

EXHIBIT 5

Glendale II-515 Pioneer - Class 32 Categorical Exemption Findings

Class 32 consists of projects characterized as in-fill development meeting the following conditions: (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; and (e) The site can be adequately served by all required utilities and public services.

(14 Cal. Code Regs. § 15332) (“CEQA Guidelines”).

Project Description

The 515 Pioneer Apartments Project is a 340-unit affordable housing project located in the City of Glendale (“515 Pioneer Drive Project” or “Project”). The Project is addressed as 515 Pioneer Drive, Glendale, CA 91203, located approximately one and a half mile northwest of Downtown Glendale (“Project Site”). The Project Site is zoned R-3050 (Moderate Density Residential Zone) and has a Moderate Density General Plan designation. The Project Site is approximately 121,992 square feet in size and is currently improved with three masonry buildings that were previously occupied as a commercial use by AT&T.

The Project Site is bordered by the Ventura Freeway to the north, N. Kenilworth Avenue to the west, N. Pacific Avenue to the east, and Pioneer Drive to the south, and is surrounded by existing urban uses, including low-scale commercial properties and multifamily residential structures; it is bordered on the east by a gas station, to the south (across Pioneer Drive) by multifamily residential buildings, to the north by the Ventura Freeway, and to the west (across N. Kenilworth Avenue) by multifamily residential buildings.

The proposed Project would demolish the existing structures and parking lot and would redevelop the Project Site with three new 5-story, 75-foot high, residential buildings with 337 for-rent dwelling units reserved for low income households and three manager’s units, with a mix of 32 studio units, 260 one-bedroom units, 45 two-bedroom units, and 3 two-bedroom manager’s units. 92 of the units will be set aside for low income seniors.

The Project would provide 13,600 square feet of private open space and 37,750 square feet of common open space, and would include multiple interior ground floor courtyards and multiple roof decks totaling 7,284 square feet. The Project will have a proposed Floor Area Ratio (FAR) of 2.45:1 with approximately 298,020 square feet of floor area for residential uses, including community rooms, lobby/mail rooms, and office/service space within the ground floor of each of the three buildings for use by the residents.

Three hundred forty-two (342) automobile stalls will be provided in a two-level subterranean parking garage, including 35 EV ready stalls. The Project is providing the required amount of parking per Glendale Municipal Code (GMC). The Project’s main pedestrian and vehicular access points will be on Pioneer Drive.

The Public Resources Code (PRC) defines a major transit stop to include existing bus rapid transit (BRT) stations and future BRT stations included in an applicable regional transportation plan. (PRC §§ 21064.3(a), 21155(b).) The Project Site is located within one half mile of the intersection of Pacific Avenue and Glenoaks Boulevard, which has been identified as a future BRT station for a project included in the Southern California Association of Governments (SCAG) most recent Regional Transportation Plan, which Plan is applicable to the transportation network within one half mile of the Project Site. Metro, the County's transit agency, is currently completing its environmental analysis on the North Hollywood to Pasadena Transit Corridor (NoHo to Pasadena BRT), which would extend the G Line (Orange Line) east to connect with the L Line (Gold Line). The Metro Board of Directors selected a project alignment which includes a proposed BRT station at the intersection of Pacific Avenue and Glenoaks Boulevard. Accordingly, the BRT station at Pacific Avenue and Glenoaks Boulevard is a planned major transit stop included in the applicable Regional Transportation Plan, consistent with PRC section 21155(b).

a. 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.

As a 100% affordable project, the Project addresses multiple goals identified in the Housing Element of the Glendale General Plan. Specifically, because the Project provides a mix of studio, one-bedroom, and two-bedroom units that are all affordable and some of which are set aside for seniors, the Project addresses Goal 1 of the Housing Element to provide "a wide range of housing types to meet the needs of current and future residents." (Glendale General Plan Housing Element, page 9.) Further, the Project meets Goal 3 of the Housing Element by establishing "increased opportunities for affordable housing." (*Id.*) Finally, the project achieves Goal 6 of the Housing Element, because it will provide "housing that is livable and sustainable" that is in close proximity to the planned, high capacity BRT, which will enable tenants to be less dependent on single occupancy vehicles. (*Id.*)

The Land Use Element of the Glendale General Plan includes a goal to "Support the creation of higher density residential development and alternative forms of medium and high density housing in those areas best suited from the standpoint of accessibility, current development, community organization, transportation and circulation facilities and economic feasibility." (Glendale General Plan Land Use Element, page 7.) The Project is consistent with and helps achieve this goal by redeveloping the underutilized project site by removing the vacant, existing structures and building new structures which will yield a total of 340 dwelling units in a high-density development proximate to a major transit stop surrounded by other residential and urban uses. Residents will have access to public transportation and will be able to use that public transit to access neighborhood services on a daily basis.

Although not all components of the South Glendale Community Plan ("SGCP") have been adopted and implemented, the proposed Project will comply with the SGCP as currently proposed for implementation. The SGCP is and will be part to the City's General Plan. The SGCP is undergoing phased implementation that includes General Plan amendments (Land Use, Circulation, etc.) and rezoning of certain areas in conformance with the General Plan to ensure consistency between the two documents. The SGCP designates the property as a "Town

Center”, which allows for high density residential development. The Project is consistent with the SGCP’s vision of transforming large underutilized parcels at Pioneer Drive into higher-density buildings that accommodate residential uses to create an attractive and welcoming gateway into south Glendale. The Project also complies with all policies and all applicable zoning designations and regulations, as discussed below.

Per the GMC, the Project Site is zoned R-3050 (Moderate Density Residential Zone) which requires a minimum of 3,050 square feet of lot area per dwelling unit. The Project Site is approximately 121,992 square feet in size which per this zoning designation will allow for 39 units. Based upon and consistent with state and local density bonus provisions, the Project will provide 340 dwelling units, including three manager’s units.

The R-3050 zone requires a 25 foot street front setback, a minimum 5 foot side yard setback, an 8 foot average setback for the first floor, 8 foot minimum and 11 foot average setback from the second floor, an 11 foot minimum and a 14 foot average setback from the third floor. The R-3050 zone also requires interior setbacks to be a 5 foot minimum and an 8 foot average for the first floor, an 8 foot minimum and 11 foot average for the second floor, and an 11 foot minimum and 14 foot average for the third floor. The Project will utilize a density bonus concession (incentive) to reduce setbacks as shown in the chart below:

Setback	R-3050 Setback Requirement (GMC § 30.11.030)	Proposed Project (with DB concessions/ incentives)	Difference
Street Front (Kenilworth)	25’	5’	-20’
Street Front (Pacific)	25’	5’	-20’
Side Street (Pioneer)	Floor 1: 5’ minimum 8’ average Floor 2: 8’ minimum 11’ average Floors 3-5: 11’ minimum 14’ average	Floor 1: 5’ minimum 15’ average Floor 2: 5’ minimum 15’ average Floors 3-5: 5’ minimum 51’ average	Floor 1: 0’ minimum +7’ average Floor 2: -3’ minimum +4’ average Floors 3-5: -6’ minimum +37’ average
Interior 1 (See plan set page G040)	Floor 1: 5’ minimum 8’ average Floor 2: 8’ minimum 11’ average Floors 3-5: 11’ minimum 14’ average	Floor 1: 5’ minimum 6’ average Floor 2: 5’ minimum 6’ average Floors 3-5: 5’ minimum 6’ average	Floor 1: 0’ minimum -2’ average Floor 2: -3’ minimum -5’ average Floors 3-5: -6’ minimum -8’ average
Interior 4 (See plan set page G040)	Floor 1: 5’ minimum 8’ average Floor 2: 8’ minimum 11’ average Floors 3-5: 11’ minimum 14’ average	Floor 1: 5’ minimum 16’ average Floor 2: 5’ minimum 13’ average Floors 3-5: 5’ minimum 14’ average	Floor 1: 0’ minimum +8’ average Floor 2: -3’ minimum +2’ average Floors 3-5: -6’ minimum 0’ average

The R-3050 zone requires studio and one-bedroom units to be at least 600 square feet, and two-bedroom units to be at least 800 square feet. (GMC § 30.11.050). The Project will utilize a density bonus concession (incentive) to reduce unit sizes such that studio units would have a minimum square footage of 360 square feet, one-bedroom units would have a minimum square footage of 530 square feet, and two-bedroom units would have a minimum square footage of 750 square feet. By complying with the applicable density bonus requirements the Project would be consistent with the GMC unit size regulations.

Unit Type	R-3050 Area Requirement (GMC § 30.11.050)	Proposed Project	Difference
Studio	600 Square feet	360 square feet	-240 square feet
One Bedroom	600 Square feet	530 square feet	-70 square feet
Two Bedroom	800 Square feet	750 square feet	-50 square feet

The R-3050 zone requires projects to provide a minimum of 40 square feet of private open space for each dwelling unit and a total 37,750 square feet of outdoor common open space (GMC § 30.11.050.). The Project includes 40 square feet of private open space for each dwelling unit and will provide at minimum 37,750 square feet of outdoor common open space, thus the Project would comply with GMC private and outdoor common open space requirements. The Project complies with this requirement without using a density bonus concession (incentive).

The R-3050 zone and applicable state density bonus provisions allow a height limit of six stories or 69 feet. The Project proposes a height of 75 feet (5 stories) through the use of a density bonus concession. The increase in height allowed by the density bonus concession will reduce costs to the Project of providing the affordable units by creating construction efficiencies, as there is an inherent reduction in cost by constructing a greater number of units at a project site and allow 340 units to be provided instead of the 39 units permitted on a lot this size in the R-3050 zone; these additional units render the Project more economically viable. Thus, through the use of the density bonus concession, the Project would comply with applicable height requirements.

	R-3050 Height Requirement (GMC § 30.11.030; GOV §65915(d)(2)(D))	Proposed Project	Difference
Height Limit	6 stories 69 feet	5 stories 75 Feet	-1 story +6 feet

The GMC requires a minimum permanently landscaped open space requirement of 30% of lot area. The Project would provide permanent landscaped area for approximately 15% of site area of the ground floor through the use of a density bonus concession (incentive), on the grounds that less area for landscaping is necessary in order to maximize site area to achieve a yield of 340 units. Thus, with the use of the density bonus concession (incentive), the Project would comply with the GMC Permanently Landscape Open Space requirements.

	R-3050 Requirement (GMC § 30.11.030)	Proposed Project	Difference
Minimum Permanently Landscaped Open Space	30% of lot area (36,590 square feet)	15% (18,295 square feet)	-15% (-18,295 square feet)

The GMC allows 0.65:1 FAR in the R-3050 zone. By using a density bonus waiver, the Project would be built at an FAR of 2.45:1, and would therefore comply with the GMC FAR requirements.

The GMC allows for a maximum of 50 percent lot coverage (60,984 square feet) in the R-3050 zone. (GMC § 30.11.030.) The 515 Pioneer Drive Project proposes 58% lot coverage (70,694 square feet) through use of a density bonus waiver, on the grounds that reducing the Project by 9,710 square feet would impermissibly reduce the unit sizes. Thus, with the use of the density bonus waiver, the Project would comply with lot coverage requirements.

	R-3050 Area Requirement (GMC § 30.11.030)	Proposed Project	Difference
Maximum Lot Coverage	50% (60,984 square feet)	58% (70,694 square feet)	-8% (-9,710 square feet)

The GMC requires off-street parking to be located on the same lot for the use requiring those spaces. (GMC §30.32.040(B)). Furthermore, the GMC requires 0.5 stalls per senior unit, 1 stall per one-bedroom unit, and 2 stalls per two-bedroom unit (GMC §30.36.090.). The Project is providing 92 senior units, 200 one-bedroom units, and 48 two-bedroom units and a total parking amount of 342 stalls within an enclosed onsite parking garage in accordance with GMC off-street and minimum parking requirements. The Project complies with this requirement without using a density bonus provisions.

As demonstrated above, the Project is consistent with the General Plan, Community Plan, and all 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.

The Project Site is entirely within the City of Glendale. The site is approximately 121,992 square feet (2.79 acres), which is less than five acres in size. The Project Site is substantially surrounded by urban uses, with multifamily residential buildings to the west (across Kenilworth Avenue), multifamily residential buildings to the south (across Pioneer Drive), the Ventura Freeway to the north, and a gas station to the east. The Public Resources Code (PRC) defines qualified urban use as “any residential, commercial, public institutional, transit or transportation passenger facility, or retail use, or any combination of those uses.” The Project Site is substantially surrounded by urban uses. (PRC § 21072.)

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

The Project Site is in an urban area and fully developed with three existing structures and a surface parking lot that were previously owned and operated by AT&T; it is surrounded by urban uses. The Project Site is not currently identified as and does not provide a habitat for endangered, rare, or threatened species. There are no protected trees on the Project Site. Therefore, the site does not contain or have value as a 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.

The Project would not result in any significant impacts related to traffic, noise, air quality or water quality. The June 2021 Noise Study prepared by Urban Crossroads found that Project construction noise and on-site traffic noise would not exceed allowable noise thresholds (the Noise Study is attached hereto and incorporated herein). Thus, short-term construction and long-term operational activities associated with the Project would not constitute a significant noise impact. The June 2021 Air Quality and Greenhouse Gas study prepared by Urban Crossroads and reviewed by City staff (attached hereto and incorporated herein), found that the Project would comply with local regulatory measures, and that neither construction nor operation of the Project would result in significant air quality or greenhouse gas impacts.

Because the proposed Project is an infill development it would redevelop land that is already fully developed with urban uses including impervious surfaces, therefore construction would not impact water flows or water quality. The Project would comply with the City's Low Impact Development (LID) Guidelines set forth in Chapter 13.43 of the GMC and with applicable state and federal regulations. Such LID standards are designed to minimize the impervious area footprint, prevent pollutants of concern from leaving the development site in stormwater as the result of storms, and minimize hydromodification impacts to natural drainage systems. (GMC § 13.43.040(A).) The overall imperviousness of the Project Site will be reduced from existing conditions through the addition of on grade and on structure planters. Additionally, a drywell and storage tank will be installed to comply with LID guidelines which will further reduce the overall storm water runoff and improve water quality. Compliance with those regulations will ensure that the Project would not result in a significant impact to water quality. Existing utilities would provide water supplies and wastewater treatment services to the subject property, and the Project has received utility "will serve" letters, which are attached hereto and incorporated herein by this reference.

Vehicle Miles Traveled

In 2018, the State of California amended the California Environmental Quality Act (CEQA) Guidelines Appendix G question for transportation impacts to delete reference to vehicle delay and level of service and instead refer to Section 15064.3, subdivision (b)(1) of the CEQA Guidelines asking if the project will result in a substantial increase in VMT. Accordingly, the City

of Glendale adopted VMT as the metric for assessing transportation impacts for land use projects.

The City's Transportation Impact Analysis Guidelines (TIAG) states that "residential projects with 100 percent deed restricted affordable housing can be presumed to have a less-than-significant transportation impact and would not require a detailed VMT analysis." (TIAG § 2.1.2.2.) The Project proposes 100% affordable housing dwelling units, and thus is screened-out from VMT analysis. In addition, Attachment B in the City's TIAG includes a map which illustrates that a residential project at the Project Site is screened out from VMT analysis. (TIAG page 31.) Accordingly, the Project is not required to undergo VMT analysis and is therefore deemed to have a less-than significant transportation impact based on the standards established by the City's TIAG. The June 2021 VMT assessment memorandum prepared by Linscott, Law & Greenspan, Engineers (attached hereto and incorporated herein) confirms that the Project is screened-out from VMT analysis.

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

The Project would be located in an existing urban area with existing buildings that have been adequately served by existing public utilities and services. All new construction on site will be served by the same existing public utilities and services. These services include water, electricity, solid waste collection and sewer services provided by the City of Glendale. Though the Project will result in a change of use with additional people using utilities and public services at this location, changes would be consistent with long term City land use plans and policies, as identified in the SGCP. City utilities and services have capacity for increased usage associated with the Project, and relevant fees for utility and service usage would be paid by the Project and tenants as appropriate. Accordingly, the Project will be adequately served by all required utilities and public services. Attached are the will serve letters issued by Glendale Water and Power for water service and for electric utilities services for the Project.

**Exceptions to Categorical Exemptions
(CEQA Guidelines Section 15300.2)**

Proposed Findings

- 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 in 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.**

Because the Project is relying on Class 32 exemption, this exception does not apply.

- 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.**

There is not a succession of known projects of the same type located in the same place as the Project. Since this Project qualifies for a Class 32 Categorical Exemption and is subject to Regulatory Compliance Measures, no cumulative impacts are anticipated. Further, the proposed apartment buildings do not exceed thresholds identified for impacts to the area (including noise, traffic, water and air quality) and will not result in significant cumulative impacts.

- 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.**

The Project proposes multi-family buildings in an area zoned and designated for such use. Other similarly situated sites could be developed in the same manner and there is nothing unusual about the Project Site. The immediately adjacent lots are also developed with multi-family residences, commercial and transportation uses. The lot adjacent and to the east is developed with a gas station, the lots across Pioneer Drive are developed with multifamily residential buildings, and the lots across Kenilworth Avenue are developed with multifamily residential buildings. No unusual circumstances are present or foreseeable.

- 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.**

The Project Site is located in an urban environment, and is bordered by Kenilworth Avenue to the west, the Ventura Freeway to the north, commercial building to the east, and multifamily residential units across Pioneer Drive to the south. Neither Kenilworth Avenue, nor Pioneer Drive is designated as state scenic highways by the California Department of Transportation's State Scenic Highway Program. According to information on the California Department of Transportation's State Scenic Highway Program, there are no state scenic highways in the vicinity of the Project Site.

- 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.**

The Project Site is developed and is not within a designated hazardous site. The Project Site is not located on the California Department of Toxic Substances Control's Hazardous Waste and Substances Site List-Site Cleanup (Cortese List), nor is it listed on the EnvironStor database. Further, the Project Site is not on the following lists maintained by the State Water Board: Leaking Underground Storage Tank Sites, Solid Waste Disposal Sites, or Active Cease and Desist Orders and Cleanup and Abatement Orders. The Project Site is also not identified on the list of

hazardous waste facilities subject to corrective action pursuant to Section 25187.5 of the Health and Safety Code, identified by the Department of Toxic Substances Control.

The Phase I Environmental Site Assessment identified the following Recognized Environmental Conditions: 1) On-site historical and current automotive repairing operations, 2) In-ground Hydraulic Lifts, 3) Oil-Water Separator, 4) proximity to the San Fernando Valley (Area 2) Superfund Site, and 5) In-place soil contamination for former Underground Storage Tanks. A Phase II Environmental Site Assessment performed nine borings to analyze soil and soil vapor associated with each of the Recognized Environmental Conditions: four borings in the area of former and current automotive repair operations, one boring in the area of the hydraulic lifts, one boring in the area of the oil-water separator, and three borings near the former 12,000-gallon Underground Storage Tanks. Analysis of soil vapor samples was also intended as a screen for volatile organic compounds (VOC) associated with the Superfund site.

All samples collected from the borings were analyzed for total petroleum hydrocarbons (TPH), VOC, and certain metals using standard United States Environmental Protection Agency methods. Two soil samples were found to contain detectable concentrations of TPH; all concentrations of TPH detected at the Project Site were below any potentially applicable regulatory criteria. Only one VOC, tert-Butyl alcohol (TBA) was detected and only in one sample; at 11 micrograms per kilogram; TBA does not have an EPA Regional Screening Level. Of the metals analyzed, cadmium, chromium, lead, nickel, and zinc were detected, none of which exceeded regulatory standards for residential or industrial soil. Samples taken from near the hazardous waste storage area, oil-water separator, former waste oil underground storage tank, and hydraulic lifts, among others, were also analyzed for polychlorinated biphenyl (PCB) and polycyclic aromatic hydrocarbons (PAH) using standard United States Environmental Protection Agency methods. The following PAH's were detected: Fluoranthene, Indeno (1,2,3-cd)pyrene, and pyrene; none of which exceeded regulatory standards for residential or industrial soil. No PCBs were detected at any concentration. Accordingly, the Phase II Environmental Site Assessment concluded "that no impacts to soil or soil vapor were identified above any potentially applicable regulatory threshold in any of the areas tested," recommending no further investigation of the Project Site.

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.

The 515 Pioneer Drive Project Site is not listed on the National Register of Historic Places, California Register of Historical Resources, or Glendale Register of Historic Resources, and has not been identified as a historic resource in any survey. The Project Site is therefore not a historic resource under CEQA.



515 Pioneer Apartments

NOISE IMPACT ANALYSIS

CITY OF GLENDALE

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LIST OF ABBREVIATED TERMS

(1)	Reference
ADT	Average Daily Traffic
ANSI	American National Standards Institute
CEQA	California Environmental Quality Act
CNEL	Community Noise Equivalent Level
dBA	A-weighted decibels
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
INCE	Institute of Noise Control Engineering
L_{eq}	Equivalent continuous (average) sound level
L_{max}	Maximum level measured over the time interval
L_{min}	Minimum level measured over the time interval
mph	Miles per hour
PPV	Peak Particle Velocity
Project	515 Pioneer Apartments
REMEL	Reference Energy Mean Emission Level
RMS	Root-mean-square
SR 134	Ventura Freeway (State Route 134)
VdB	Vibration Decibels

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EXECUTIVE SUMMARY

Urban Crossroads, Inc. has prepared this noise study to assess the noise and vibration for the proposed 515 Pioneer Apartments development ("Project"). The Project site is located at 515 Pioneer Drive in the City of Glendale. The Project is proposed to construct a 340-unit affordable housing development. This study has been prepared consistent with applicable City of Glendale noise standards, and significance criteria based on guidance provided by Appendix G of the California Environmental Quality Act (CEQA) Guidelines. (1)

SUMMARY OF CEQA SIGNIFICANCE FINDINGS

The results of this 515 Pioneer Apartments Noise Impact Analysis are summarized below based on the significance criteria in Section 4 of this report consistent with Appendix G of the California Environmental Quality Act (CEQA) Guidelines. (1). Table ES-1 shows the findings of significance for each potential noise impact under CEQA.

