong here anymore." They will not be satisfied until we are all living in tents.

Rachelle A. Arslan

raarslan@yahoo.com

(323)630-4925

Connect Create Collaborate

Oliver Netburn <oliver.netburn@lacity.org>

Case No. CPC-2018-5164-DB, 2771 Rowena Ave

1 message

Howard Petersen <hhpdesign@gmail.com> Wed, Jul 24, 2019 at 11:51 AM
To: oliver.netburn@lacity.org

Dear Mr. Netburn,

I am writing to object to the scale of the project currently planned for 2771 Rowena Ave, which extends back to 2812 N Rokeby St. I live just off of Rowena, and walk my dog along Rowena regularly.

The immediate neighborhood already has inadequate parking and is known to suffer from significant traffic congestion, which is at its worst during the evening commute hours. The project's Rowena Ave entrance will contribute to even greater congestion.

The project still lacks sufficient parking, both for its 2-bedroom units and its 2 commercial spaces.

While the design was improved to only have 4-stories along Rokeby St, there is no setback for the 5th floor from Rowena Ave, and an inadequate setback for the 5th floor units along the east side.

The inadequate 5th floor setbacks leave the appearance of the project jarringly inappropriate when it's viewed both next to and over the adjacent firehouse, which has high ceilings but is only 1-story.

The firehouse is relatively new, which means the jarring juxtaposition of these buildings may last for decades.

No rendering of the project from the front or from the east was ever shown to the Silver Lake Neighborhood Council or its Urban Design & Preservation Committee.

The neighborhood doesn't even have a 4-story building near it, and deserves something more thoughtfully designed for its first 5-story building, particularly in this location.

Thank you,

Howard Petersen

Connect Create Collaborate

Oliver Netburn <oliver.netburn@lacity.org>

Case No: CPC-2018-5164-DB

1 message

Brian Welsh <brian@goodco.tv> Wed, Jul 24, 2019 at 2:11 PM
To: oliver.netburn@lacity.org

Thank you for the hearing today Oliver- I would very much like to be sent a copy of the staff report when it is available.

Best,
Brian

BRIAN WELSH
CO-FOUNDER / MANAGING PARTNER
GOODCOMPANY

o . 323.300.6276
c . 310.403.6104
w . goodco.tv

LA 2825 GLENDALE BLVD
LOS ANGELES, CA 90039
NY 81 WALKER ST, 1ST FLOOR, NY, NY 10013

Connect Create Collaborate

Oliver Netburn <oliver.netburn@lacity.org>

Fwd: 2771 Rowena CPC-2018-5164-DB

2 messages

Emma Howard <emma.howard@lacity.org> Thu, Jul 18, 2019 at 11:46 AM
To: Oliver Netburn <oliver.netburn@lacity.org>

See below for community comment on 2271 Rowena.

DAVID RYU
L.A. CITY COUNCILMEMBER
14TH DISTRICT

Emma G. Howard
Director of Planning
Office: (213) 473-7004
http://davidryu.lacity.org

---------- Forwarded message ---------
From: **John Sheppard** <john.sheppard@lacity.org>
Date: Wed, Jul 17, 2019 at 8:53 AM
Subject: Re: 2771 Rowena CPC-2018-5164-DB
To: Emma Howard <emma.howard@lacity.org>
Cc: Renee Weitzer <renee.weitzer@lacity.org>

Yes, please do.

On Tue, Jul 16, 2019 at 5:53 PM Emma Howard <emma.howard@lacity.org> wrote:

> John,
>
> May I share your comments with the Department of City Planning case planner- Oliver Netburn? They can be added to the case record.
>
> DAVID RYU
> L.A. CITY COUNCILMEMBER
> 14TH DISTRICT
>
> **Emma G. Howard**
> Director of Planning
> **Office:** (213) 473-7004
> **http://davidryu.lacity.org**
>
> On Tue, Jul 16, 2019 at 11:14 AM John Sheppard <john.sheppard@lacity.org> wrote:
>
> > Hi Emma, CPC -2018-5164-DB @ 2771 Rowena Avenue
> >
> > I hope all is well. I have prepared some notes and points for your office to observer before the upcoming hearing. Please note that the hearing notice does not seem to be clear regarding the required and proposed parking spaces.
> >
> > The proposed project is requesting 2.6 to 1 density instead of the permitted 1 to 1 density. The project also requests 6 stories instead the permitted 4 stories. The project requests 20 residential parking spaces instead of the permitted 42.
> > On all of these points it appears that the property owner simply wants to have the City allow her / him to dishonor decades of city planning and community input with spot zoning instead of honoring good planning through zoning and community planning processes. This density bonus is only a bonus to the ownership with rents.
> > I have developed some worthy points of interest below:
> >
> > - The project is totally out of character with this community in terms of scale,density and parking.
> > - There may not be a 6-story residential building on a non- major highway from downtown to Hollywood in the Echo Park / Silver Lake corridor communities.

- This neighborhood would be the least likely for the development of a six-story height observing the landscape.
- The parking request does not even honor those who would reside at the building with vehicles because there is half the parking required.
- Those building residents who have vehicles will park on local streets long-term and short-term for at least a 3 block radius in a hillside community with inadequate street parking due to many streets having parking on "one-side only". This street parking problem would increase with project building visitors for 39 units.
- This project might work on a major highway with a subway portal nearby but not along Rowena Avenue which which downgrades to a local street 3 blocks west of the subject site.
- Will the owner charge the residents of the building for the 20 parking spaces or lottery? Is this fair?
- Are the proposed 5 very low units worth all the negative impacts this project proposes?
- This project should not be permitted any more than one-to-one density permitted.

There are many neighbors that share this position. I hope that you office observes and shares our concerns.
I can be reached by phone at (213) 359-5615.
Thank you,

On Mon, Jul 15, 2019 at 3:09 PM Emma Howard <emma.howard@lacity.org> wrote:

> Hi John,
>
> Apologies for the delay, I wanted to follow up on your inquiry regarding this project. Can we do a call or would you mind telling me your concerns/thoughts?
>
> Take care,
> Emma

DAVID RYU
L.A. CITY COUNCILMEMBER
13TH DISTRICT

Emma G. Howard
Director of Planning
Office: (213) 473-7004
http://davidryu.lacity.org

Oliver Netburn <oliver.netburn@lacity.org> Fri, Jul 19, 2019 at 6:33 AM
To: Emma Howard <emma.howard@lacity.org>

Thank you!
[Quoted text hidden]
--
Oliver Netburn
City Planner, City of Los Angeles
213.978.1382

Connect Create Collaborate

Oliver Netburn <oliver.netburn@lacity.org>

Fwd: VERY opposed to 2771 W Rowena Ave project

1 message

Meg Greenfield <meg.greenfield@lacity.org> Tue, Feb 12, 2019 at 11:22 AM
To: Oliver Netburn <oliver.netburn@lacity.org>

Hi Oliver,

I believe 2771 Rowena is currently under advisement--I wanted to pass along some comments we just received from a constituent for the record. This was the only feedback our office received.

Thanks,
Meg

---------- Forwarded message ---------
From: **Steven Bautista** <steven.bautista@lacity.org>
Date: Tue, Feb 12, 2019 at 10:57 AM
Subject: Fwd: VERY opposed to 2771 W Rowena Ave project
To: <cd4.planning@lacity.org>

Sent from my iPhone

Begin forwarded message:

From: Lorraine Sarles <lorrainesarles@gmail.com>
Date: February 11, 2019 at 11:55:48 AM PST
To: cd4.issues@lacity.org, urbandesign@silverlakenc.org
Subject: VERY opposed to 2771 W Rowena Ave project

Rowena is already one of the most congested streets in our neighborhood. Adding a place where 43 families AND numerous patrons of the commercial units are coming and going at any given time will only further congest what is already a nightmare.

It will encourage even greater cutting through, aggression, and congestion on the residential side streets. Such activity is already a grave safety concern and point of contention for the neighborhood. This project would greatly aggravate an already very serious issue.