TABLE ES-1: SUMMARY OF CEQA SIGNIFICANCE FINDINGS

Analysis	Report Section	Significance Findings	
		Unmitigated	Mitigated
On-Site Traffic Noise	7	<i>Less Than Significant</i>	-
Operational Noise	9	<i>Less Than Significant</i>	-
Construction Noise	10	<i>Less Than Significant</i>	-
Construction Vibration	10	<i>Less Than Significant</i>	-

The following Project design features provide noise abatement due to the Project's proximity to the Ventura Freeway and were considered in the project modeling.

PROJECT DESIGN FEATURE

Project Design Feature (PDF) Noise 1 (N-1):

Based on the expected future traffic volumes on Ventura Highway (SR 134), the exterior noise levels are anticipated to be higher than normally acceptable based on the City of Glendale Noise Element *Land Use Compatibility for Community Noise Exposure* guidelines for the planned multi-family residential land use. Therefore, the Project is committed to including design features that will allow future units to satisfy the City of Glendale 45 dBA CNEL interior noise level standard. It is understood some residential units will require a Noise Reduction (NR) of up to 33 dBA with a windows-closed condition and a means of mechanical ventilation, e.g., air conditioning. Therefore, to meet the City of Glendale 45 dBA CNEL interior noise standards for residential land use the Project is committed to and shall provide the following or equivalent noise abatement measures:

- **Windows & Glass Doors:** All units require windows and glass doors with well-fitted, well-weather-stripped assemblies and shall have minimum sound transmission class (STC)

ratings of 27. Units facing the SR 134 require upgraded windows and with well-fitted, well-weather-stripped assemblies and shall have a STC ratings of up to 33.

- Exterior Doors: All exterior doors shall be well weather-stripped and have minimum STC ratings of 27. Units facing the Ventura Highway SR 134 (north and west facing units) require upgraded doors and with well-fitted, well-weather-stripped assemblies that shall have minimum STC ratings of up to 33. Well-sealed perimeter gaps around the doors are essential to achieve the optimal STC rating.
- Walls: At any penetrations of exterior walls by pipes, ducts, or conduits, the space between the wall and pipes, ducts, or conduits shall be caulked or filled with mortar to form an airtight seal. All exterior wall assemblies facing the SR 134 shall have a minimum STC rating of 50.
- Roof: Roof sheathing of wood construction shall be per manufacturer's specification or caulked plywood of at least one-half inch thick. Ceilings shall be per manufacturer's specification or well-sealed gypsum board of at least one-half inch thick. Insulation with at least a rating of R-19 shall be used in the attic space.
- Ventilation: Arrangements for any habitable room shall be such that any exterior door or window can be kept closed when the room is in use and still receive circulated air. A forced air circulation system (e.g., air conditioning) or active ventilation system (e.g., fresh air supply) shall be provided which satisfies the requirements of the Uniform Building Code.

With the interior noise abatement measures provided in this study, the proposed Project is expected to satisfy the City of Glendale 45 dBA CNEL interior noise level standards for residential development.

1 INTRODUCTION

This noise analysis has been completed to determine the noise impacts associated with the development of the proposed 515 Pioneer Apartments (“Project”). This noise study briefly describes the proposed Project, provides information regarding noise fundamentals, sets out the local regulatory setting, presents the study methods and procedures for transportation noise analysis, and evaluates the future exterior noise environment. In addition, this study includes an analysis of the potential short-term construction noise and vibration impacts.

1.1 SITE LOCATION

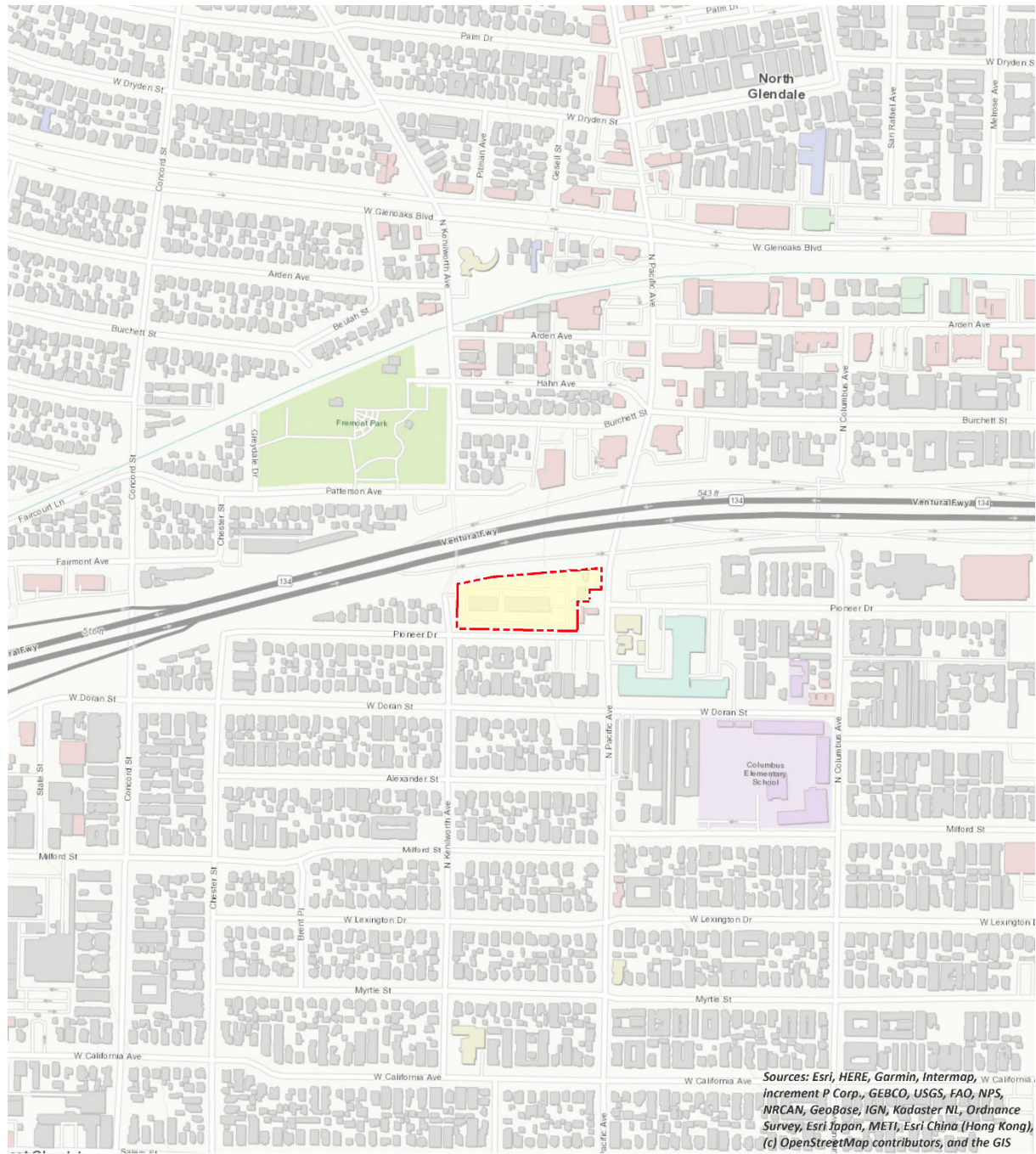
The Project site is located at 515 Pioneer Drive in the City of Glendale, California. The Project Site is approximately one and a half mile northwest of Downtown Glendale. The Project site is bordered by the Ventura Freeway to the north, N. Kenilworth Avenue to the west, N. Pacific Avenue to the east, and Pioneer Drive to the south as shown on the Exhibit 1-A. The Project Site is surrounded by existing urban uses, including low-scale commercial properties and multifamily residential structures. To the east of the project site is a gas station, to the south of the Project Site (across Pioneer Drive) are multifamily residential buildings, to the north of the Project Site is the Ventura Freeway, and to the west (across N. Kenilworth Avenue) are multifamily residential buildings.

The Project Site is zoned R-3050 (Moderate Density Residential Zone). The General Plan designation for the Project site is Moderate Density.

1.2 PROJECT DESCRIPTION

The Project is a 340-unit affordable housing project located in the City of Glendale. The Project site is 121,967 square feet and is currently improved with three masonry buildings that were previously occupied as a commercial use by AT&T. The Project would demolish the existing structures and parking lot and redevelop the Project site with three new 5-story, residential buildings with 337 for-rent dwelling units reserved for low-income households and three manager’s units, with a mix of 32 studio units, 260 one-bedroom units, 45 two-bedroom units, and 3 two-bedroom manager’s units. The Project will provide approximately 13,600 square feet of private open space and approximately 37,750 square feet of common open space, including multiple interior ground floor courtyards and multiple roof decks totaling appx. 7,284 square feet. The Project will consist of approximately 298,018 square feet of floor area for residential uses, including community rooms, lobby/mail rooms, and office/service space within the ground floor of each of the three buildings for use by the residents. Three hundred forty-two (342) automobile stalls will be provided in a two-level subterranean parking garage, including 35 EV ready stalls. The project is providing the required amount of parking per Glendale Municipal Code. The Project’s main pedestrian access points will be on Pioneer Drive, with vehicular access to the subterranean parking garage via Pioneer Drive as well. The Project’s site plan is illustrated on Exhibit B.

EXHIBIT 1-A: LOCATION MAP



LEGEND:

Site Boundary

6



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2 FUNDAMENTALS

Noise is simply defined as "unwanted sound." Sound becomes unwanted when it interferes with normal activities, when it causes actual physical harm or when it has adverse effects on health. Noise is measured on a logarithmic scale of sound pressure level known as a decibel (dB). A-weighted decibels (dBA) approximate the subjective response of the human ear to broad frequency noise source by discriminating against very low and very high frequencies of the audible spectrum. They are adjusted to reflect only those frequencies which are audible to the human ear. Exhibit 2-A presents a summary of the typical noise levels and their subjective loudness and effects that are described in more detail below.

EXHIBIT 2-A: TYPICAL NOISE LEVELS

COMMON OUTDOOR ACTIVITIES	COMMON INDOOR ACTIVITIES	A - WEIGHTED SOUND LEVEL dBA	SUBJECTIVE LOUDNESS	EFFECTS OF NOISE
THRESHOLD OF PAIN		140	INTOLERABLE OR DEAFENING	HEARING LOSS
NEAR JET ENGINE		130		
		120		
JET FLY-OVER AT 300m (1000 ft)	ROCK BAND	110		
LOUD AUTO HORN		100	VERY NOISY	
GAS LAWN MOWER AT 1m (3 ft)		90		
DIESEL TRUCK AT 15m (50 ft), at 80 km/hr (50 mph)	FOOD BLENDER AT 1m (3 ft)	80		
NOISY URBAN AREA, DAYTIME	VACUUM CLEANER AT 3m (10 ft)	70	LOUD	SPEECH INTERFERENCE
HEAVY TRAFFIC AT 90m (300 ft)	NORMAL SPEECH AT 1m (3 ft)	60		
QUIET URBAN DAYTIME	LARGE BUSINESS OFFICE	50	MODERATE	SLEEP DISTURBANCE
QUIET URBAN NIGHTTIME	THEATER, LARGE CONFERENCE ROOM (BACKGROUND)	40		
QUIET SUBURBAN NIGHTTIME	LIBRARY	30	FAINT	NO EFFECT
QUIET RURAL NIGHTTIME	BEDROOM AT NIGHT, CONCERT HALL (BACKGROUND)	20		
	BROADCAST/RECORDING STUDIO	10	VERY FAINT	
LOWEST THRESHOLD OF HUMAN HEARING	LOWEST THRESHOLD OF HUMAN HEARING	0		

Source: Environmental Protection Agency Office of Noise Abatement and Control, *Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Margin of Safety* (EPA/ONAC 550/9-74-004) March 1974.

2.1 RANGE OF NOISE

Since the range of intensities that the human ear can detect is so large, the scale frequently used to measure intensity is a scale based on multiples of 10, the logarithmic scale. The scale for measuring intensity is the decibel scale. Each interval of 10 decibels indicates a sound energy ten times greater than before, which is perceived by the human ear as being roughly twice as loud. (2) The most common sounds vary between 40 dBA (very quiet) to 100 dBA (very loud). Normal conversation at three feet is roughly at 60 dBA, while loud jet engine noises equate to 110 dBA

at approximately 100 feet, which can cause serious discomfort. (3) Another important aspect of noise is the duration of the sound and the way it is described and distributed in time.

2.2 NOISE DESCRIPTORS

Environmental noise descriptors are generally based on averages, rather than instantaneous, noise levels. The most used figure is the equivalent level (L_{eq}). Equivalent sound levels are not measured directly but are calculated from sound pressure levels typically measured in A-weighted decibels (dBA). The equivalent sound level (L_{eq}) represents a steady state sound level containing the same total energy as a time varying signal over a given sample period (typically one hour) and is commonly used to describe the “energy average” noise levels within the environment.

Peak hour or equivalent noise levels, while useful, do not completely describe a given noise environment. Noise levels lower than peak hour may be disturbing if they occur during times when quiet is most desirable, namely evening and nighttime (sleeping) hours. To account for this, the Community Noise Equivalent Level (CNEL), representing a composite 24-hour noise level is utilized. The CNEL is the weighted average of the intensity of a sound, with corrections for time of day, and averaged over 24 hours. The time-of-day corrections require the addition of 5 decibels to dBA L_{eq} sound levels in the evening from 7:00 p.m. to 10:00 p.m., and the addition of 10 decibels to dBA L_{eq} sound levels at night between 10:00 p.m. and 7:00 a.m. These additions are made to account for the noise sensitive time periods during the evening and night hours when sound appears louder. CNEL does not represent the actual sound level heard at any time, but rather represents the total sound exposure. The City of Glendale relies on the 24-hour CNEL level to assess land use compatibility with transportation related noise sources.

2.3 SOUND PROPAGATION

When sound propagates over a distance, it changes in level and frequency content. Based on guidance from the U.S. Department of Transportation, Federal Highway Administration (FHWA), Office of Environment and Planning, Noise and Air Quality Branch, the way noise reduces with distance depends on the following factors.

2.3.1 GEOMETRIC SPREADING

Sound from a localized source (i.e., a stationary point source) propagates uniformly outward in a spherical pattern. The sound level attenuates (or decreases) at a rate of 6 dB for each doubling of distance from a point source. Highways consist of several localized noise sources on a defined path and hence can be treated as a line source, which approximates the effect of several point sources. Noise from a line source propagates outward in a cylindrical pattern, often referred to as cylindrical spreading. Sound levels attenuate at a rate of 3 dB for each doubling of distance from a line source. (2)

2.3.2 GROUND ABSORPTION

The propagation path of noise from a highway to a receiver is usually very close to the ground. Noise attenuation from ground absorption and reflective wave canceling adds to the attenuation associated with geometric spreading. Traditionally, the excess attenuation has also been expressed in terms of attenuation per doubling of distance. This approximation is usually sufficiently accurate for distances of less than 200 ft. For acoustically hard sites (i.e., sites with a reflective surface between the source and the receiver, such as a parking lot or body of water), no excess ground attenuation is assumed. For acoustically absorptive or soft sites (i.e., those sites with an absorptive ground surface between the source and the receiver such as soft dirt, grass, or scattered bushes and trees), an excess ground attenuation value of 1.5 dB per doubling of distance is normally assumed. When added to the cylindrical spreading, the excess ground attenuation results in an overall drop-off rate of 4.5 dB per doubling of distance from a line source. (4)

2.3.3 ATMOSPHERIC EFFECTS

Receivers located downwind from a source can be exposed to increased noise levels relative to calm conditions, whereas locations upwind can have lowered noise levels. Sound levels can be increased at large distances (e.g., more than 500 feet) due to atmospheric temperature inversion (i.e., increasing temperature with elevation). Other factors such as air temperature, humidity, and turbulence can also have significant effects. (2)

2.3.4 SHIELDING

A large object or barrier in the path between a noise source and a receiver can substantially attenuate noise levels at the receiver. The amount of attenuation provided by shielding depends on the size of the object and the frequency content of the noise source. Shielding by trees and other such vegetation typically only has an “out of sight, out of mind” effect. That is, the perception of noise impact tends to decrease when vegetation blocks the line-of-sight to nearby residents. However, for vegetation to provide a substantial, or even noticeable, noise reduction, the vegetation area must be at least 15 feet in height, 100 feet wide and dense enough to completely obstruct the line-of sight between the source and the receiver. This size of vegetation may provide up to 5 dBA of noise reduction. The Federal Highway Administration (FHWA) does not consider the planting of vegetation to be a noise abatement measure. (4)

2.3.5 REFLECTION

Field studies conducted by the FHWA have shown that the reflection from barriers and buildings does not substantially increase noise levels. (4) If all the noise striking a structure was reflected back to a given receiving point, the increase would be theoretically limited to 3 dBA. Further, not all the acoustical energy is reflected back to same point. Some of the energy would go over the structure, some is reflected to points other than the given receiving point, some is scattered by ground coverings (e.g., grass and other plants), and some is blocked by intervening structures and/or obstacles (e.g., the noise source itself). Additionally, some of the reflected energy is lost due to the longer path that the noise must travel. FHWA measurements made to quantify

reflective increases in traffic noise have not shown an increase of greater than 1-2 dBA; an increase that is not perceptible to the average human ear.

2.4 NOISE CONTROL

Noise control is the process of obtaining an acceptable noise environment for an observation point or receiver by controlling the noise source, transmission path, receiver, or all three. This concept is known as the source-path-receiver concept. In general, noise control measures can be applied to these three elements.

2.5 NOISE BARRIER ATTENUATION

Effective noise barriers can reduce noise levels by up to 10 to 15 dBA, cutting the loudness of traffic noise in half. A noise barrier is most effective when placed close to the noise source or receiver. Noise barriers, however, do have limitations. For a noise barrier to work, it must be high enough and long enough to block the path of the noise source. (4)

2.6 LAND USE COMPATIBILITY WITH NOISE

Some land uses are more tolerant of noise than others. For example, schools, hospitals, churches, and residences are more sensitive to noise intrusion than are commercial or industrial developments and related activities. As ambient noise levels affect the perceived amenity or livability of a development, so too can the mismanagement of noise impacts impair the economic health and growth potential of a community by reducing the area's desirability as a place to live, shop and work. For this reason, land use compatibility with the noise environment is an important consideration in the planning and design process. The FHWA encourages State and Local government to regulate land development in such a way that noise-sensitive land uses are either prohibited from being located adjacent to a highway, or that the developments are planned, designed, and constructed in such a way that noise impacts are minimized. (5)

2.7 COMMUNITY RESPONSE TO NOISE

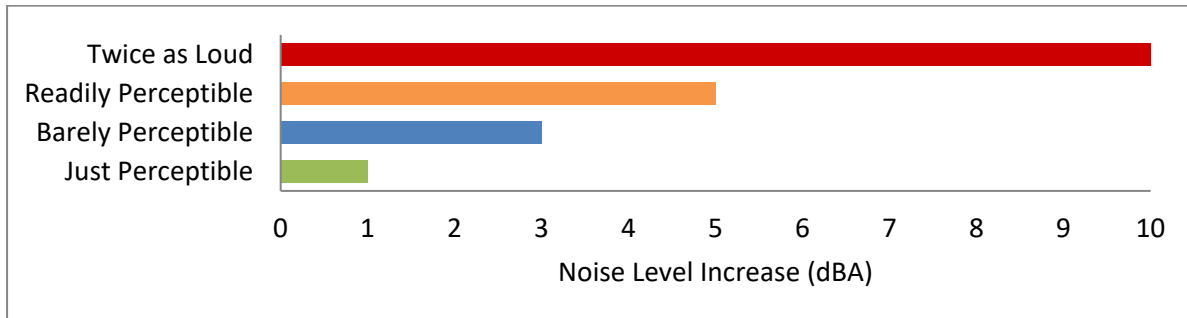
Community responses to noise varies depending upon everyone's susceptibility to noise and personal attitudes about noise. Several factors are related to the level of community annoyance including:

- Fear associated with noise producing activities.
- Socio-economic status and educational level.
- Perception that those affected are being unfairly treated.
- Attitudes regarding the usefulness of the noise-producing activity.
- Belief that the noise source can be controlled.

Approximately ten percent of the population has a very low tolerance for noise and will object to any noise not of their making. Consequently, even in the quietest environment, some complaints will occur. Twenty-five percent of the population will not complain even in very severe noise environments. Thus, a variety of reactions can be expected from people exposed to any given noise environment. (6) Surveys have shown that about ten percent of the people exposed to

traffic noise of 60 dBA will report being highly annoyed with the noise, and each increase of one dBA is associated with approximately two percent more people being highly annoyed. When traffic noise exceeds 60 dBA or aircraft noise exceeds 55 dBA, people may begin to complain. (6) Despite this variability in behavior on an individual level, the population can be expected to exhibit the following responses to changes in noise levels as shown on Exhibit 2-B. A change of 3 dBA is considered *barely perceptible*, and changes of 5 dBA are considered *readily perceptible*. (4)

EXHIBIT 2-B: NOISE LEVEL INCREASE PERCEPTION



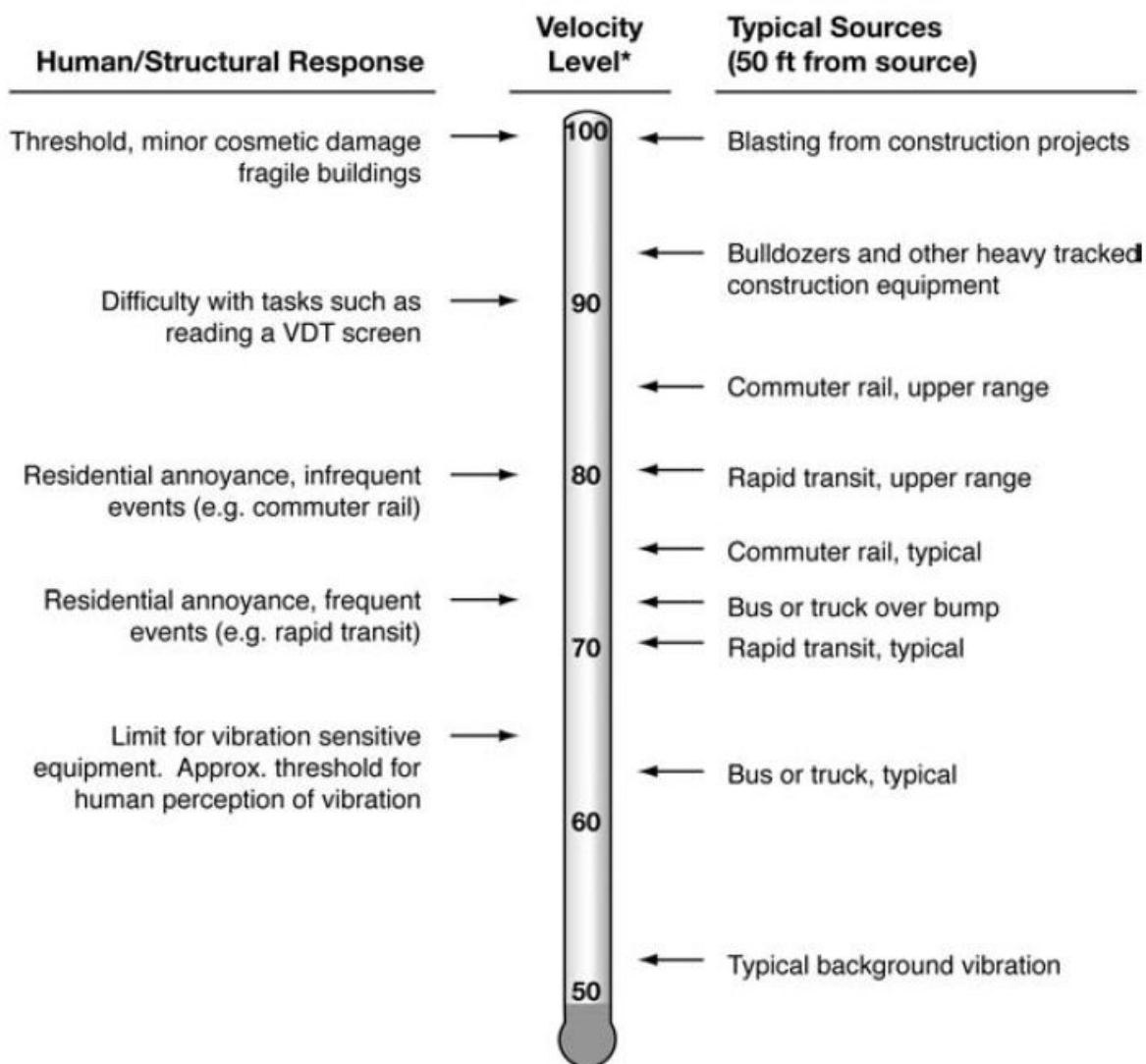
2.8 VIBRATION

Per the Federal Transit Administration (FTA) *Transit Noise and Vibration Impact Assessment Manual* (7), vibration is the periodic oscillation of a medium or object. The rumbling sound caused by the vibration of room surfaces is called structure-borne noise. Sources of ground-borne vibrations include natural phenomena (e.g., earthquakes, volcanic eruptions, sea waves, landslides) or human-made causes (e.g., explosions, machinery, traffic, trains, construction equipment). Vibration sources may be continuous, such as factory machinery, or transient, such as explosions. As is the case with airborne sound, ground-borne vibrations may be described by amplitude and frequency.

There are several different methods that are used to quantify vibration. The peak particle velocity (PPV) is defined as the maximum instantaneous peak of the vibration signal. The PPV is most frequently used to describe vibration impacts to buildings but is not always suitable for evaluating human response (annoyance) because it takes some time for the human body to respond to vibration signals. Instead, the human body responds to average vibration amplitude often described as the root mean square (RMS). The RMS amplitude is defined as the average of the squared amplitude of the signal and is most frequently used to describe the effect of vibration on the human body. Decibel notation (VdB) is commonly used to measure RMS. Decibel notation (VdB) serves to reduce the range of numbers used to describe human response to vibration. Typically, ground-borne vibration generated by man-made activities attenuates rapidly with distance from the source of the vibration. Sensitive receivers for vibration include structures (especially older masonry structures), people (especially residents, the elderly, and sick), and vibration-sensitive equipment and/or activities.

The background vibration-velocity level in residential areas is generally 50 VdB. Ground-borne vibration is normally perceptible to humans at approximately 65 VdB. For most people, a vibration-velocity level of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels. Typical outdoor sources of perceptible ground-borne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. If a roadway is smooth, the ground-borne vibration is rarely perceptible. The range of interest is from approximately 50 VdB, which is the typical background vibration-velocity level, to 100 VdB, which is the general threshold where minor damage can occur in fragile buildings. Exhibit 2-C illustrates common vibration sources and the human and structural response to ground-borne vibration.

EXHIBIT 2-C: TYPICAL LEVELS OF GROUND-BORNE VIBRATION



* RMS Vibration Velocity Level in VdB relative to 10^{-6} inches/second

Source: Federal Transit Administration (FTA) Transit Noise and Vibration Impact Assessment Manual.

3 REGULATORY SETTING

To limit population exposure to physically and/or psychologically damaging as well as intrusive noise levels, the federal government, the State of California, various county governments, and most municipalities in the state have established standards and ordinances to control noise. In most areas, automobile and truck traffic is the major source of environmental noise. Traffic activity generally produces an average sound level that remains constant with time. Air and rail traffic, and commercial and industrial activities are also major sources of noise in some areas. Federal, state, and local agencies regulate different aspects of environmental noise. Federal and state agencies generally set noise standards for mobile sources such as aircraft and motor vehicles, while regulation of stationary sources is left to local agencies.

3.1 STATE OF CALIFORNIA NOISE REQUIREMENTS

The State of California regulates freeway noise, sets standards for sound transmission, provides occupational noise control criteria, identifies noise standards, and provides guidance for local land use compatibility. State law requires that each county and city adopt a General Plan that includes a Noise Element which is to be prepared per guidelines adopted by the Governor's Office of Planning and Research. (8) The purpose of the Noise Element is to *limit the exposure of the community to excessive noise levels*. In addition, the California Environmental Quality Act (CEQA) requires that all known environmental effects of a project be analyzed, including environmental noise impacts.

3.2 STATE OF CALIFORNIA BUILDING CODE

The State of California's noise insulation standards for all residential units are codified in the California Code of Regulations (CCR), Title 24, Building Standards Administrative Code, Chapter 12, Section 1206. These noise standards are applied to new construction that contains dwelling units or sleeping units, such as residential and hotel or motel uses, in California for controlling interior noise levels resulting from exterior noise sources. For new buildings, the acceptable interior noise limit is 45 dBA CNEL in habitable rooms (9).

3.3 CITY OF GLENDALE GENERAL PLAN NOISE ELEMENT

The City of Glendale has adopted a Noise Element of the General Plan (10) to control and abate environmental noise, and to protect the citizens of the City of Glendale from excessive exposure to noise. The Noise Element specifies the maximum exterior and interior noise levels for new developments impacted by transportation noise sources such as arterial roads, freeways, airports, and railroads. In addition, the Noise Element identifies noise policies designed to protect, create, and maintain an environment free from noise that may jeopardize the health or welfare of sensitive receptors, or degrade quality of life. To protect City residents from excessive noise, the Noise Element contains the following goals related to the Project:

Policy 3.2 Encourage acoustical mitigation design in new construction when necessary.

The noise policies specified in the City of Glendale Noise Element provide the guidelines necessary to satisfy this policy. To protect residential areas from excessive noise (Policy 3.2), the *City enforces the State building code (Chapter 12, Section 1208A) which requires that “new hotels, motels, dormitories, apartment houses and dwellings other than detached single-family dwellings” be designed and constructed so as to achieve an indoor noise level of 45 CNEL or less when constructed and at least 10 years into the future. The standard protects these dwellings from exterior noise sources such as highways, county roads, city streets, railroads, rapid transit lines, airports, and industrial areas.*

3.3.1 LAND USE COMPATIBILITY

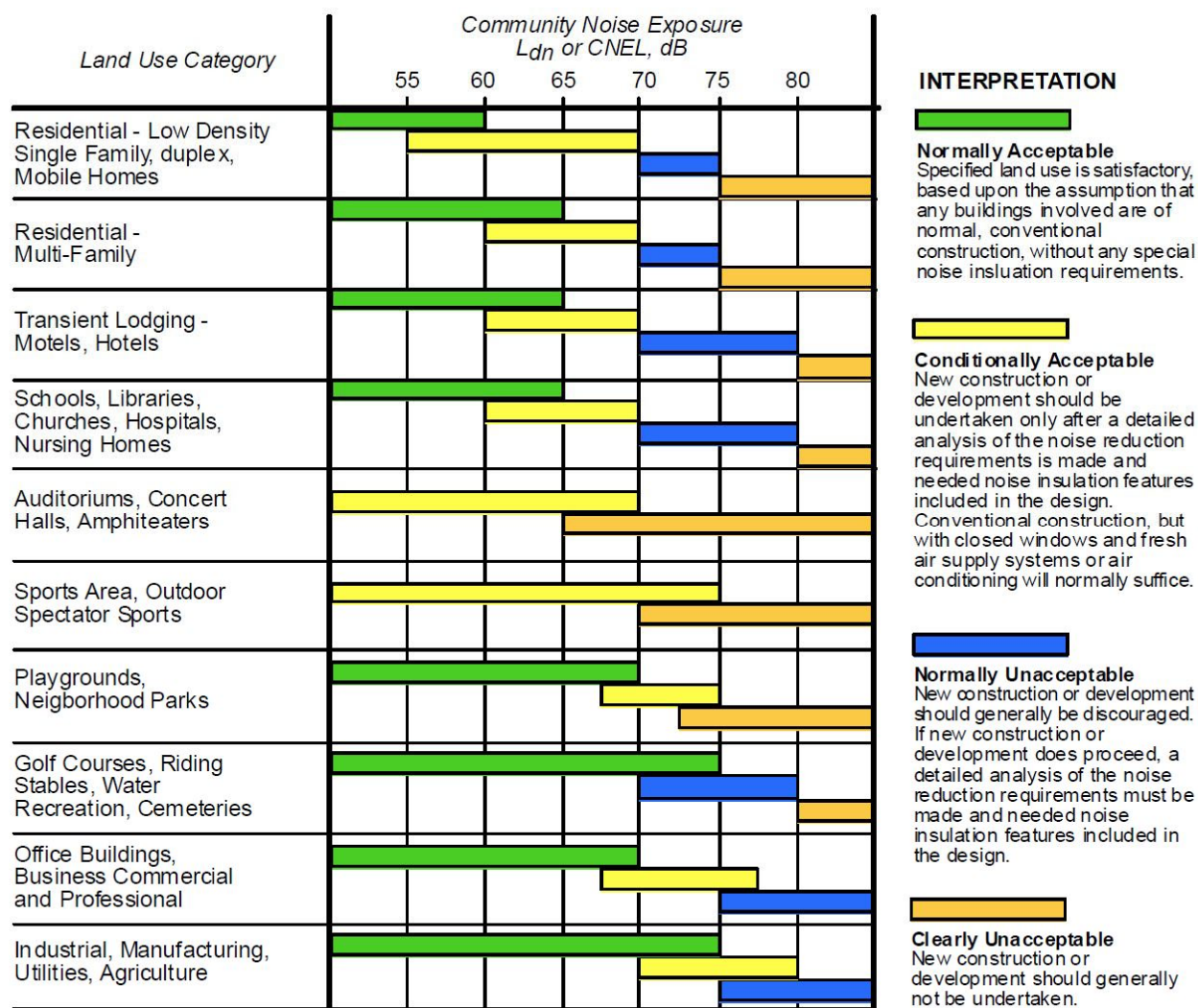
The noise criteria identified in the City of Glendale Noise Element are guidelines to evaluate the land use compatibility of transportation related noise. The compatibility criteria, shown on Exhibit 3-A, provides the City with a planning tool to gauge the compatibility of land uses relative to existing and future exterior noise levels.

The *Land Use Compatibility for Community Noise Exposure* (Table 1) in the City of Glendale Noise Element provides guidelines to evaluate the acceptability of the transportation related noise level impacts. Multi-family residential land uses are considered *normally acceptable* with exterior noise levels below 65 dBA CNEL and *conditionally acceptable* with exterior noise levels below 70 dBA CNEL. For *conditionally acceptable* land use, *new construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features are included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.* (10)

3.3.2 NOISE STANDARDS

The City of Glendale Noise Element, (Table 2) *Interior and Exterior Noise Standards*, provides specific interior and exterior noise level standards for various land use categories. For noise-sensitive multi-family residential uses, the Noise Element requires an exterior noise level not to exceed 65 dBA CNEL in outdoor patio areas where there is an expectation of privacy (i.e., not a patio area which also serves as, or is adjacent to the primary entrance to the unit). The multi-family residential exterior noise level standards apply to the outdoor living areas including those identified by the *State of California Interior and Exterior Noise Standards*, such as private yards, and private patios or balconies. Exhibit 3-B shows the interior noise levels for residential land use may not exceed 45 dBA CNEL.

Based on the City of Glendale *Interior and Exterior Noise Standards*, this noise study has been prepared to satisfy an exterior noise level for outdoor living areas of less than 65 dBA CNEL and an interior noise level of less than 45 dBA CNEL for multi-family residential land use. This approach is consistent with Table 2 of the City of Glendale General Plan Noise Element.

EXHIBIT 3-A: LAND USE COMPATIBILITY FOR COMMUNITY NOISE EXPOSURE

Source: State of California, "General Plan Guidelines," 1998

EXHIBIT 3-B: INTERIOR AND EXTERIOR NOISE STANDARDS

LAND USE CATEGORIES		NOISE STANDARDS	
CATEGORIES	USES	INTERIOR CNEL	EXTERIOR CNEL
RESIDENTIAL	Single Family	45 (1)	65 (2)
	Multi-Family	45 (1)	65 (3)
	Residential within Mixed Use	45 (1)	--
COMMERCIAL	Hotel, Motel, Transient	45 (1)	--
	Lodging		
INSTITUTIONAL	Hospital, School Classroom,	45	--
	Church, Library		
OPEN SPACE	Parks (4)	--	65

Notes:

1. Applies to the indoor environment excluding bathrooms, toilets, closets and corridors.
2. Applies to the outdoor environment limited to the private yard of single family residences (normally the rear yard).
3. Applies to the patio area where there is an expectation of privacy (i.e., not a patio area which also serves as, or is adjacent to, the primary entrance to the unit).
4. Only applies to parks where peace and quiet are determined to be of prime importance, such as hillside open space areas open to the public. Generally would not apply to urban parks or active-use parks.

3.4 OPERATIONAL NOISE STANDARDS

To analyze noise impacts originating from a designated fixed location or private property such as the 515 Pioneer Apartments Project, operational source noise such as the expected roof-top air conditioning units are typically evaluated against standards established under a City's Municipal Code. According to Article V. – Noise, *excessive, unnecessary, and annoying noises from all sources subject to its police power. At and above certain levels, noises are detrimental to the health and welfare of the citizens of the city and it is in the best interest that such noises be systematically eliminated.* While the Article V indicates that seeks to control *excessive, unnecessary, and annoying noises*, the Municipal Code does not identify any specific noise level limits. In addition, Section 25-65.1 specifically exempts *heating and cooling equipment when it is functioning in accordance with manufacturer's specifications and is in proper operating condition provided that no unit may create an excessive, unnecessary, or offensive noise causing annoyance or discomfort to a reasonable person of normal sensitivity within any sleeping or living area inside any dwelling unit.*

3.5 CONSTRUCTION NOISE STANDARDS

To analyze noise impacts originating from the construction of 515 Pioneer Apartments, noise from construction activities is typically evaluated against standards established under a City's Municipal Code. The City of Glendale Municipal Code, Section 25-68 included in Appendix 3.1 indicates that construction *From April fifteenth to October fifteenth, inclusive, all other construction or repair work shall not begin prior to 6:00 a.m. and must stop by 7:00 p.m. each day in, or within five hundred (500) feet of, a residential zone or at such other times as authorized by*

permit. From October sixteenth to April fourteenth, inclusive, all other construction or repair work shall not begin prior to 7:00 a.m. and must be stopped by 7:00 p.m. each day in, or within five hundred (500) feet of, a residential zone or at such other times as authorized by permit. (11)

Neither the City of Glendale General Plan Noise Element or Municipal Codes establish numeric maximum acceptable construction source noise levels at potentially affected receivers, which would allow for a quantified determination of what CEQA constitutes a *substantial temporary or permanent increase in ambient noise levels*. Therefore, a numerical construction threshold based on Federal Transit Administration (FTA) *Transit Noise and Vibration Impact Assessment Manual* is used for analysis of daytime construction impacts, as discussed below.

According to the FTA, local noise ordinances are typically not very useful in evaluating construction noise. They usually relate to nuisance and hours of allowed activity, and sometimes specify limits in terms of maximum levels, but are generally not practical for assessing the impact of a construction project. Project construction noise criteria should account for the existing noise environment, the absolute noise levels during construction activities, the duration of the construction, and the adjacent land use. Due to the lack of standardized construction noise thresholds, the FTA provides guidelines that can be considered reasonable criteria for construction noise assessment. The FTA considers a daytime exterior construction noise level of 80 dBA L_{eq} as a reasonable threshold for noise sensitive residential land use. (7 p. 179)

3.6 CONSTRUCTION VIBRATION CRITERIA

Construction activity can result in varying degrees of ground-borne vibration, depending on the equipment and methods used, distance to the affected structures and soil type. Construction vibration is generally associated with pile driving and rock blasting. Other construction equipment such as air compressors, light trucks, hydraulic loaders, etc., generates little or no ground vibration. (7)

To analyze vibration impacts originating from the operation and construction of the 515 Pioneer Apartments, vibration-generating activities are appropriately evaluated against standards established under a City's Municipal Code, if such standards exist. However, the City of Glendale does not identify specific vibration level limits. Therefore, for analysis purposes, the Caltrans *Transportation and Construction Vibration Guidance Manual*, (12 p. 38) Table 19, vibration damage are used in this noise study to assess potential temporary construction-related impacts at adjacent building locations. While ground vibrations from construction activities do not often reach the levels that can damage structures, fragile buildings must receive special consideration. The construction vibration damage potential criteria include consideration of the building conditions. (3 p. 182) Table 3-1 describes the maximum acceptable transient and continuous vibration building damage potential levels by structure type and condition.

TABLE 3-1: BUILDING DAMAGE VIBRATION CRITERIA

Structure and Condition	Maximum Transient Vibration Levels PPV (in/sec)	Maximum Continuous Vibration Levels PPV (in/sec)
Extremely fragile historic buildings	0.12	0.08
Fragile buildings	0.2	0.1
Historic and some old buildings	0.5	0.25
Older residential structures	0.5	0.3
New residential structures	1.0	0.5
Modern industrial/commercial buildings	2.0	0.5

Caltrans Transportation and Construction Vibration Guidance Manual, April 2020, Tables 19, p. 38.

According to the NCHRP 25-25, an “historic property” is any property that is listed in or qualifies for listing the National Register of Historic Places (NRHP). (13) The term “historic structure” can encompass a wide variety of structure types, including free standing monuments, buildings, and existing older infrastructure such as bridges and even underground structures (e.g., brick sewer lines) and archeological sites. The spectrum of historical structural types includes several different construction methods, such as wood frame and unreinforced masonry, which affect a structure’s response to vibration and complicates the task of determining its susceptibility to damage. Fragile buildings represent structures and/or finishes that are possibly weakened due to the method of construction (such as unreinforced masonry) and deterioration with age and/or lack of adequate maintenance.