Congestion creates angry and reckless drivers. Such drivers are always concerning, more concerning around residential and heavy pedestrian areas (which we are), and ***close to an elementary school is horrifying, and jeopardizes children's safety.***

Further, that elementary school is already at capacity and turning away kids who live within its boundaries. Adding 43 units, many with children will cause even further drain and damage.

Finally, the 26 parking spots for 43 families and *commercial activity* is a JOKE and an affront to everyone that lives in the area. The streets are already overrun with car parked on them due to the lack of parking at the numerous multi units. I had 3 cars towed in the last year alone for fully blocking my driveway when they could find no other place to park.

While I support growth and improvement, our neighborhood simply does not have the infrastructure to support a project of this magnitude, and with such little parking. Moreover, such a project will create numerous safety hazards, a drain on our elementary school, a massive imposition on the residents, and is not in the best interest of our community.

Best,
Lorraine Sarles (homeowner on Angus)

--

DAVID RYU
L.A. CITY COUNCILMEMBER

Meg Greenfield
Planning Deputy
Los Angeles City Councilmember David Ryu
213.473.7004
http://davidryu.lacity.org

Connect Create Collaborate

Oliver Netburn <oliver.netburn@lacity.org>

Re: Proposed development on Rowena Ave. (90039)

1 message

Booka Bickar <bookabickar@att.net> Sat, Jul 6, 2019 at 11:53 AM
To: "oliver.netburn@lacity.org" <oliver.netburn@lacity.org>

To: Oliver Netburn, City Planner Regarding proposed project site 2771-2775 West Rowena Ave. & 2812 North Rokeby St.

On Wednesday, July 3, 2019, 11:23:49 AM PDT, Linda Lou <linda.lou@lacity.org> wrote:

Hi Booka,
Thank you for your email. Your comment has been received and filed.
Have you submitted your comment to the project planner reviewing the proposed project?

Best,

Linda

On Tue, Jul 2, 2019 at 2:58 PM Booka Bickar <bookabickar@att.net> wrote:

> Dear Ms Lou, I have lived on Rowena Ave. for 22 years. In the past 5 years there have been no less than 5 major developments within 3 blocks of my home. As a concern community member, I have dutifully attended hearings at the City Planning Dept. for a number of these projects. My experiences there have numbed me, that regardless of the community interest for reasonable, appropriate development, in each case the developers have been given pretty much anything they ask for, in fact, they are, without asking given extra incentives, and bonus allowances, as a matter of course. Concerns for the unique character, and livability of the neighborhood are ignored in general, in favor of massive high rent developments, that have dramatically changed the quality of life for it's longtime residents. Traffic, parking, crime, high rents, and the inherent beauty of this place we call home, has been compromised to the point where Silver Lake is becoming a over gentrified, unlivable place. Yet the development land grab continues, unfettered. Most recently, I have been notified of a proposed development within 500 yards of my address (2771-2775 West Rowena Ave & 2812 North Rokeby St.), wherein, the existing one story commercial, and single family home will be replaced by a 6 story apartment block. Nowhere in the entire back area of Silver Lake is there ANY building of even 4 stories, making this such a tone-deaf and insensitive concept to the existing community, it is unbelievable. 39 units, 60 feet tall of 'Bonus Density' that is completely adverse to the character of the neighborhood. The aggressive developer in this case has already built 2, high rent, 3 story apartment buildings within a block of this proposed development. I beg of you to please reconsider turning this beloved neighborhood into a elite, unaffordable, mini Manhattan, that has no relation to the character and charm that has always been Silver Lake. To date, I have personally seen that the Planning Dept. has been completely insensitive to our neighborhoods concerns, and seemingly bent over backwards for any, and every request of the developers, with no correction or end in sight. Please respect our community, with sensitive, affordable, and appropriate designs and planning. Thank you. Booka Bickar

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Linda Lou, City Planner
Department of City Planning
T: (213) 978-1473
200 N. Spring St.
Los Angeles, CA 90012
planning.lacity.org
hcpu2.org

*Your first stop for most City Planning questions regarding your property will usually begin at the Development Service Center (DSC). Click the following link for DSC contact information: http://www.planning.lacity.org/PublicCounter.html