The existing buildings adjacent to the Project site can best be described as a combination of older residential structures, commercial buildings, or historic buildings representing a variety of structure types with several different construction methods, such as wood frame and unreinforced masonry with a maximum acceptable continuous vibration threshold of 0.25 PPV (in/sec).

4 SIGNIFICANCE CRITERIA

The following significance criteria are based on currently adopted guidance provided by Appendix G of the California Environmental Quality Act (CEQA) Guidelines. (8) For the purposes of this report, impacts would be potentially significant if the Project results in or causes:

- A. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?
- B. Generation of excessive ground-borne vibration or ground-borne noise levels?
- C. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

While the City of Glendale General Plan Guidelines provide direction on noise compatibility and establish noise standards by land use type that are sufficient to assess the significance of noise impacts, they do not define the levels at which increases are considered substantial for use under Guideline A. CEQA Appendix G Guideline C applies to nearby public and private airports, if any, and the Project's land use compatibility.

4.1 NOISE LEVEL INCREASES

Noise level increases resulting from the Project are evaluated based on the Appendix G CEQA Guidelines described above at the closest sensitive receiver locations. Under CEQA, consideration must be given to the magnitude of the increase, the existing ambient noise levels, and the location of noise-sensitive receivers to determine if a noise increase represents a significant adverse environmental impact. This approach recognizes *that there is no single noise increase that renders the noise impact significant.* (14)

Unfortunately, there is no completely satisfactory way to measure the subjective effects of noise or of the corresponding human reactions of annoyance and dissatisfaction. This is primarily because of the wide variation in individual thresholds of annoyance and differing individual experiences with noise. Thus, an important way of determining a person's subjective reaction to a new noise is the comparison of it to the existing environment to which one has adapted—the so-called *ambient* environment. In general, the more a new noise exceeds the previously existing ambient noise level, the less acceptable the new noise will typically be judged. The Federal Interagency Committee on Noise (FICON) (15) developed guidance to be used for the assessment of project-generated increases in noise levels that consider the ambient noise level. The FICON recommendations are based on studies that relate aircraft noise levels to the percentage of persons highly annoyed by aircraft noise. Although the FICON recommendations were specifically developed to assess aircraft noise impacts, these recommendations are often used in environmental noise impact assessments involving the use of cumulative noise exposure metrics, such as the average-daily noise level (CNEL) and equivalent continuous noise level (L_{eq}).

As previously stated, the approach used in this noise study recognizes *that there is no single noise increase that renders the noise impact significant*, based on a 2008 California Court of Appeal ruling on Gray v. County of Madera. (14) For example, if the ambient noise environment is quiet (<60 dBA) and the new noise source greatly increases the noise levels, an impact may occur if the noise criteria may be exceeded. Therefore, for this analysis, FICON identifies a *readily perceptible* 5 dBA or greater project-related noise level increase is considered a significant impact when the noise criteria for a given land use is exceeded. Per the FICON, in areas where the without project noise levels range from 60 to 65 dBA, a 3 dBA *barely perceptible* noise level increase appears to be appropriate for most people. When the without project noise levels already exceed 65 dBA, any increase in community noise louder than 1.5 dBA or greater is considered a significant impact if the noise criteria for a given land use is exceeded, since it likely contributes to an existing noise exposure exceedance.

The FICON guidance provides an established source of criteria to assess the impacts of substantial temporary or permanent increase in ambient noise levels. Based on the FICON criteria, the amount to which a given noise level increase is considered acceptable is reduced when the without Project noise levels are already shown to exceed certain land-use specific exterior noise level criteria. The specific levels are based on typical responses to noise level increases of 5 dBA or *readily perceptible*, 3 dBA or *barely perceptible*, and 1.5 dBA depending on the underlying without Project noise levels for noise-sensitive uses. These levels of increases and their perceived acceptance are consistent with guidance provided by both the Federal Highway Administration (4 p. 9) and Caltrans (16 p. 2_48).

4.2 SIGNIFICANCE CRITERIA SUMMARY

Noise impacts shall be considered significant if any of the following occur as a direct result of the proposed development. Table 4-1 shows the significance criteria summary matrix.

TABLE 4-1: SIGNIFICANCE CRITERIA SUMMARY

Analysis	Condition(s)	Significance Criteria	
		Daytime	Nighttime
On-Site	Exterior Noise Compatibility ¹	See Exhibit 3-A	
	Exterior Noise Level Standard ²	65 dBA CNEL	
	Interior Noise Level Standard ²	45 dBA CNEL	
Operational ³	If ambient is < 60 dBA L_{eq}	≥ 5 dBA L_{eq} Project increase	
	If ambient is 60 - 65 dBA L_{eq}	≥ 3 dBA L_{eq} Project increase	
	If ambient is > 65 dBA L_{eq}	≥ 1.5 dBA L_{eq} Project increase	
Construction	Noise Level Threshold ⁴	80 dBA L_{eq}	n/a
	Vibration Level Threshold ⁵	0.25 PPV (in/sec)	n/a

¹ City of Glendale General Plan Noise Element (Table 1)

² City of Glendale General Plan Noise Element Interior and Exterior Noise Standards (Table 2)

³ Federal Interagency Committee on Noise (FICON)

⁴ Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual.

⁵ Caltrans Transportation and Construction Vibration Manual, April 2020 Table 19.

"Daytime" = 7:00 a.m. - 10:00 p.m.; "Nighttime" = 10:00 p.m. - 7:00 a.m.; "PPV" = Peak Particle Velocity

5 METHODS AND PROCEDURES

The following section outlines the methods and procedures used to model and analyze the future traffic noise environment.

5.1 CADNAA NOISE PREDICTION MODEL

To fully describe the noise levels from traffic and construction associated with the Project, Urban Crossroads, Inc. developed a series of noise prediction models using the CadnaA (Computer Aided Noise Abatement) computer program. CadnaA can analyze multiple types of noise sources using the spatially accurate Project site plan, georeferenced Nearmap aerial imagery, topography, buildings, and barriers in its calculations to predict outdoor noise levels.

Using the ISO 9613 protocol, CadnaA calculates the distance from each noise source to the noise receiver locations, using the ground absorption, distance, and barrier/building attenuation inputs to provide a summary of noise level at each receiver and the partial noise level contributions by each noise source. Consistent with the ISO 9613 protocol, the CadnaA noise prediction model relies on the reference sound power level (L_w) to describe individual noise sources. While sound pressure levels (e.g., L_{eq}) quantify in decibels the intensity of given sound sources at a reference distance, sound power levels (L_w) are connected to the sound source and are independent of distance. Sound pressure levels vary substantially with distance from the source and diminish because of intervening obstacles and barriers, air absorption, wind, and other factors. Sound power is the acoustical energy emitted by the sound source and is an absolute value that is not affected by the environment. The noise level calculations provided in this noise study account for the distance attenuation provided due to geometric spreading. A default ground attenuation factor of 0.5 was used in the noise analysis to account for mixed ground representing a combination of hard and soft surfaces.

5.2 FHWA TRAFFIC NOISE PREDICTION MODEL

The expected roadway noise level increases from vehicular traffic were calculated using CadnaA computer program using algorithms that replicates the Federal Highway Administration (FHWA) Traffic Noise Model (TNM) (17). TNM arrives at a predicted noise level through a series of adjustments to a vehicle Reference Energy Mean Emission Level (REMEL) (18).

Adjustments are then made to the REMEL to account for: the roadway active width (i.e., the distance between the center of the outermost travel lanes on each side of the roadway), the total average daily traffic (ADT), the travel speeds, the percentages of automobiles, medium trucks, and heavy trucks in the traffic volume (vehicle mix), the roadway grade, the angle of view (e.g., whether the roadway view is blocked), the ground attenuation factor, and the percentage of total ADT which flows each hour throughout a 24-hour period. The vehicle percentages during the daytime, evening, and nighttime, also called time-of-day splits, used in modeling are presented in Table 5-1. Table 5-2 presents the distribution of traffic throughout the day based on the vehicle mix.

TABLE 5-1: TIME OF DAY VEHICLE SPLITS

Vehicle Type	Time of Day Splits ¹			Total of Time of Day Splits
	Daytime	Evening	Nighttime	
Autos	77.50%	12.90%	9.60%	100.00%
Medium Trucks	84.80%	4.90%	10.30%	100.00%
Heavy Trucks	86.50%	2.70%	10.80%	100.00%

¹ Typical Southern California vehicle mix.

"Daytime" = 7:00 a.m. to 7:00 p.m.; "Evening" = 7:00 p.m. to 10:00 p.m.; "Nighttime" = 10:00 p.m. to 7:00 a.m.

TABLE 5-2: DISTRIBUTION OF TRAFFIC FLOW BY VEHICLE TYPE (VEHICLE MIX)

Classification	Total % Traffic Flow			Total
	Autos	Medium Trucks	Heavy Trucks	
All Roadways ¹	97.42%	1.84%	0.74%	100.00%

¹Typical Southern California Vehicle Mix

5.3 TRAFFIC NOISE PREDICTION MODEL INPUTS

The on-site roadway parameters including the average daily traffic (ADT) volumes used for this study are presented on Table 5-3. To predict the future on-site noise environment at the Project site, parameters including the number of lanes and daily volume thresholds were obtained from the City of Glendale General Plan Circulation Element. (19) For the purposes of this analysis, soft site conditions were used to analyze the on-site traffic noise impacts for the Project study area.

TABLE 5-3: ON-SITE ROADWAY PARAMETERS

Roadway	Lanes	Classification ¹	Average Daily Traffic Volume ¹	Speed (mph)
SR 134 Ventura Freeway	6	Freeway	240,000	65
Pioneer St.	2	Local Street	2,500	25
N. Kenilworth Ave	2	Local Street	2,500	25
N Pacific Ave	4	Minor Arterial	30,000	30

¹ City of Glendale Circulation Element, August 1998

The site plan is used to identify the relationship between the roadway centerline, the development pad location, the centerline distance to any intervening noise barriers, and the building façade. The on-site receivers were placed five feet above the finished floor elevation at the outdoor living areas and proposed building façades. Second- through 5th floor receivers were located at increments of 9 feet above the first-floor elevation, i.e., 14 feet, 23 feet, etc.

6 ON-SITE TRAFFIC NOISE IMPACTS

An on-site exterior noise impact analysis has been completed to determine the noise exposure levels that would result from adjacent traffic noise sources in the Project study area, and to identify acceptable Project exterior and interior noise levels. The primary source of traffic noise affecting the Project site is anticipated to be from the Ventura Freeway, Pioneer Drive, and North Kenilworth Avenue. On-site receivers were located at common outdoor use areas, such as playgrounds and picnic areas, and along building facades fronting local roadways. On-site receivers are shown in Exhibit 6-A.

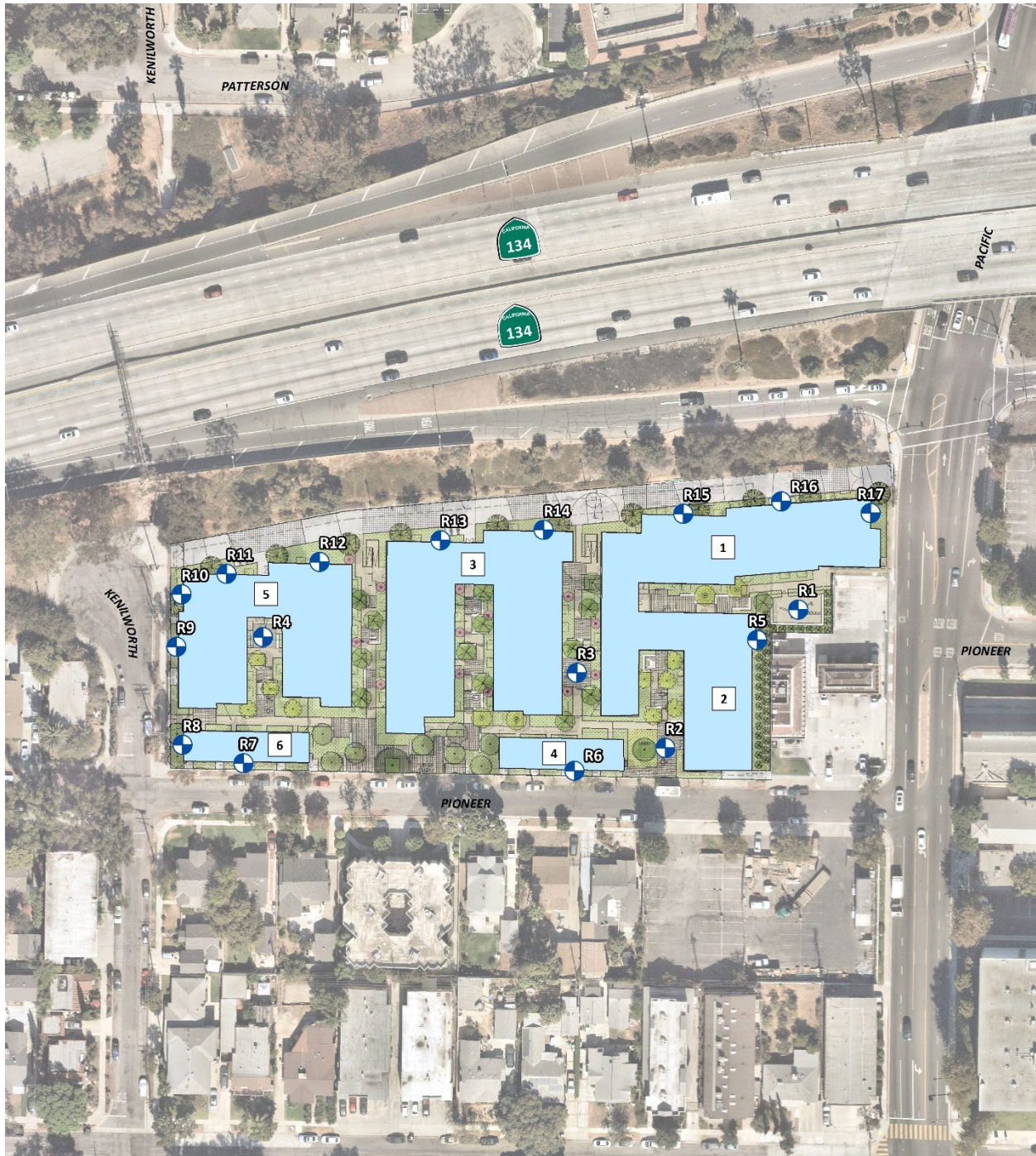
6.1 EXTERIOR NOISE ANALYSIS

Based on the traffic noise modeling, and the parameters outlined in Section 5, the expected future exterior noise levels were calculated. It should be noted that outdoor locations, represented by R1 through R4, do not have second third, fourth, or fifth floor receiver locations. In addition, buildings 4 and 6 shown on Exhibit 6-A are the only two-story structures and do not have receiver locations above the second floor. Where a receiver does not have an associated location for the modeled floor, the noise level is designated as not applicable or “NA” in Tables 6-1 through 6-10.

Table 6-1 presents a summary of future exterior noise levels at the first floor. Based on traffic noise modeling first floor noise levels are predicted to range from 37.6 to 74.4 dBA CNEL. Table 6-2 presents a summary of second floor exterior noise levels. Second floor noise levels are predicted to range from 42.8 to 76.4 dBA CNEL. Table 6-3 presents a summary of future third floor exterior noise levels. Third floor noise levels are predicted to range from 62.3 to 77.1 dBA CNEL. Table 6-4 presents a summary of future fourth floor exterior noise levels. Fourth floor traffic noise levels are predicted to range from 62.6 to 77.6 dBA CNEL. Table 6-5 presents a summary of future fifth floor exterior noise levels. Based on traffic noise modeling noise levels are predicted range from 62.8 to 77.7 dBA CNEL at fifth floor facades. The on-site traffic noise analysis calculations are provided in Appendix 6.1.

According to the *Land Use Compatibility for Community Noise Exposure* (shown on Exhibit 3-A) in the City of Glendale Noise Element, the majority of the proposed Project multi-family residential land uses would be considered *normally acceptable* with exterior noise levels below 65 dBA CNEL. However, units facing the SR 134 along the northern side of the project would exceed the City of Glendale *normally acceptable* noise levels and would be required to include noise insulation features to reduce interior noise levels to comply with the 45 CNEL standard.

EXHIBIT 6-A: ON-SITE RECEIVERS



LEGEND:

- Receivers
- Building

TABLE 6-1: EXTERIOR TRAFFIC NOISE LEVELS – FIRST FLOOR

Receiver	Building	Exterior Noise Level (dBA CNEL) ¹	Multi-Family Land Use Compatibility ²
R1	Playground	61.3	Normally Acceptable
R2	Picnic Area	58.7	Normally Acceptable
R3	Courtyard	54.3	Normally Acceptable
R4	Yoga Deck	37.6	Normally Acceptable
R5	Building 2	60.2	Normally Acceptable
R6	Building 4	64.5	Normally Acceptable
R7	Building 6	63.9	Normally Acceptable
R8	Building 6	64.7	Normally Acceptable
R9	Building 5	64.7	Normally Acceptable
R10	Building 5	63.4	Normally Acceptable
R11	Building 5	64.9	Normally Acceptable
R12	Building 5	65.1	Conditionally Acceptable
R13	Building 3	66.3	Conditionally Acceptable
R14	Building 3	69.0	Conditionally Acceptable
R15	Building 1	73.1	Normally Unacceptable
R16	Building 1	74.1	Normally Unacceptable
R17	Building 1	74.4	Normally Unacceptable

¹ On-site traffic noise calculations included in Appendix 6.1.

² City of Glendale General Plan Noise Element Land Use Compatibility for Community Noise Exposures (Table 1).

TABLE 6-2: EXTERIOR TRAFFIC NOISE LEVELS – SECOND FLOOR

Receiver	Location	Exterior Noise Level (dBA CNEL) ¹	Multi-Family Land Use Compatibility ²
R1	Playground	NA	NA
R2	Picnic Area	NA	NA
R3	Courtyard	NA	NA
R4	Yoga Deck	NA	NA
R5	Building 2	61.2	Normally Acceptable
R6	Building 4	64.5	Normally Acceptable
R7	Building 6	64.0	Normally Acceptable
R8	Building 6	64.8	Normally Acceptable
R9	Building 5	65.4	Conditionally Acceptable
R10	Building 5	65.7	Conditionally Acceptable
R11	Building 5	68.2	Conditionally Acceptable
R12	Building 5	68.4	Conditionally Acceptable
R13	Building 3	69.8	Conditionally Acceptable
R14	Building 3	71.8	Normally Unacceptable
R15	Building 1	75.7	Clearly Unacceptable
R16	Building 1	76.3	Clearly Unacceptable
R17	Building 1	76.4	Clearly Unacceptable

¹ On-site traffic noise calculations included in Appendix 6.1.

² City of Glendale General Plan Noise Element Land Use Compatibility for Community Noise Exposures (Table 1).

NA = No receiver location due to location or building height.

TABLE 6-3: EXTERIOR TRAFFIC NOISE LEVELS – THIRD FLOOR

Receiver	Location	Exterior Noise Level (dBA CNEL) ¹	Multi-Family Land Use Compatibility ²
R1	Playground	NA	NA
R2	Picnic Area	NA	NA
R3	Courtyard	NA	NA
R4	Yoga Deck	NA	NA
R5	Building 2	62.3	Normally Acceptable
R6	Building 4	NA	NA
R7	Building 6	NA	NA
R8	Building 6	NA	NA
R9	Building 5	69.1	Conditionally Acceptable
R10	Building 5	71.6	Normally Unacceptable
R11	Building 5	74.2	Normally Unacceptable
R12	Building 5	74.5	Normally Unacceptable
R13	Building 3	75.4	Clearly Unacceptable
R14	Building 3	75.8	Clearly Unacceptable
R15	Building 1	76.7	Clearly Unacceptable
R16	Building 1	76.9	Clearly Unacceptable
R17	Building 1	77.1	Clearly Unacceptable

¹ On-site traffic noise calculations included in Appendix 6.1.

² City of Glendale General Plan Noise Element Land Use Compatibility for Community Noise Exposures (Table 1).

NA = No receiver location due to location or building height.

TABLE 6-4: EXTERIOR TRAFFIC NOISE LEVELS – FOURTH FLOOR

Receiver	Location	Exterior Noise Level (dBA CNEL) ¹	Multi-Family Land Use Compatibility ²
R1	Playground	NA	NA
R2	Picnic Area	NA	NA
R3	Courtyard	NA	NA
R4	Yoga Deck	NA	NA
R5	Building 2	62.6	Normally Acceptable
R6	Building 4	NA	NA
R7	Building 6	NA	NA
R8	Building 6	NA	NA
R9	Building 5	71.5	Normally Unacceptable
R10	Building 5	73.5	Normally Unacceptable
R11	Building 5	76.9	Clearly Unacceptable
R12	Building 5	77.3	Clearly Unacceptable
R13	Building 3	77.6	Clearly Unacceptable
R14	Building 3	77.4	Clearly Unacceptable
R15	Building 1	77.2	Clearly Unacceptable
R16	Building 1	77.3	Clearly Unacceptable
R17	Building 1	77.3	Clearly Unacceptable

¹ On-site traffic noise calculations included in Appendix 6.1.

² City of Glendale General Plan Noise Element Land Use Compatibility for Community Noise Exposures (Table 1).

NA = No receiver location due to location or building height.

TABLE 6-5: EXTERIOR TRAFFIC NOISE LEVELS – FIFTH FLOOR

Receiver	Location	Exterior Noise Level (dBA CNEL) ¹	Multi-Family Land Use Compatibility ²
R1	Playground	NA	NA
R2	Picnic Area	NA	NA
R3	Courtyard	NA	NA
R4	Yoga Deck	NA	NA
R5	Building 2	62.8	Normally Acceptable
R6	Building 4	NA	NA
R7	Building 6	NA	NA
R8	Building 6	NA	NA
R9	Building 5	72.5	Normally Unacceptable
R10	Building 5	74.3	Normally Unacceptable
R11	Building 5	77.6	Clearly Unacceptable
R12	Building 5	77.7	Clearly Unacceptable
R13	Building 3	77.7	Clearly Unacceptable
R14	Building 3	77.5	Clearly Unacceptable
R15	Building 1	77.3	Clearly Unacceptable
R16	Building 1	77.3	Clearly Unacceptable
R17	Building 1	77.3	Clearly Unacceptable

¹ On-site traffic noise calculations included in Appendix 6.1.

² City of Glendale General Plan Noise Element Land Use Compatibility for Community Noise Exposures (Table 1).

NA = No receiver location due to location or building height.

6.2 INTERIOR NOISE ANALYSIS

To ensure that the interior noise levels comply with the State and City of Glendale 45 dBA CNEL interior noise level standards, future noise levels were calculated at the first, second, third, fourth and fifth floor building facade's for the planned multi-family residential uses.

6.2.1 NOISE REDUCTION METHODOLOGY

The interior noise level is the difference between the predicted exterior noise level at the building facade and the noise reduction of the structure. Typical building construction will provide a Noise Reduction (NR) of approximately 10 dBA with "windows open" and a 20-35 dBA noise reduction with "windows closed." (20) The use of central air conditioning provides noise reduction benefits by permitting windows to be kept closed. (21) However, sound leaks, cracks and openings within the window assembly can greatly diminish its effectiveness in reducing noise. Several methods are used to improve interior noise reduction, including: [1] weather-stripped solid core exterior doors; [2] upgraded dual glazed windows; [3] mechanical ventilation/air conditioning; and [4] exterior wall/roof assemblies free of cut outs or openings.

6.2.2 INTERIOR NOISE LEVEL ASSESSMENT

Table 6-6 through 6-10 indicated that the Project buildings will require a windows-closed condition and a means of mechanical ventilation (e.g., air conditioning). Therefore, the following interior noise analysis evaluates whether standard construction (assumed to achieve 27 dBA NR) would be capable of reducing exterior noise levels sufficiently to comply with City of Glendale and State interior noise levels standards. Since receivers R1 through R4 represent outdoor locations, these receivers are not included in the interior noise analysis. Table 6-6 shows that the future interior noise levels are expected to range from 33.2 to 44.4 dBA CNEL. The interior noise level analysis shows that the City of Glendale 45 dBA CNEL residential interior noise standards can be satisfied for the majority of first floor units using standard building construction. However, first floor units along the northeastern portion of the Project along the SR 134 would require the use of upgraded wall components per PDF N-1. Based on the exterior noise levels, upgraded windows and doors would need to achieve noise level reductions ranging from 31 to 32 CNEL. The Project has committed to using windows and doors with STC ratings up to 33. Based on the inclusion of these planned windows and doors, and the general dimensions in the proposed plans, the future on-site first floor interior traffic noise impacts will be *less than significant*.

TABLE 6-6: INTERIOR FIRST FLOOR TRAFFIC NOISE LEVELS (CNEL)

Receiver Location	Exterior Noise Level at Façade ¹	Required Interior NR ²	Upgraded Windows ³	NR	Interior Noise Level ⁴	Threshold	Threshold Exceeded?
5	60.2	15.2	No	27.0	33.2	45	No
6	64.5	19.5	No	27.0	37.5	45	No
7	63.9	18.9	No	27.0	36.9	45	No
8	64.7	19.7	No	27.0	37.7	45	No
9	64.7	19.7	No	27.0	37.7	45	No
10	63.4	18.4	No	27.0	36.4	45	No
11	64.9	19.9	No	27.0	37.9	45	No
12	65.1	20.1	No	27.0	38.1	45	No
13	66.3	21.3	No	27.0	39.3	45	No
14	69.0	24.0	No	27.0	42.0	45	No
15	73.1	28.1	Yes	29.0	44.1	45	No
16	74.1	29.1	Yes	30.0	44.1	45	No
17	74.4	29.4	Yes	30.0	44.4	45	No

¹ Exterior noise level at the facade with a windows closed condition requiring a means of mechanical ventilation (e.g. air conditioning).

² Noise reduction required to satisfy the City of Glendale 45 dBA CNEL interior noise standard for residential use.

³ Does the required interior noise reduction trigger upgraded windows with a minimum STC rating of greater than 27?

⁴ Estimated interior noise level with standard building construction.

"NR" = Noise Reduction; NA = No Receiver Location

Table 6-7 shows that the future interior second floor noise levels are expected to range from 34.2 to 44.8 dBA CNEL. The interior noise level analysis shows that the City of Glendale 45 dBA CNEL residential interior noise standards can be satisfied for the majority of second floor units using standard building construction. However, second floor units along the northeastern portion of the Project along the SR 134 would require the use of upgraded wall components per PDF N-1. Based on the exterior noise levels, upgraded windows and doors would need to achieve noise level reductions ranging from 29 to 30 CNEL. The Project has committed to using windows and doors with STC ratings up to 33. Based on the inclusion of these planned windows and doors, and the general dimensions in the proposed plans, the future on-site first floor interior traffic noise impacts will be *less than significant*.

TABLE 6-7: INTERIOR SECOND FLOOR TRAFFIC NOISE LEVELS (CNEL)

Receiver Location	Exterior Noise Level at Façade ¹	Required Interior NR ²	Upgraded Windows ³	NR	Interior Noise Level ⁴	Threshold	Threshold Exceeded?
5	61.2	16.2	No	27.0	34.2	45	No
6	64.5	19.5	No	27.0	37.5	45	No
7	64.0	19.0	No	27.0	37.0	45	No
8	64.8	19.8	No	27.0	37.8	45	No
9	65.4	20.4	No	27.0	38.4	45	No
10	65.7	20.7	No	27.0	38.7	45	No
11	68.2	23.2	No	27.0	41.2	45	No
12	68.4	23.4	No	27.0	41.4	45	No
13	69.8	24.8	No	27.0	42.8	45	No
14	71.8	26.8	No	27.0	44.8	45	No
15	75.7	30.7	Yes	31.0	44.7	45	No
16	76.3	31.3	Yes	32.0	44.3	45	No
17	76.4	31.4	Yes	32.0	44.4	45	No

¹ Exterior noise level at the facade with a windows closed condition requiring a means of mechanical ventilation (e.g. air conditioning).

² Noise reduction required to satisfy the City of Glendale 45 dBA CNEL interior noise standard for residential use.

³ Does the required interior noise reduction trigger upgraded windows with a minimum STC rating of greater than 27?

⁴ Estimated interior noise level with standard building construction.

"NR" = Noise Reduction; NA = No Receiver Location

Table 6-8 shows that the future interior noise levels are expected to range from 35.3 to 44.9 dBA CNEL. The units designated with an exterior noise level of NA do not have interior locations, e.g., the receiver is associated with a two-story building. The interior noise level analysis shows that the City of Glendale 45 dBA CNEL residential interior noise standards can be satisfied for the majority of third floor units using standard building construction. However, third floor units along the northeastern portion of the Project along the SR 134 would require the use of upgraded wall components per PDF N-1. Based on the exterior noise levels, upgraded windows and doors would need to achieve noise level reductions ranging from 30 to 33 CNEL. The Project has committed to using windows and doors with STC ratings up to 33. Based on the inclusion of these planned

windows and doors, and the general dimensions in the proposed plans, the future on-site third floor interior traffic noise impacts will be *less than significant*.

TABLE 6-8: INTERIOR THIRD FLOOR TRAFFIC NOISE LEVELS (CNEL)

Receiver Location	Exterior Noise Level at Façade ¹	Required Interior NR ²	Upgraded Windows ³	NR	Interior Noise Level ⁴	Threshold	Threshold Exceeded?
5	62.3	17.3	No	27.0	35.3	45	No
6	NA	NA	No	NA	NA	45	No
7	NA	NA	No	NA	NA	45	No
8	NA	NA	No	NA	NA	45	No
9	69.1	24.1	No	27.0	42.1	45	No
10	71.6	26.6	No	27.0	44.6	45	No
11	74.2	29.2	Yes	30.0	44.2	45	No
12	74.5	29.5	Yes	30.0	44.5	45	No
13	75.4	30.4	Yes	31.0	44.4	45	No
14	75.8	30.8	Yes	31.0	44.8	45	No
15	76.7	31.7	Yes	32.0	44.7	45	No
16	76.9	31.9	Yes	32.0	44.9	45	No
17	77.1	32.1	Yes	33.0	44.1	45	No

¹ Exterior noise level at the facade with a windows closed condition requiring a means of mechanical ventilation (e.g. air conditioning).

² Noise reduction required to satisfy the City of Glendale 45 dBA CNEL interior noise standard for residential use.

³ Does the required interior noise reduction trigger upgraded windows with a minimum STC rating of greater than 27?

⁴ Estimated interior noise level with standard building construction.

"NR" = Noise Reduction; NA = No Receiver Location

Table 6-9 shows that the future interior noise levels are expected to range from 35.6 to 44.9 dBA CNEL. The interior noise level analysis shows that the City of Glendale 45 dBA CNEL residential interior noise standards can be satisfied for the majority of fourth floor units using standard building construction. However, fourth floor units along the northeastern portion of the Project along the Ventura Freeway would require the use of upgraded wall components per PDF N-1. Based on the exterior noise levels, upgraded windows and doors would need to achieve noise level reductions ranging from 31 to 32 CNEL. The Project has committed to using windows and doors with STC ratings up to 33. Based on the inclusion of these planned windows and doors, and the general dimensions in the proposed plans, the future on-site fourth floor interior traffic noise impacts will be *less than significant*.

TABLE 6-9: INTERIOR FOURTH FLOOR TRAFFIC NOISE LEVELS (CNEL)

Receiver Location	Exterior Noise Level at Façade ¹	Required Interior NR ²	Upgraded Windows ³	NR	Interior Noise Level ⁴	Threshold	Threshold Exceeded?
5	62.6	17.6	No	27.0	35.6	45	No
6	NA	NA	No	NA	NA	45	No
7	NA	NA	No	NA	NA	45	No
8	NA	NA	No	NA	NA	45	No
9	71.5	26.5	No	27.0	44.5	45	No
10	73.5	28.5	Yes	29.0	44.5	45	No
11	76.9	31.9	Yes	32.0	44.9	45	No
12	77.3	32.3	Yes	33.0	44.3	45	No
13	77.6	32.6	Yes	33.0	44.6	45	No
14	77.4	32.4	Yes	33.0	44.4	45	No
15	77.2	32.2	Yes	33.0	44.2	45	No
16	77.3	32.3	Yes	33.0	44.3	45	No
17	77.3	32.3	Yes	33.0	44.3	45	No

¹ Exterior noise level at the facade with a windows closed condition requiring a means of mechanical ventilation (e.g. air conditioning).

² Noise reduction required to satisfy the City of Glendale 45 dBA CNEL interior noise standard for residential use.

³ Does the required interior noise reduction trigger upgraded windows with a minimum STC rating of greater than 27?

⁴ Estimated interior noise level with standard building construction.

"NR" = Noise Reduction; NA = No Receiver Location

Table 6-10 shows that the future interior noise levels are expected to range from 35.8 to 44.7 dBA CNEL. The interior noise level analysis shows that the City of Glendale 45 dBA CNEL residential interior noise standards can be satisfied for the majority of fifth floor units using standard building construction. However, fifth floor units along the northeastern portion of the Project along the Ventura Freeway would require the use of upgraded wall components per PDF N-1. Based on the exterior noise levels, upgraded windows and doors would need to have achieve noise level reductions between 28 and 33 CNEL. The Project has committed to using windows and doors with STC ratings up to 33. Based on the inclusion of these planned windows and doors, and the general dimensions in the proposed plans, the future on-site fifth floor interior traffic noise impacts will be *less than significant*.

TABLE 6-10: INTERIOR FIFTH FLOOR TRAFFIC NOISE LEVELS (CNEL)

Receiver Location	Exterior Noise Level at Façade ¹	Required Interior NR ²	Upgraded Windows ³	NR	Interior Noise Level ⁴	Threshold	Threshold Exceeded?
5	62.8	17.8	No	27.0	35.8	45	No
6	NA	NA	No	NA	NA	45	No
7	NA	NA	No	NA	NA	45	No
8	NA	NA	No	NA	NA	45	No
9	72.5	27.5	Yes	28.0	44.5	45	No
10	74.3	29.3	Yes	30.0	44.3	45	No
11	77.6	32.6	Yes	33.0	44.6	45	No
12	77.7	32.7	Yes	33.0	44.7	45	No
13	77.7	32.7	Yes	33.0	44.7	45	No
14	77.5	32.5	Yes	33.0	44.5	45	No
15	77.3	32.3	Yes	33.0	44.3	45	No
16	77.3	32.3	Yes	33.0	44.3	45	No
17	77.3	32.3	Yes	33.0	44.3	45	No

¹ Exterior noise level at the facade with a windows closed condition requiring a means of mechanical ventilation (e.g. air conditioning).

² Noise reduction required to satisfy the City of Glendale 45 dBA CNEL interior noise standard for residential use.

³ Does the required interior noise reduction trigger upgraded windows with a minimum STC rating of greater than 27?

⁴ Estimated interior noise level with standard building construction.

"NR" = Noise Reduction; NA = No Receiver Location

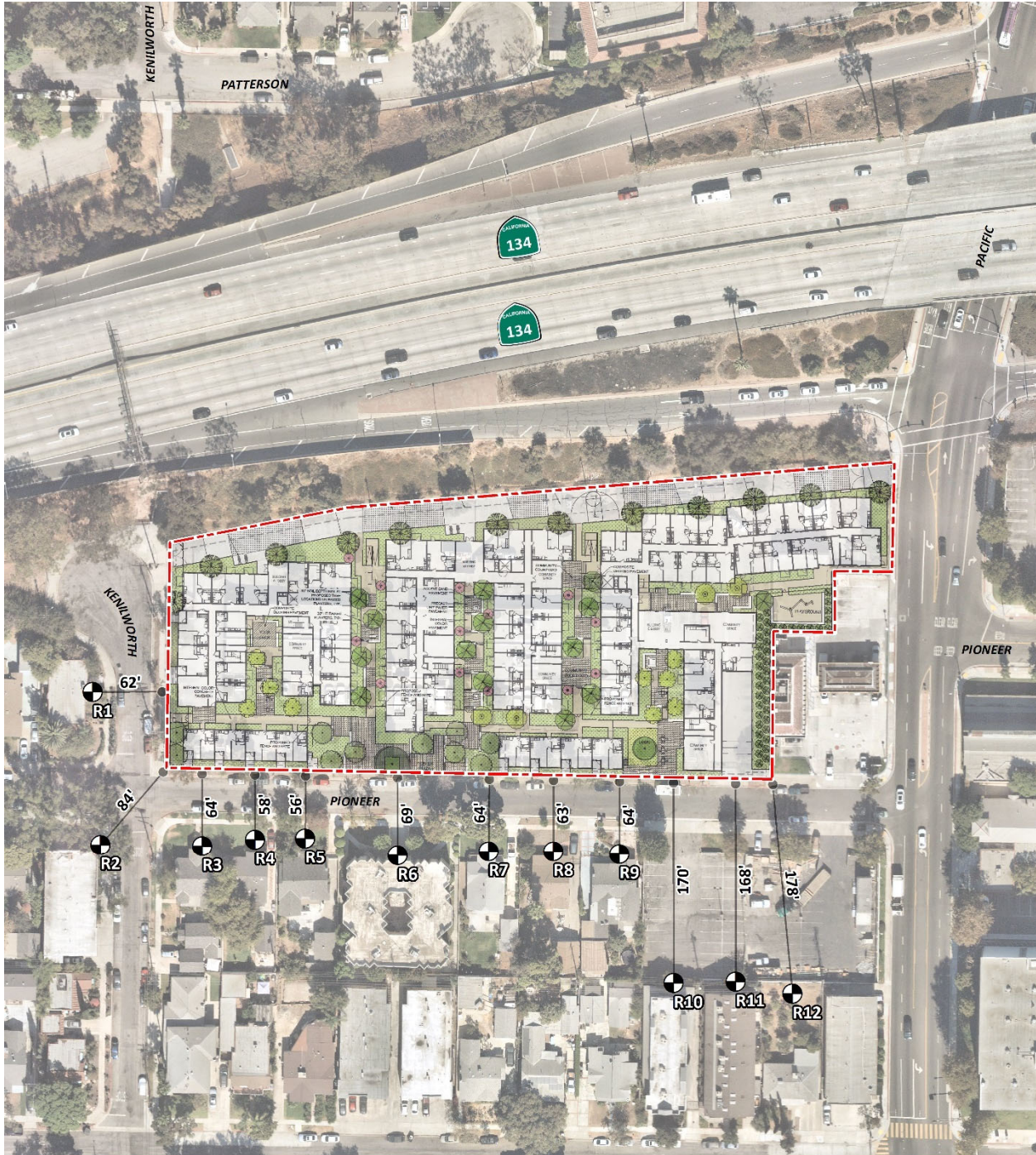
7 SENSITIVE RECEIVER LOCATIONS

To assess the potential for construction noise impacts, the following sensitive receiver locations, as shown on Exhibit 7-A, were identified as representative locations for analysis. Sensitive receivers are generally defined as locations where people reside or where the presence of unwanted sound could otherwise adversely affect the use of the land. Noise-sensitive land uses are generally considered to include schools, hospitals, single-family dwellings, mobile home parks, churches, libraries, and recreation areas. Moderately noise-sensitive land uses typically include multi-family dwellings, hotels, motels, dormitories, out-patient clinics, cemeteries, golf courses, country clubs, athletic/tennis clubs, and equestrian clubs. Land uses that are considered relatively insensitive to noise include business, commercial, and professional developments. Land uses that are typically not affected by noise include: industrial, manufacturing, utilities, agriculture, undeveloped land, parking lots, warehousing, liquid and solid waste facilities, salvage yards, and transit terminals.

To describe the potential off-site Project noise levels, twelve receiver locations in the vicinity of the Project site were identified. Sensitive receiver locations in the Project study area include the nearby residential uses, as described below. Other sensitive land uses in the Project study area that are located at greater distances than those identified in this noise study will experience lower noise levels than those presented in this report due to the additional attenuation from distance and the shielding of intervening structures.

- R1: Receiver R2 represents the single-family residential home located south of the Project site at 625 North Kenilworth Avenue.
- R2: Receiver R2 represents a multi-family residential home located south of the Project site at 600 Pioneer Street.
- R3: Receiver R2 represents the single-family residential home located south of the Project site at 544 Pioneer Street.
- R4: Receiver R2 represents the single-family residential home located south of the Project site at 540 Pioneer Street.
- R5: Receiver R2 represents the single-family residential home located south of the Project site at 536 Pioneer Street.
- R6: Receiver R2 represents a multi-family residential home located south of the Project site at 530 Pioneer Street.
- R7: Receiver R2 represents the single-family residential home located south of the Project site at 524 Pioneer Street.
- R8: Receiver R2 represents the single-family residential home located south of the Project site at 520 Pioneer Street.
- R9: Receiver R2 represents the single-family residential home located south of the Project site at 516 Pioneer Street.
- R10: Receiver R2 represents a multi-family residential home located south of the Project site at 515 Doran Street.
- R11: Receiver R2 represents a multi-family residential home located south of the Project site at 509 Doran Street.
- R12: Receiver R2 represents a single-family residential home located south of the Project site at 505 Doran Street.

EXHIBIT 7-A: RECEIVER LOCATIONS



LEGEND:

Site Boundary
 Receiver Locations
 —●— Distance from receiver to Project site boundary (in feet)

8 OPERATIONAL NOISE ANALYSIS

The 515 Pioneer Apartments is not expected to include any operational noise source levels beyond those typically associated with residential land use in the Project study area. This includes people moving around the site, parking lot vehicle movements, roof-top air conditioning units, play area, etc. and is considered a noise-sensitive receiving land use. The primary operational noise source activities are likely associated with the planned roof-top air conditioning units. However, the Section 25-65.1 specifically exempts *heating and cooling equipment when it is functioning in accordance with manufacturer's specifications and is in proper operating condition provided that no unit may create an excessive, unnecessary, or offensive noise causing annoyance or discomfort to a reasonable person of normal sensitivity within any sleeping or living area inside any dwelling unit.*

Further, based on the traffic volumes on the SR-134, the existing daytime ambient noise levels within the neighboring residential community range from the high 50s to low 70s dBA L_{eq} during the typical daytime hours and are expected to largely overshadow the typical low noise-generating activities associated with the Project multi-family residential uses. Therefore, since the City of Glendale Municipal Code does not identify any specific noise level limits for operational noise sources as outlined in Section 3.4, the potential operational noise impacts from the planned multi-family residential land use are considered *less than significant*.

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9 CONSTRUCTION IMPACTS

This section analyzes potential impacts resulting from the short-term construction activities associated with the development of the Project. Exhibit 7-A shows the construction noise source locations in relation to the nearby sensitive receiver locations previously described in Section 9. To prevent high levels of construction noise from impacting noise-sensitive land uses, Section 25-68 of the City of Glendale Municipal Code limits construction *From April fifteenth to October fifteenth, inclusive, all other construction or repair work shall not begin prior to 6:00 a.m. and must stop by 7:00 p.m. each day in, or within five hundred (500) feet of, a residential zone or at such other times as authorized by permit. From October sixteenth to April fourteenth, inclusive, all other construction or repair work shall not begin prior to 7:00 a.m. and must be stopped by 7:00 p.m. each day in, or within five hundred (500) feet of, a residential zone or at such other times as authorized by permit.* (11)

9.1 CONSTRUCTION NOISE SOURCE ACTIVITY

To describe the Project construction noise levels, measurements were collected for similar activities at several construction sites. Table 9-1 provides a summary of the construction reference noise level measurements. Since the reference noise levels were collected at varying distances of 30 feet and 50 feet, all construction noise level measurements presented on Table 9-1 have been adjusted for consistency to describe a uniform reference distance of 50 feet.

9.2 CADNAA NOISE PREDICTION MODEL

Urban Crossroads, Inc. developed a noise prediction model using the CadnaA (Computer Aided Noise Abatement) computer program. The construction noise level calculations provided in this noise study account for the distance attenuation provided due to geometric spreading, when sound from a localized stationary source (i.e., a point source) propagates uniformly outward in a spherical pattern. A default ground attenuation factor of 0.5 was used in the noise analysis to account for mixed ground representing a combination of hard and soft surfaces.

9.3 TYPICAL CONSTRUCTION NOISE ANALYSIS

Using the reference construction equipment noise levels and the CadnaA noise prediction model, calculations of the Project construction noise level impacts at the nearest sensitive receiver locations were completed. As shown on Table 9-2, the construction noise levels are expected to range from 61.7 to 69.3 dBA L_{eq} at the nearest receiver locations. Appendix 9.1 includes the detailed CadnaA construction noise model inputs and calculations.

TABLE 9-1: TYPICAL CONSTRUCTION REFERENCE NOISE LEVELS

Construction Stage	Reference Construction Activity ¹	Reference Noise Level @ 50 Feet (dBA L _{eq})	Highest Reference Noise Level (dBA L _{eq})
Demolition	Demolition Activity	67.9	71.9
	Backhoe	64.2	
	Water Truck Pass-By & Backup Alarm	71.9	
Site Preparation	Scraper, Water Truck, & Dozer Activity	75.3	75.3
	Backhoe	64.2	
	Water Truck Pass-By & Backup Alarm	71.9	
Grading	Rough Grading Activities	73.5	73.5
	Water Truck Pass-By & Backup Alarm	71.9	
	Construction Vehicle Maintenance Activities	67.5	
Building Construction	Foundation Trenching	68.2	71.6
	Framing	62.3	
	Concrete Mixer Backup Alarms & Air Brakes	71.6	
Paving	Concrete Mixer Truck Movements	71.2	71.2
	Concrete Paver Activities	65.6	
	Concrete Mixer Pour & Paving Activities	65.9	
Architectural Coating	Air Compressors	65.2	65.2
	Generator	64.9	
	Crane	62.3	

¹ Reference construction noise level measurements taken by Urban Crossroads, Inc.

9.4 TYPICAL CONSTRUCTION NOISE LEVEL COMPLIANCE

To evaluate whether the Project will generate potentially significant short-term noise levels at nearest receiver locations, a construction-related daytime noise level threshold of 80 dBA L_{eq} is used as a reasonable threshold to assess the daytime construction noise level impacts. The construction noise analysis shows that the nearest receiver locations will satisfy the reasonable daytime 80 dBA L_{eq} significance threshold during Project construction activities as shown on Table 9-2. Therefore, the noise impacts due to Project construction noise is considered *less than significant* at all receiver locations.

TABLE 9-2: TYPICAL CONSTRUCTION NOISE LEVEL COMPLIANCE

Receiver Location ¹	Construction Noise Levels (dBA L _{eq})		
	Highest Construction Noise Levels ²	Threshold ³	Threshold Exceeded? ⁴
R1	67.9	80	No
R2	64.3	80	No
R3	67.4	80	No
R4	68.8	80	No
R5	69.3	80	No
R6	68.6	80	No
R7	69.1	80	No
R8	69.1	80	No
R9	68.8	80	No
R10	63.1	80	No
R11	62.7	80	No
R12	61.7	80	No

¹ Noise receiver locations are shown on Exhibit 9-A.

² Highest construction noise level from the primary Project construction activity area to nearby receiver locations.

³ Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual.

⁴ Do the estimated Project construction noise levels exceed the construction noise level threshold?

9.5 CONSTRUCTION VIBRATION ASSESSMENT

Construction activity can result in varying degrees of ground vibration, depending on the equipment and methods employed. Operation of construction equipment causes ground vibrations that spread through the ground and diminish in strength with distance. Ground vibration levels associated with various types of construction equipment are summarized on Table 9-3. Based on the representative vibration levels presented for various construction equipment types, it is possible to estimate the potential for human response (annoyance) and building damage using the following vibration assessment methods defined by the FTA. To describe the vibration impacts the FTA provides the following equation: $PPV_{\text{equip}} = PPV_{\text{ref}} \times (25/D)^{1.5}$

TABLE 9-3: VIBRATION SOURCE LEVELS FOR CONSTRUCTION EQUIPMENT

Equipment	PPV (in/sec) at 25 feet
Small bulldozer	0.003
Jackhammer	0.035
Loaded Trucks	0.076

Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual

9.6 CONSTRUCTION VIBRATION LEVELS

Construction activity can result in varying degrees of ground vibration, depending on the equipment and methods used, distance to the affected structures and soil type. It is expected that ground-borne vibration from typical Project construction activities would cause only intermittent or transient, localized intrusion. The proposed Project's construction activities most likely to cause vibration impacts are:

- **Heavy Construction Equipment:** Although all heavy mobile construction equipment has the potential of causing at least some perceptible vibration while operating close to building, the vibration is usually short-term (transient) and is not of enough magnitude to cause building damage.
- **Trucks:** Trucks hauling building materials to construction sites can be sources of transient vibration intrusion if the haul routes pass through residential neighborhoods on streets with bumps or potholes. Repairing the bumps and potholes generally eliminates the problem.

Table 9-3 presents the expected Project related typical construction activity vibration levels at each of the receiver locations. At distances ranging from 56 to 178 feet from primary Project construction activity area, the construction vibration velocity levels are estimated to range from 0.004 to 0.023 PPV in/sec. Based on maximum acceptable continuous vibration threshold of 0.25 PPV (in/sec) for historic buildings, the typical Project construction vibration levels will satisfy the building damage thresholds at all the nearest historic building receiver locations. In addition, the typical construction vibration levels at the nearest sensitive receiver locations are unlikely to be sustained during the entire construction period but will occur rather only during the times that heavy construction equipment is operating adjacent to the Project site boundaries.

TABLE 9-3: CONSTRUCTION EQUIPMENT VIBRATION LEVELS

Receiver ¹	Structure Type ²	Distance to Const. Activity (Feet) ³	Typical Construction Vibration Levels PPV (in/sec) ⁴				Thresholds PPV (in/sec) ⁵	Thresholds Exceeded? ⁶
			Small bulldozer	Jack-hammer	Loaded Trucks	Highest Vibration Level		
R1	Residence	62'	0.001	0.009	0.020	0.020	0.25	No
R2	Residence	84'	0.000	0.006	0.012	0.012	0.25	No
R3	Residence	64'	0.001	0.009	0.019	0.019	0.25	No
R4	Residence	58'	0.001	0.010	0.022	0.022	0.25	No
R5	Residence	56'	0.001	0.010	0.023	0.023	0.25	No
R6	Residence	69'	0.001	0.008	0.017	0.017	0.25	No
R7	Residence	64'	0.001	0.009	0.019	0.019	0.25	No
R8	Residence	63'	0.001	0.009	0.019	0.019	0.25	No
R9	Residence	64'	0.001	0.009	0.018	0.018	0.25	No
R10	Residence	170'	0.000	0.002	0.004	0.004	0.25	No
R11	Residence	168'	0.000	0.002	0.004	0.004	0.25	No
R12	Residence	178'	0.000	0.002	0.004	0.004	0.25	No

¹ Receiver locations are shown on Exhibit 9-A.

² Caltrans Transportation and Construction Vibration Guidance Manual, April 2020, Tables 19, p. 38. The existing buildings adjacent to the Project site can best be described as a combination of older residential structures, commercial buildings or historic buildings representing a variety of structure types with several different construction methods, such as wood frame and unreinforced masonry. However, for the purposes of this analysis, a more conservative maximum acceptable continuous vibration threshold for fragile buildings is used.

³ Distance from receiver location to Project construction boundary.

⁴ Based on the Vibration Source Levels of Construction Equipment (Table 10-2).

⁵ Maximum continuous vibration levels for historic buildings representing a variety of structure types with several different construction methods, such as wood frame and unreinforced masonry. Caltrans Transportation and Construction Vibration Manual, April 2020 Table 19.

⁶ Does the peak vibration exceed the acceptable vibration thresholds?

"PPV" = Peak Particle Velocity

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10 REFERENCES

1. **State of California.** *California Environmental Quality Act, Appendix G.* 2018.
2. **California Department of Transportation Environmental Program.** *Technical Noise Supplement - A Technical Supplement to the Traffic Noise Analysis Protocol.* Sacramento, CA : s.n., September 2013.
3. **Environmental Protection Agency Office of Noise Abatement and Control.** *Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Margin of Safety.* March 1974. EPA/ONAC 550/9/74-004.
4. **U.S. Department of Transportation, Federal Highway Administration, Office of Environment and Planning, Noise and Air Quality Branch.** *Highway Traffic Noise Analysis and Abatement Policy and Guidance.* December 2011.
5. **U.S. Department of Transportation, Federal Highway Administration.** *Highway Traffic Noise in the United States, Problem and Response.* April 2000. p. 3.
6. **U.S. Environmental Protection Agency Office of Noise Abatement and Control.** *Noise Effects Handbook-A Desk Reference to Health and Welfare Effects of Noise.* October 1979 (revised July 1981). EPA 550/9/82/106.
7. **U.S. Department of Transportation, Federal Transit Administration.** *Transit Noise and Vibration Impact Assessment Manual.* September 2018.
8. **Office of Planning and Research.** *State of California General Plan Guidelines.* 2018.
9. **State of California.** California Code of Regulations, Title 24, Part 2, Volume 1, Chapter 12, Section 1206.4, Allowable Interior Noise Level. *ICC Digital Coes.* [Online] 2019. <https://codes.iccsafe.org/content/CABCV12019/chapter-12-interior-environment>.
10. **City of Glendale.** *General Plan Noise Element.* May 2007.
11. —. *Municipal Code, Sections 25-68.*
12. **California Department of Transportation.** *Transportation and Construction Vibration Guidance Manual.* April 2020.
13. **NCHRP 25-25/Tash 72.** *Current Practices to Address Construction Vibration and Potential Effects to Historic Buildings Adjacent to Transportation Projects.* 2020.
14. **California Court of Appeal.** *Gray v. County of Madera, F053661.* 167 Cal.App.4th 1099; - Cal.Rptr.3d, October 2008.
15. **Federal Interagency Committee on Noise.** *Federal Agency Review of Selected Airport Noise Analysis Issues.* August 1992.
16. **California Department of Transportation.** *Technical Noise Supplement.* November 2009.
17. **U.S. Department of Transportation, Federal Highway Administration.** *FHWA Highway Traffic Noise Prediction Model.* December 1978. FHWA-RD-77-108.
18. **California Department of Transportation Environmental Program, Office of Environmental Engineering.** *Use of California Vehicle Noise Reference Energy Mean Emission Levels (Calveno REMELs) in FHWA Highway Traffic Noise Prediction.* September 1995. TAN 95-03.
19. **City of Glendale.** *Circulation Element.* August 1998.
20. **U.S. Department of Transportation, Federal Highway Administration.** *Highway Traffic Noise: Analysis and Abatement Guidance.* December 1, 2011. FHWA-HEP-10-025.

21. **U.S. Department of Housing and Urban Development.** *The Noise Guidebook*. March 2009.

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11 CERTIFICATION

The contents of this noise study report represent an accurate depiction of the noise environment and impacts associated with the proposed 515 Pioneer Apartments Project. The information contained in this noise study report is based on the best available data at the time of preparation. If you have any questions, please contact me directly at (619) 778-1971.

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EDUCATION

Bachelor of Science in Urban and Regional Planning
California Polytechnic State University, Pomona • June 2000

PROFESSIONAL AFFILIATIONS

ASA – Acoustical Society of America
APA – American Planning Association
AWMA – Air and Waste Management Association

PROFESSIONAL CERTIFICATIONS

Approved Acoustical Consultant • County of San Diego
FHWA Traffic Noise Model of Training • November 2004
CadnaA Basic and Advanced Training Certificate • October 2008

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APPENDIX 3.1:

CITY OF GLENDALE MUNICIPAL CODE

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ARTICLE V. - NOISE^[4]

Footnotes:

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Cross reference— Animal noise, § 6-5.1; unnecessary vehicle noise, § 24-94.

Sec. 25-61. - Purpose.

It is hereby declared to be the policy of the City of Glendale to prohibit excessive, unnecessary and annoying noises from all sources subject to its police power. At and above certain levels, noises are detrimental to the health and welfare of the citizens of the city and it is in the best interest that such noises be systematically eliminated.

(Ord. No. 1567, § 2, 11-8-88)

Sec. 25-62. - Definitions.

The following words, terms and phrases, when used in this article, shall have the meanings ascribed to them in this section, except where the context clearly indicates a different meaning:

Emergency vehicle: Vehicles of the fire, police and public service departments and legally authorized ambulances and emergency vehicles of state departments or any political subdivisions thereof and vehicles of public service corporations.

Emergency work: Any work performed to prevent or alleviate physical trauma or property damage threatened or caused by an emergency which has or may result in a disruption of service and which is necessary to protect the health, safety and welfare of persons or property.

Motor vehicle: Any self-propelled vehicle operated within the city, including but not limited to licensed or unlicensed vehicles, automobiles, mini-bikes, go-carts and motorcycles.

(Ord. No. 1567, § 2, 11-8-88)

Sec. 25-63. - Penalty.

A violation of any provision of this article shall be deemed and is declared to be a public nuisance and any person who violates any of the provisions of this article shall be guilty of a misdemeanor. Each day a violation continues or exists shall be a separate offense subject to punishment as a separate misdemeanor.

(Ord. No. 1567, § 2, 11-8-88)

Sec. 25-64. - Excessive, unnecessary or offensive noise prohibited.

- (a) It shall be unlawful for any person to make or continue, or cause or permit to be made or continued, any excessive, unnecessary or offensive noise that disturbs the peace and quiet or that causes discomfort or annoyance to two or more independent witnesses who are not related.
- (b) This article is intended to reduce the amount of return visits by law enforcement. Subsequent visits by law enforcement will be cause for abatement of such disturbance, and will require a mandatory

restitution assessment for the law enforcement subsequent response services as a term of the sentencing.

(Ord. No. 1567, § 2, 11-8-88; Ord. No. 2186, § 10, 2-27-01; Ord. No. 2802, § 2, 5-22-12)

State Law reference— Disturbing the peace, A.R.S. § 13-2904.

Sec. 25-65. - Exemptions from noise level regulations.

The following uses and activities shall be exempt from the provisions contained in this article:

- (1) Heating and cooling equipment when it is functioning in accordance with manufacturer's specifications and is in proper operating condition provided that no unit may create an excessive, unnecessary or offensive noise causing annoyance or discomfort to a reasonable person of normal sensitivity within any sleeping or living area inside any dwelling unit;
- (2) Landscape maintenance equipment when it is functioning in accordance with the manufacturer's specifications and with all mufflers and noise-reducing equipment in use and in proper operating condition;
- (3) Nonamplified crowd noises resulting from activities such as those planned by school, governmental or community groups, or organized sports;
- (4) Noises of safety signals, warning devices and emergency pressure relief valves;
- (5) Noises resulting from any authorized emergency vehicle when responding to an emergency call or acting in time of emergency;
- (6) Noises resulting from emergency work as defined in section 25-62;
- (7) Noises from the normal operation of railroad trains;
- (8) Noises from church chimes;
- (9) Power plant equipment during normal operation;
- (10) Noise created by any city vehicle, equipment or facility while being operated for official use;
- (11) Operation of agricultural equipment in connection with farming operations;
- (12) Any aircraft operated in conformity with, or pursuant to, federal law, federal air regulations or air traffic control instructions issued pursuant to or within duly adopted federal air regulations, together with any noise created by aircraft operated under, or pursuant to, declaration of an emergency under federal air regulations.

(Ord. No. 1567, § 2, 11-8-88)

Sec. 25-66. - Loud radios, sound sets, etc.

- (a) It shall be unlawful for any person to operate a radio receiving set, phonograph or sound producing or sound reproducing mechanism within the city, at any time in such a manner as to permit the same to be heard at a distance of more than one hundred twenty-five (125) feet from the premises where such radio receiving set, phonograph, or sound producing or sound reproducing mechanism is located, when the sound of such radio receiving set, phonograph, or sound producing or sound reproducing mechanism is operated in such a manner as to create an excessive, unnecessary or offensive noise that a reasonable person of normal sensitivity residing in the area is caused discomfort or annoyance.
- (b) It shall be unlawful for any person to operate or permit to be operated any radio receiving set, phonograph, or sound producing or sound reproducing mechanism, between the hours of 10:00 p.m. and 7:00 a.m. within the city in such a manner that the sound from such radio set, phonograph, sound

producing or sound reproducing mechanism may be heard off of the premises upon which it is operated in such a manner as to create an excessive, unnecessary or offensive noise that a reasonable person of normal sensitivity residing in the area is caused discomfort or annoyance.

- (c) It shall be unlawful for any person to operate a radio receiving set, phonograph, or sound producing or sound reproducing mechanism continuously for more than two and one-half (2-1/2) hours without an intermission of not less than thirty (30) minutes when the sound from the radio receiving set, phonograph or sound producing or sound reproducing mechanism can be heard off of the premises upon which it is being operated in such a manner as to create an excessive, unnecessary or offensive noise that a reasonable person of normal sensitivity residing in the area is caused discomfort or annoyance.
- (d) An event being held pursuant to a city-issued special event and/or event permit shall be exempt from the provisions of this section provided that the event is operating in accordance with the conditions of that permit.

(Code 1963, §§ 21-16—21-18; Ord. No. 1567, §§ 1, 2, 11-8-88; Ord. No. 2899, § 1, 6-24-14)

Cross reference— Amplified sound in Thunderbird Park, § 27-93.

State Law reference— Disturbing the peace, A.R.S. § 13-2904.

Sec. 25-67. - Vehicular noise; violations.

- (a) It shall be unlawful for any person within any residential area of this city to repair, rebuild or test any motor vehicle between the hours of 10:00 p.m. of one day and 7:00 a.m. of the next day in such a manner as to create an excessive, unnecessary or offensive noise that a reasonable person of normal sensitivity residing in the area is caused discomfort or annoyance.
- (b) No person shall operate or cause to operate any motor vehicle unless the exhaust system of such vehicle:
 - (1) Is free from defects which may cause sound level magnification;
 - (2) Is equipped with a muffler;
 - (3) Has not been modified in such a manner which will amplify or increase the sound level emitted by the motor of such vehicle above that emitted by a muffler originally installed on the vehicle as manufactured for initial sale.
- (c) Sound amplification systems in vehicles; limitations on use.
 - (1) Except as authorized by law, no person shall operate or permit the operation of any sound amplification system in or on a vehicle which:
 - (A) Can be heard outside the vehicle from fifty (50) or more feet; or
 - (B) Annoys or disturbs the quiet, comfort or repose of any reasonable person in the vicinity; unless the system is being operated to request assistance of an emergency nature or to warn of a hazardous situation.
 - (2) In addition to other specific exemptions authorized by this chapter, subsection (c) of this section shall not apply to:
 - (A) A vehicle operated by a gas, electric, communications, water utility company, or governmental entity; or
 - (B) A vehicle used for advertising in a parade or in a political or other special event permitted by the city.

- (d) For the purpose of subsection (c) above, "sound amplification system" means any device, instrument or system, whether electrical, mechanical or otherwise for amplifying sound or for producing or reproducing sound, including but not limited to any radio, stereo, musical instrument, phonograph, or sound or musical recorder or player.
- (e) A violation of any provision of this section shall be deemed a public nuisance. Any person who violates any provision of this section shall be guilty of a Class 1 misdemeanor and shall be punished in accordance with state law. Each day a violation continues or exists shall be a separate offense subject to punishment as a separate misdemeanor.

(Ord. No. 1567, § 2, 11-8-88; Ord. No. 2186, § 11, 2-27-01)

Cross reference— Unnecessary vehicle noise, § 24-94.

Sec. 25-68. - Construction of buildings and other projects.

- (a) *Noise limitations:* Subject to the provisions of section 25-64, it shall be unlawful for any person to operate equipment or perform any outside construction or repair work on buildings, structures or projects, or to operate any pile driver, power shovel, pneumatic hammer, derrick, power hoist or any other construction type device except within the time periods specified below unless an appropriate permit has been obtained beforehand from the city.
- (b) **Construction start/stop times:**
 - (1) **Concrete work:** From April fifteenth to October fifteenth, inclusive, concrete may be poured each day between the hours of 5:00 a.m. and 7:00 p.m. or at such other times as authorized by permit. From October sixteenth to April fourteenth, inclusive, concrete may be poured each day between the hours of 6:00 a.m. to 7:00 p.m. or at such times as authorized by permit.
 - (2) **Other type construction (residential zones):** From April fifteenth to October fifteenth, inclusive, all other construction or repair work shall not begin prior to 6:00 a.m. and must stop by 7:00 p.m. each day in, or within five hundred (500) feet of, a residential zone or at such other times as authorized by permit. From October sixteenth to April fourteenth, inclusive, all other construction or repair work shall not begin prior to 7:00 a.m. and must be stopped by 7:00 p.m. each day in, or within five hundred (500) feet of, a residential zone or at such other times as authorized by permit.
 - (3) **Other type construction (Commercial and industrial zones):** Construction and repair work in commercial and industrial zones, not within five hundred (500) feet of a residential zone, shall not begin prior to 5:00 a.m. and must stop by 7:00 p.m. or at such other times as authorized by permit.
 - (4) **Weekends and holidays excluded:** Notwithstanding anything to the contrary herein, construction or repair work shall not begin prior to 7:00 a.m. and must stop by 7:00 p.m. and concrete pouring should not begin prior to 6:00 a.m. and must stop by 7:00 p.m. on any Saturday, Sunday or state or federal holiday, unless such other times are authorized by permit.
- (c) **Permits:** Construction and repair work may be conducted at different times and at higher noise levels than otherwise permitted, if upon written application, a permit is obtained beforehand from the city manager or his designee. The permit shall be kept on the work site and shown to city officials on request. In granting such permit, the city manager or his designee shall consider if construction noise in the vicinity of the proposed work site would be less objectionable at night than during the daytime because of different population levels or different neighboring activities; if obstruction and interference with traffic, particularly on streets of major importance, would be less objectionable at night than during the daytime; if the kind of work to be performed emits noises at such a low level as to not cause significant disturbance in the vicinity of the work site; if the neighborhood of the proposed work site is of such a character wherein sleep could be disturbed; if great economic hardship would occur if the work was spread over a longer time; if the work will abate or prevent hazards to life or property; if proposed early morning or night work is in the general public interest; and, he shall prescribe such

conditions, working times, types of construction equipment to be used, and permissible noise emissions as he deems to be required in the public interest. No permit shall be required to perform emergency work as defined in section 25-62.

- (d) Revocation of permits: The city manager or his designee may revoke any permit granted hereunder upon complaint based upon substantial evidence that the construction activity caused significant disturbance in the vicinity of the work site.

(Ord. No. 1567, § 2, 11-8-88)

Cross reference— Buildings and building regulations, Ch. 9.

Sec. 25-69. - Reserved.

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APPENDIX 6.1:

ON-SITE TRAFFIC NOISE LEVEL CALCULATIONS

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL (CALVENO) - 10/1/2012

Scenario: Backyard With Wall
Road Name: Broadway
Lot No: North Units

Project Name: Glendale Senior Apartments
Job Number: 13968
Analyst: P. Mara

SITE SPECIFIC INPUT DATA		NOISE MODEL INPUTS					
Highway Data		Site Conditions (Hard = 10, Soft = 15)					
Average Daily Traffic (Adt): 30,000 vehicles		Autos: 15					
Peak Hour Percentage: 10%		Medium Trucks (2 Axles): 15					
Peak Hour Volume: 3,000 vehicles		Heavy Trucks (3+ Axles): 15					
Vehicle Speed: 35 mph		Vehicle Mix					
Near/Far Lane Distance: 36 feet							
Site Data		VehicleType	Day	Evening	Night	Daily	
Barrier Height: 0.0 feet		Autos:	77.5%	12.9%	9.6%	97.42%	
Barrier Type (0-Wall, 1-Berm): 0.0		Medium Trucks:	84.8%	4.9%	10.3%	1.84%	
Centerline Dist. to Barrier: 127.0 feet		Heavy Trucks:	86.5%	2.7%	10.8%	0.74%	
Centerline Dist. to Observer: 127.0 feet		Noise Source Elevations (in feet)					
Barrier Distance to Observer: 0.0 feet		Autos:	0.000				
Observer Height (Above Pad): 5.0 feet		Medium Trucks:	2.297				
Pad Elevation: 0.0 feet		Heavy Trucks:	8.006	Grade Adjustment: 0.0			
Road Elevation: 0.0 feet		Lane Equivalent Distance (in feet)					
Barrier Elevation: 0.0 feet		Autos:	125.817				
Road Grade: 0.0%		Medium Trucks:	125.747				
		Heavy Trucks:	125.754				

FHWA Noise Model Calculations

VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	65.11	3.91	-6.11	-1.20	-4.80	0.000	0.000
Medium Trucks:	74.83	-13.33	-6.11	-1.20	-4.88	0.000	0.000
Heavy Trucks:	80.05	-17.28	-6.11	-1.20	-5.10	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	61.7	59.8	58.0	52.0	60.6	61.2
Medium Trucks:	54.2	52.7	46.3	44.8	53.2	53.5
Heavy Trucks:	55.5	54.0	45.0	46.2	54.6	54.7
Vehicle Noise:	63.2	61.4	58.5	53.6	62.2	62.7

Mitigated Noise Levels (with Topo and barrier attenuation)

VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	61.7	59.8	58.0	52.0	60.6	61.2
Medium Trucks:	54.2	52.7	46.3	44.8	53.2	53.5
Heavy Trucks:	55.5	54.0	45.0	46.2	54.6	54.7
Vehicle Noise:	63.2	61.4	58.5	53.6	62.2	62.7

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL (CALVENO) - 10/1/2012

Scenario: Backyard With Wall
Road Name: Cedar St
Lot No: West Units

Project Name: Glendale Senior Apartments
Job Number: 13968
Analyst: P. Mara

SITE SPECIFIC INPUT DATA		NOISE MODEL INPUTS				
Highway Data		Site Conditions (Hard = 10, Soft = 15)				
Average Daily Traffic (Adt):	2,500 vehicles	Autos: 15				
Peak Hour Percentage:	10%	Medium Trucks (2 Axles): 15				
Peak Hour Volume:	250 vehicles	Heavy Trucks (3+ Axles): 15				
Vehicle Speed:	25 mph	Vehicle Mix				
Near/Far Lane Distance:	16 feet	VehicleType	Day	Evening	Night	Daily
Site Data		Autos: 77.5% 12.9% 9.6% 97.42%				
Barrier Height:	0.0 feet	Medium Trucks: 84.8% 4.9% 10.3% 1.84%				
Barrier Type (0-Wall, 1-Berm):	0.0	Heavy Trucks: 86.5% 2.7% 10.8% 0.74%				
Centerline Dist. to Barrier:	66.0 feet	Noise Source Elevations (in feet)				
Centerline Dist. to Observer:	66.0 feet	Autos: 0.000				
Barrier Distance to Observer:	0.0 feet	Medium Trucks: 2.297				
Observer Height (Above Pad):	5.0 feet	Heavy Trucks: 8.006 Grade Adjustment: 0.0				
Pad Elevation:	0.0 feet	Lane Equivalent Distance (in feet)				
Road Elevation:	0.0 feet	Autos: 65.704				
Barrier Elevation:	0.0 feet	Medium Trucks: 65.569				
Road Grade:	0.0%	Heavy Trucks: 65.582				

FHWA Noise Model Calculations

VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	59.44	-5.42	-1.88	-1.20	-4.71	0.000	0.000
Medium Trucks:	71.09	-22.66	-1.87	-1.20	-4.88	0.000	0.000
Heavy Trucks:	77.24	-26.61	-1.87	-1.20	-5.30	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	50.9	49.0	47.3	41.2	49.8	50.4
Medium Trucks:	45.4	43.9	37.5	35.9	44.4	44.6
Heavy Trucks:	47.6	46.1	37.1	38.3	46.7	46.8
Vehicle Noise:	53.3	51.6	48.1	43.8	52.3	52.7

Mitigated Noise Levels (with Topo and barrier attenuation)

VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	50.9	49.0	47.3	41.2	49.8	50.4
Medium Trucks:	45.4	43.9	37.5	35.9	44.4	44.6
Heavy Trucks:	47.6	46.1	37.1	38.3	46.7	46.8
Vehicle Noise:	53.3	51.6	48.1	43.8	52.3	52.7

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL (CALVENO) - 10/1/2012

Scenario: Backyard With Wall
Road Name: S. Belmont St
Lot No: East Units

Project Name: Glendale Senior Apartments
Job Number: 13968
Analyst: P. Mara

SITE SPECIFIC INPUT DATA		NOISE MODEL INPUTS				
Highway Data		Site Conditions (Hard = 10, Soft = 15)				
Average Daily Traffic (Adt):	2,500 vehicles	Autos: 15				
Peak Hour Percentage:	10%	Medium Trucks (2 Axles): 15				
Peak Hour Volume:	250 vehicles	Heavy Trucks (3+ Axles): 15				
Vehicle Speed:	25 mph					
Near/Far Lane Distance:	16 feet					
Site Data		Vehicle Mix				
		VehicleType	Day	Evening	Night	Daily
		Autos:	77.5%	12.9%	9.6%	97.42%
		Medium Trucks:	84.8%	4.9%	10.3%	1.84%
		Heavy Trucks:	86.5%	2.7%	10.8%	0.74%
		Noise Source Elevations (in feet)				
		Autos:	0.000			
		Medium Trucks:	2.297			
		Heavy Trucks:	8.006	Grade Adjustment: 0.0		
		Lane Equivalent Distance (in feet)				
		Autos:	69.721			
		Medium Trucks:	69.594			
		Heavy Trucks:	69.606			

FHWA Noise Model Calculations

VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	59.44	-5.42	-2.27	-1.20	-4.72	0.000	0.000
Medium Trucks:	71.09	-22.66	-2.26	-1.20	-4.88	0.000	0.000
Heavy Trucks:	77.24	-26.61	-2.26	-1.20	-5.28	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	50.6	48.7	46.9	40.8	49.5	50.1
Medium Trucks:	45.0	43.5	37.1	35.6	44.0	44.3
Heavy Trucks:	47.2	45.7	36.7	38.0	46.3	46.4
Vehicle Noise:	52.9	51.2	47.7	43.4	51.9	52.4

Mitigated Noise Levels (with Topo and barrier attenuation)

VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	50.6	48.7	46.9	40.8	49.5	50.1
Medium Trucks:	45.0	43.5	37.1	35.6	44.0	44.3
Heavy Trucks:	47.2	45.7	36.7	38.0	46.3	46.4
Vehicle Noise:	52.9	51.2	47.7	43.4	51.9	52.4

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APPENDIX 9.1:

CONSTRUCTION

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13968 - Glendale Senior Apartments

CadnaA Noise Prediction Model: 13968-03_Construction.cna

Date: 19.04.21

Analyst: B. Lawson

Calculation Configuration

Configuration	
Parameter	Value
General	
Country	(user defined)
Max. Error (dB)	0.00
Max. Search Radius (#(Unit,LEN))	2000.01
Min. Dist Src to Rcvr	0.00
Partition	
Raster Factor	0.50
Max. Length of Section (#(Unit,LEN))	999.99
Min. Length of Section (#(Unit,LEN))	1.01
Min. Length of Section (%)	0.00
Proj. Line Sources	On
Proj. Area Sources	On
Ref. Time	
Reference Time Day (min)	960.00
Reference Time Night (min)	480.00
Daytime Penalty (dB)	0.00
Recr. Time Penalty (dB)	5.00
Night-time Penalty (dB)	10.00
DTM	
Standard Height (m)	0.00
Model of Terrain	Triangulation
Reflection	
max. Order of Reflection	2
Search Radius Src	100.00
Search Radius Rcvr	100.00
Max. Distance Source - Rcvr	1000.00 1000.00
Min. Distance Rcvr - Reflector	1.00 1.00
Min. Distance Source - Reflector	0.10
Industrial (ISO 9613)	
Lateral Diffraction	some Obj
Obst. within Area Src do not shield	On
Screening	Incl. Ground Att. over Barrier
	Dz with limit (20/25)
Barrier Coefficients C1,2,3	3.0 20.0 0.0
Temperature (#(Unit,TEMP))	10
rel. Humidity (%)	70
Ground Absorption G	0.50
Wind Speed for Dir. (#(Unit,SPEED))	3.0
Roads (RLS-90)	
Strictly acc. to RLS-90	
Railways (FTA/FRA)	
Aircraft (???)	
Strictly acc. to AzB	

Receiver Noise Levels

Name	M.	ID	Level Lr			Limit. Value			Land Use			Height	Coordinates		
			Day	Night	CNEL	Day	Night	CNEL	Type	Auto	Noise Type		X	Y	Z
			(dBA)	(dBA)	(dBA)	(dBA)	(dBA)	(dBA)				(ft)	(ft)	(ft)	(ft)
RECEIVERS	R1	66.0	66.0	72.7	80.0	0.0	0.0	0.0				5.00 a	5958296.56	2366554.03	5.00
RECEIVERS	R2	74.6	74.6	81.2	80.0	0.0	0.0	0.0				5.00 a	5958494.06	2366229.28	5.00
RECEIVERS	R3	72.2	72.2	78.9	80.0	0.0	0.0	0.0				5.00 a	5958303.82	2366235.36	5.00
RECEIVERS	R4	68.1	68.1	74.8	80.0	0.0	0.0	0.0				5.00 a	5958185.32	2366365.11	5.00
RECEIVERS	R5	74.2	74.2	80.9	80.0	0.0	0.0	0.0				5.00 a	5958432.21	2366396.89	5.00

Area Source(s)

Name	M.	ID	Result. PWL			Result. PWL"			Lw / Li			Operating Time			Height
			Day	Evening	Night	Day	Evening	Night	Type	Value	norm.	Day	Special	Night	(ft)
			(dBA)	(dBA)	(dBA)	(dBA)	(dBA)	(dBA)				(min)	(min)	(min)	
BUILDING		BUILDING00001	111.8	111.8	111.8	79.0	79.0	79.0	Lw"	79					8
BUILDING		BUILDING00002	104.3	104.3	104.3	79.0	79.0	79.0	Lw"	79					8
BUILDING		BUILDING00003	105.0	105.0	105.0	79.0	79.0	79.0	Lw"	79					8
BUILDING		BUILDING00004	103.3	103.3	103.3	79.0	79.0	79.0	Lw"	79					8

Name	Height		Coordinates			
	Begin	End	x	y	z	Ground
	(ft)	(ft)	(ft)	(ft)	(ft)	(ft)
BUILDING	8.00	a	5958407.26	2366445.31	8.00	0.00

Name	Height		Coordinates			
	Begin	End	x	y	z	Ground
	(ft)	(ft)	(ft)	(ft)	(ft)	(ft)
			5958406.03	2366381.45	8.00	0.00
			5958339.86	2366382.72	8.00	0.00
			5958339.67	2366372.83	8.00	0.00
			5958344.47	2366372.73	8.00	0.00
			5958343.78	2366336.97	8.00	0.00
			5958313.08	2366337.56	8.00	0.00
			5958312.86	2366326.06	8.00	0.00
			5958358.33	2366325.18	8.00	0.00
			5958358.38	2366327.59	8.00	0.00
			5958404.97	2366326.69	8.00	0.00
			5958403.78	2366265.11	8.00	0.00
			5958365.10	2366265.86	8.00	0.00
			5958365.17	2366269.87	8.00	0.00
			5958356.02	2366270.05	8.00	0.00
			5958355.96	2366266.96	8.00	0.00
			5958336.17	2366267.34	8.00	0.00
			5958336.23	2366270.49	8.00	0.00
			5958317.40	2366270.85	8.00	0.00
			5958317.34	2366267.88	8.00	0.00
			5958296.92	2366268.27	8.00	0.00
			5958296.98	2366271.26	8.00	0.00
			5958288.61	2366271.42	8.00	0.00
			5958288.52	2366266.80	8.00	0.00
			5958264.76	2366267.26	8.00	0.00
			5958261.68	2366270.49	8.00	0.00
			5958262.78	2366327.28	8.00	0.00
			5958282.61	2366326.90	8.00	0.00
			5958282.83	2366338.36	8.00	0.00
			5958277.68	2366338.46	8.00	0.00
			5958278.38	2366374.37	8.00	0.00
			5958283.68	2366374.27	8.00	0.00
			5958283.91	2366386.21	8.00	0.00
			5958263.66	2366386.60	8.00	0.00
			5958264.26	2366417.62	8.00	0.00
			5958270.60	2366417.50	8.00	0.00
			5958270.76	2366425.61	8.00	0.00
			5958264.45	2366425.73	8.00	0.00
			5958264.89	2366448.09	8.00	0.00
			5958311.24	2366447.20	8.00	0.00
			5958311.17	2366443.46	8.00	0.00
			5958336.93	2366442.97	8.00	0.00
			5958336.90	2366441.00	8.00	0.00
			5958345.71	2366440.83	8.00	0.00
			5958345.74	2366442.69	8.00	0.00
			5958372.49	2366442.18	8.00	0.00
			5958372.56	2366446.08	8.00	0.00
BUILDING	8.00	a	5958434.82	2366376.95	8.00	0.00
			5958470.42	2366376.24	8.00	0.00
			5958469.47	2366351.79	8.00	0.00
			5958473.03	2366351.79	8.00	0.00
			5958472.56	2366327.58	8.00	0.00
			5958469.23	2366328.05	8.00	0.00
			5958468.76	2366305.27	8.00	0.00
			5958476.83	2366305.03	8.00	0.00
			5958476.83	2366285.80	8.00	0.00
			5958430.55	2366286.75	8.00	0.00
			5958431.26	2366305.03	8.00	0.00
			5958425.80	2366304.79	8.00	0.00
			5958426.04	2366323.31	8.00	0.00
			5958433.87	2366323.07	8.00	0.00
BUILDING	8.00	a	5958537.36	2366369.83	8.00	0.00
			5958573.20	2366368.88	8.00	0.00
			5958573.20	2366340.39	8.00	0.00
			5958567.97	2366340.63	8.00	0.00
			5958566.55	2366266.34	8.00	0.00
			5958571.06	2366265.87	8.00	0.00
			5958571.06	2366237.86	8.00	0.00
			5958535.22	2366239.04	8.00	0.00
BUILDING	8.00	a	5958440.52	2366274.88	8.00	0.00
			5958535.77	2366272.49	8.00	0.00
			5958535.27	2366242.35	8.00	0.00
			5958439.80	2366244.27	8.00	0.00

Barrier(s)

Name	M.	ID	Absorption		Z-Ext.	Cantilever		Height		Coordinates			
			left	right		horz.	vert.	Begin	End	x	y	z	Ground
					(ft)	(ft)	(ft)	(ft)	(ft)	(ft)	(ft)	(ft)	(ft)
BARRIEREXISTING		0						0.00	a	5958269.73	2366238.51	0.00	0.00
										5958404.50	2366235.04	0.00	0.00
BARRIEREXISTING		0						0.00	a	5958575.83	2366231.35	0.00	0.00
										5958427.74	2366234.30	0.00	0.00

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June 21, 2021

Mr. Luis Rodriguez
Linc Housing, Inc.
3590 Elm Avenue
Long Beach, California 90807

SUBJECT: 515 PIONEER DRIVE APARTMENTS AIR QUALITY AND GREENHOUSE GAS EVALUATION

Dear Mr. Luis Rodriguez:

Urban Crossroads, Inc. is pleased to submit this Air Quality and Greenhouse Gas Evaluation Memo to Linc Housing, Inc. (Client) for the proposed 515 Pioneer Drive Apartments (Project), which is located at 515 Pioneer Drive, in the City of Glendale, as shown on Exhibit A.

SUMMARY OF FINDINGS

Results of the Memo indicate the construction and operations of the Project would result in less than significant impacts associated with air quality (AQ) and greenhouse gas (GHG) emissions.

PROJECT DESCRIPTION

SITE LOCATION

The Project site is located at 515 Pioneer Drive in the City of Glendale, California. The Project Site is approximately one and a half mile northwest of Downtown Glendale. The Project site is bordered by the Ventura Freeway to the north, N. Kenilworth Avenue to the west, N. Pacific Avenue to the east, and Pioneer Drive to the south as shown on the Exhibit 1-A. The Project Site is surrounded by existing urban uses, including low-scale commercial properties and multifamily residential structures. To the east of the project site is a gas station, to the south of the Project Site (across Pioneer Drive) are multifamily residential buildings, to the north of the Project Site is the Ventura Freeway, and to the west (across N. Kenilworth Avenue) are multifamily residential buildings.

The Project Site is zoned R-3050 (Moderate Density Residential Zone). The General Plan designation for the Project site is Moderate Density.

PROJECT DESCRIPTION

The Project is a 340-unit affordable housing project located in the City of Glendale. The Project site is 121,967 square feet and is currently improved with three masonry buildings that were previously occupied as a commercial use by AT&T. The Project would demolish the existing structures and parking lot and redevelop the Project site with three new 5-story, residential buildings with 337 for-rent dwelling

units reserved for low-income households and three manager's units, with a mix of 32 studio units, 260 one-bedroom units, 45 two-bedroom units, and 3 two-bedroom manager's units. The Project will provide approximately 13,600 square feet of private open space and approximately 37,750 square feet of common open space, including multiple interior ground floor courtyards and multiple roof decks totaling appx. 7,284 square feet. The Project will consist of approximately 298,018 square feet of floor area for residential uses, including community rooms, lobby/mail rooms, and office/service space within the ground floor of each of the three buildings for use by the residents. Three hundred forty-two (342) automobile stalls will be provided in a two-level subterranean parking garage, including 35 EV ready stalls. The project is providing the required amount of parking per Glendale Municipal Code. The Project's main pedestrian access points will be on Pioneer Drive, with vehicular access to the subterranean parking garage via Pioneer Drive as well. The Project's site plan is illustrated on Exhibit B.

EXHIBIT A: LOCATION MAP

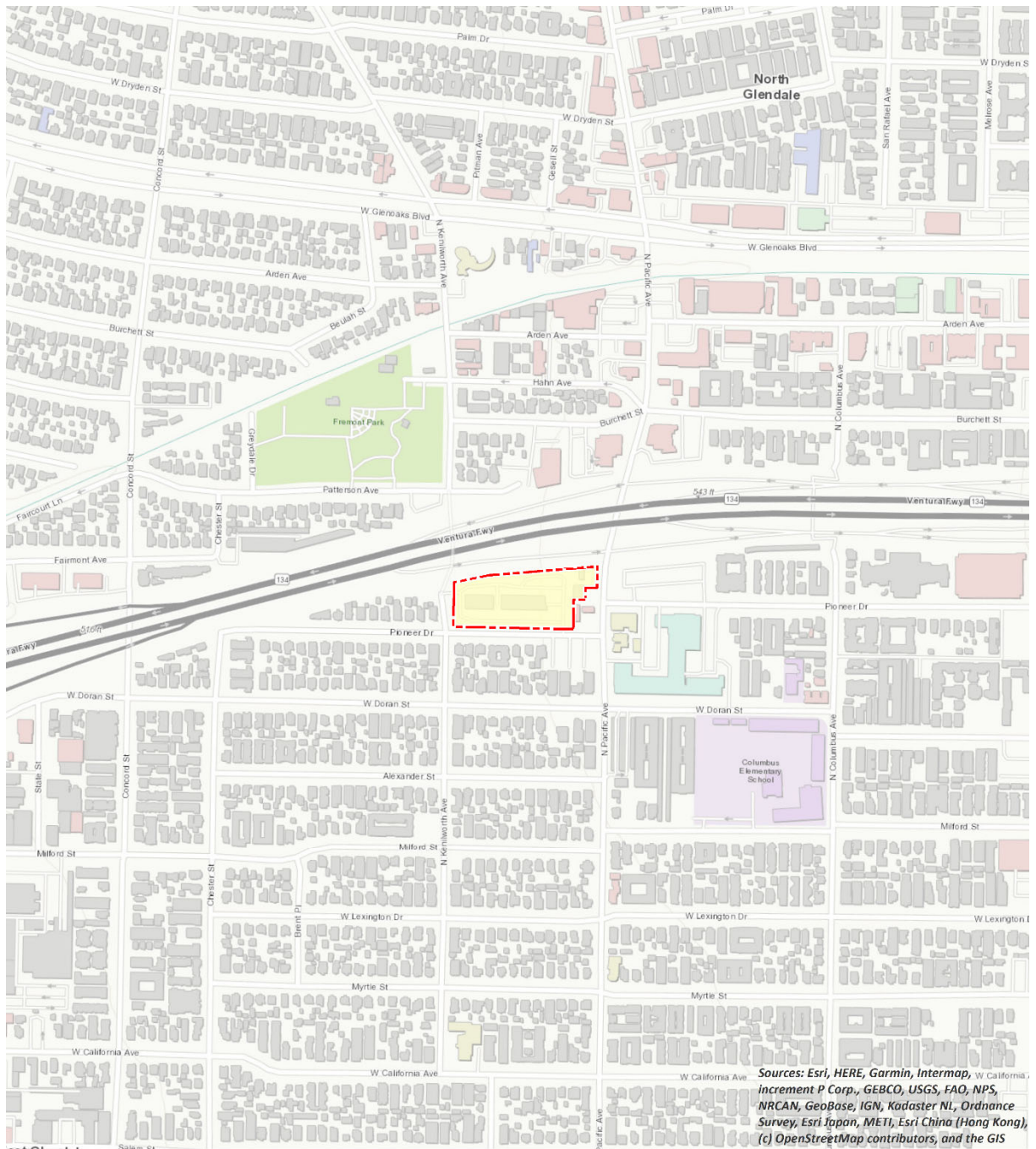
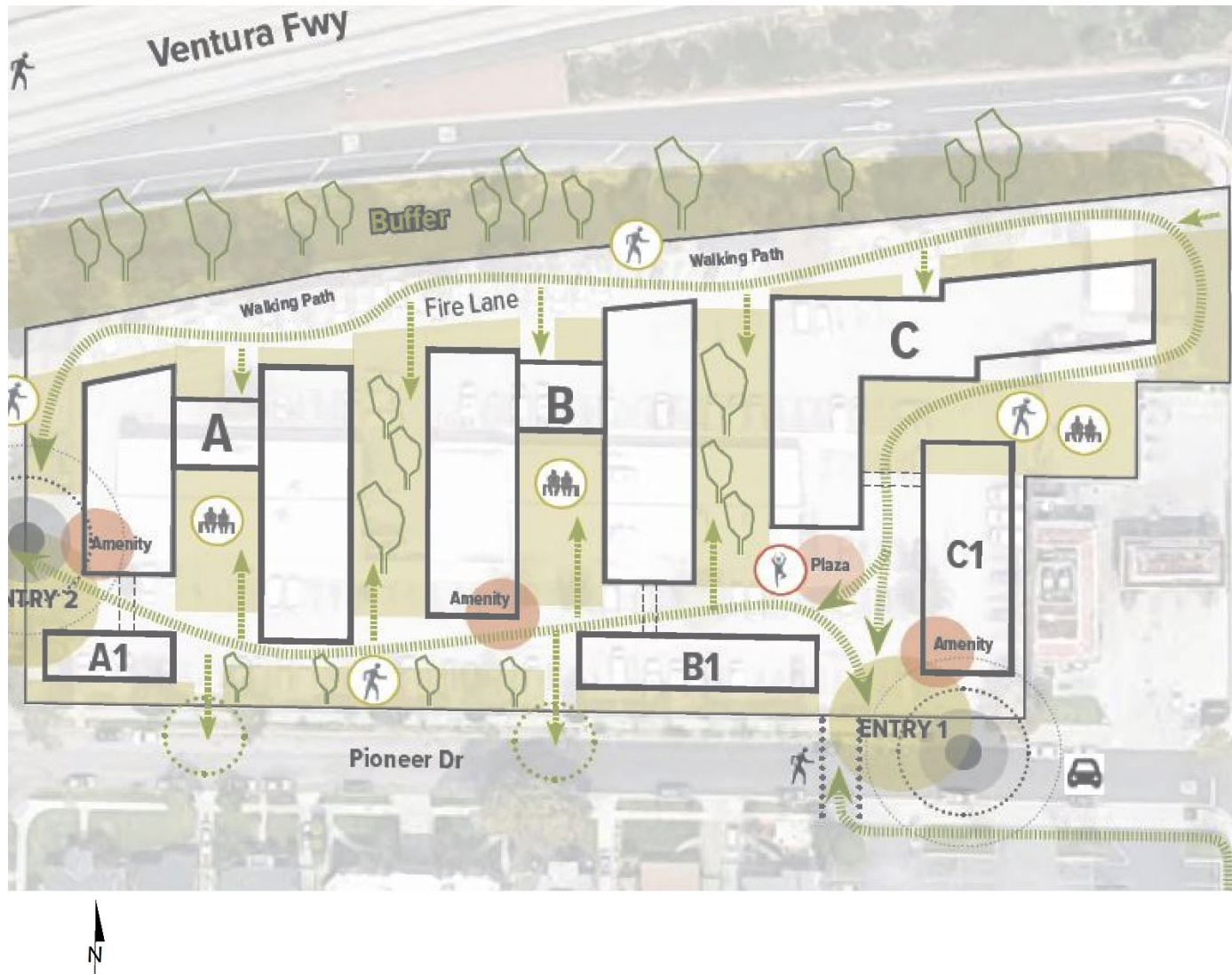


EXHIBIT B: SITE PLAN



STANDARD REGULATORY REQUIREMENTS/BEST AVAILABLE CONTROL MEASURES (BACMs)

The South Coast Air Quality Management District (SCAQMD) Rules that are currently applicable during construction activity for this Project include but are not limited to Rule 403 (Fugitive Dust) (1), Rule 445 – VOC Limits (2), and Rule 1113 (Architectural Coatings) (3). Implementation of these rules are required pursuant to existing law and therefore is considered part of the Project.

BACM AQ-1

The contractor shall adhere to applicable measures contained in Table 1 of Rule 403 including, but not limited to (4):

- All clearing, grading, earth-moving, or excavation activities shall cease when winds exceed 25 mph per SCAQMD guidelines in order to limit fugitive dust emissions.
- The contractor shall ensure that all disturbed unpaved roads and disturbed areas within the Project are watered at least three (3) times daily during dry weather. Watering, with complete coverage of disturbed areas, shall occur at least three times a day, preferably in the mid-morning, afternoon, and after work is done for the day.
- The contractor shall ensure that traffic speeds on unpaved roads and Project site areas are limited to 15 miles per hour or less.

BACM AQ-2

The following measures shall be incorporated into Project plans and specifications as implementation of SCAQMD Rule 1113 (5):

- Only “Low-Volatile Organic Compounds (VOC)” paints (no more than 50 gram/liter of VOC) consistent with SCAQMD Rule 1113 shall be used.

BACM AQ-3

The Project is required to comply with SCAQMD Rule 445, which prohibits the use of wood burning stoves and fireplaces in new development (2).

CALIFORNIA EMISSIONS ESTIMATOR MODEL™ EMPLOYED TO ESTIMATE AQ EMISSIONS

On October 17, 2017, the SCAQMD in conjunction with the California Air Pollution Control Officers Association (CAPCOA) and other California air districts, released the latest version of the California Emissions Estimator Model (CalEEMod) Version 2016.3.2. The purpose of this model is to more accurately calculate construction-source and operational-source criteria pollutant (Nitrogen Oxides (NO_x), VOC, Particulate Matter less than 10 microns (PM₁₀), Particulate Matter less than 2.5 microns (PM_{2.5}), Sulfur Oxides (SO_x), and Carbon Monoxide (CO)) and GHG emissions from direct and indirect sources; and quantify applicable air quality and GHG reductions achieved from mitigation measures.

Accordingly, the latest version of CalEEMod has been used for this Project to determine construction and operational impacts related to the Project. Model outputs from the model runs are provided in Attachment A.

AIR QUALITY

REGIONAL EMISSIONS

CONSTRUCTION

The duration of construction activity was based on information provided by the Project Applicant. The number of days of construction are shown on Table 1. Equipment employed for Project construction activities are based on CalEEMod defaults, as shown on Table 2. The Project construction fleet may vary due to specific Project needs at any given time.

Demolition Activities

The Project site is currently developed with an office, warehouse, and auto repair facility. Based on information from the Project applicant approximately 17,700 square feet of structure and a 92,000 square foot parking lot will be demolished.

Grading Activities

Based on initial information provided by the Project applicant grading/excavation will export 67,550 cubic yards (CY) of soil. Export is anticipated to generate 4,825 one-way truck trips over approximately 4 months.

TABLE 1: CONSTRUCTION DURATION

Phase Name	Start Date	End Date	Days
Demolition	6/6/2022	10/5/2022	88
Offsite Utilities	10/6/2022	1/5/2023	66
Grading	10/6/2022	2/6/2023	88
Building Construction	2/7/2023	12/13/2024	484
Paving	9/13/2024	12/13/2024	66
Architectural Coating	9/13/2024	12/13/2024	66

Source: CalEEMod 2016, Attachment A.

TABLE 2: CONSTRUCTION EQUIPMENT

Phase Name	Equipment	Amount	Hours Per Day
Demolition	Crushing/Proc. Equipment	1	8
	Excavators	2	8
	Other Construction Equipment	2	8
	Rubber Tired Loaders	2	8
Site Preparation	Tractors/Loaders/Backhoes	4	8
Grading	Excavators	2	8
	Rubber Tired Loaders	2	8
Building Construction	Forklifts	2	8
	Generator Sets	1	8
	Skid Steer Loaders	3	8
Paving	Cement and Mortar Mixers	1	8
	Pavers	1	8
	Paving Equipment	1	8
	Rollers	2	8
	Tractors/Loaders/Backhoes	1	8
Architectural Coating	Air Compressors	1	6

Source: CalEEMod 2016, Attachment A

REGIONAL CONSTRUCTION EMISSIONS SUMMARY

The estimated unmitigated maximum daily construction emissions are summarized on Table 3. Detailed construction model outputs are presented in Attachment A. Under the assumed construction modeling scenario discussed above, emissions resulting from the Project construction would not exceed criteria pollutant thresholds established by the SCAQMD for emissions of any criteria pollutant, and accordingly will not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable NAAQS or CAAQS. Thus, a less than significant impact would occur for regional Project-related construction-source emissions and no mitigation is required.

TABLE 3: PROJECT CONSTRUCTION EMISSIONS AND REGIONAL THRESHOLDS

Year	Emissions (lbs/day)				
	VOC	NO _x	CO	PM ₁₀	PM _{2.5}
Summer					
2022	2.04	29.10	23.73	5.72	1.89
2023	36.03	21.06	36.35	5.49	1.99
2024	36.03	38.79	36.35	5.72	1.99
Maximum Daily Summer Emissions	36.03	38.79	36.35	5.72	1.99
Winter					
2022	2.10	29.18	23.91	5.72	1.89
2023	36.18	21.11	35.23	5.49	1.99
2024	36.18	39.03	35.23	5.72	1.99
Maximum Daily Winter Emissions	36.18	39.03	35.23	5.72	1.99
Maximum Daily Emissions	36.18	39.03	36.35	5.72	1.99
SCAQMD Thresholds	75	100	550	150	55
Threshold Exceeded?	No	No	No	No	No

Source: CalEEMod unmitigated regional construction-source emissions are presented in Attachment A.

OPERATIONS

Operational activities associated with the Project would result in emissions of CO, VOCs, NO_x, SO_x, PM₁₀, and PM_{2.5}. Operational related emissions are expected from the following primary sources: area source emissions, energy source emissions and mobile source emissions.

Area Source Emissions

Architectural Coatings – Over a period of time, the buildings that are part of this Project will be subject to emissions resulting from the evaporation of solvents contained in paints, varnishes, primers, and other surface coatings as part of Project maintenance. The emissions associated with architectural coatings were calculated using CalEEMod.

Energy Source Emissions

Combustion Emissions Associated with Natural Gas and Electricity – Electricity and natural gas are used by almost every project. Criteria pollutant emissions are emitted through the generation of electricity and consumption of natural gas. However, because electrical generating facilities for the Project area are located either outside the region (state) or offset through the use of pollution credits (RECLAIM) for generation within the South Coast Air Basin (SCAB), criteria pollutant emissions from offsite generation of electricity is generally excluded from the evaluation of significance; however, these emissions are assessed under GHG emissions. The emissions associated with natural gas use were calculated using CalEEMod.

Current Title 24 standards require solar photovoltaic systems for new homes, establish requirements for newly constructed healthcare facilities, encourage demand responsive technologies for residential buildings, update indoor and outdoor lighting for nonresidential buildings. The CEC anticipates that single-family homes built with the 2019 standards will use approximately 7 percent less energy compared to the residential homes built under the 2016 standards. Additionally, for residential buildings three stories or less, solar photovoltaic systems are required and sized based on climate zone, homes built with required solar PV systems are about 53 percent less energy than homes built under the 2016 standards. Nonresidential buildings will use approximately 30 percent less energy (6). As the Project proposes multiple floor buildings no solar PV is required under Title 24, thus a 7 percent increase in energy efficiency is applied to the future dwelling units in CalEEMod to reflect the effects of the 2019 Title 24.

Mobile Source Emissions

Project mobile source air quality emissions are primarily dependent on overall daily vehicle trip generation. The Project related operational air quality impacts derive primarily from vehicle trips generated by the Project. Trip generation rates used in this memo were taken from trip generation data developed by Linscott, Law, and Greenspan (7). Based on the trip generation data, the Project would generate 1,150 average daily trips. Mobile source emission factors in CalEEMod were updated to use the most current version of CARB's Emissions Factor Model, EMFAC2017. EMFAC 2017 emission factors used in the model are included in Attachment A.

REGIONAL OPERATIONAL EMISSIONS SUMMARY

Proposed Project Operational Emissions

Table 4 presents the emissions from the proposed facilities.

LOCALIZED EMISSIONS

The analysis makes use of methodology included in the SCAQMD *Final Localized Significance Threshold Methodology* (LST Methodology) (8). The SCAQMD has established that impacts to air quality are significant if there is a potential to contribute or cause localized exceedances of NAAQS or CAAQS. Collectively, these are referred to as Localized Significance Thresholds (LSTs). The SCAQMD established LSTs in response to the SCAQMD Governing Board's Environmental Justice Initiative I-4¹. LSTs represent the maximum emissions from a project that will not cause or contribute to an exceedance of the most stringent applicable NAAQS or CAAQS at the nearest residence or sensitive receptor. The SCAQMD states that lead agencies can use the LSTs as another indicator of significance in its air quality impact analyses (8).

¹ The purpose of SCAQMD's Environmental Justice program is to ensure that everyone has the right to equal protection from air pollution and fair access to the decision-making process that works to improve the quality of air within their communities. Further, the SCAQMD defines Environmental Justice as "...equitable environmental policymaking and enforcement to protect the health of all residents, regardless of age, culture, ethnicity, gender, race, socioeconomic status, or geographic location, from the health effects of air pollution."

TABLE 4: PROPOSED PROJECT OPERATIONAL EMISSIONS

Source	Emissions (lbs/day)				
	VOC	NO _x	CO	PM ₁₀	PM _{2.5}
Summer					
Area Source	8.23	0.32	28.07	0.16	0.16
Energy Source	0.11	0.91	0.39	0.07	0.07
Mobile Source Passenger Cars	2.54	4.98	26.35	8.33	2.26
Mobile Source (Trucks)	0.00	0.00	0.00	0.00	0.00
On-Site Equipment Source	0.00	0.00	0.00	0.00	0.00
Total Maximum Daily Emissions	10.87	6.21	54.81	8.56	2.49
SCAQMD Thresholds	55	55	550	150	55
Threshold Exceeded?	No	No	No	No	No
Winter					
Area Source	8.23	0.32	28.07	0.16	0.16
Energy Source	0.11	0.91	0.39	0.07	0.07
Mobile Source Passenger Cars	2.61	5.25	25.04	8.33	2.26
Mobile Source (Trucks)	0.00	0.00	0.00	0.00	0.00
On-Site Equipment Source	0.00	0.00	0.00	0.00	0.00
Total Maximum Daily Emissions	10.95	6.49	53.50	8.56	2.49
SCAQMD Thresholds	55	55	550	150	55
Threshold Exceeded?	No	No	No	No	No

Source: CalEEMod 2016, Appendix 3.1

Sensitive Receptors

Receptor locations are off-site locations where individuals may be exposed to emissions from Project activities. This Memorandum analyzes localized construction and operational emissions impacts at the nearest sensitive receptors.

Some people are especially sensitive to air pollution and are given special consideration when evaluating air quality impacts from projects. These groups of people include children, the elderly, individuals with pre-existing respiratory or cardiovascular illness, and athletes and others who engage in frequent exercise. Structures that house these persons or places where they gather to exercise are defined as “sensitive receptors”; they are also known to be locations where an individual can remain for 24 hours.

Sensitive receptors in the Project study area include existing residential homes and commercial uses. The SCAQMD recommends that the nearest sensitive receptor be considered when determining the Project’s potential to cause an individual and cumulatively significant impact. For NO₂ and CO, measurements are based on 1- and 8-hour measurements. For that reason, the permissible emissions levels for those chemicals are set at the nearest site where an individual could remain for one to 8 hours.

As such, the nearest sensitive receptor for evaluation of localized NO₂ and CO emissions is the entrance to the Shell convenience store located 30 feet east of the site.

PM₁₀ and PM_{2.5} concentration level standards are based on a 24-hour exposure limit. Thus, the nearest receptor where an individual could remain for 24 hours will be used to set the LST thresholds for PM₁₀ and PM_{2.5}. In this case, the nearest receptor to evaluate LST thresholds for PM₁₀ and PM_{2.5} are residential properties located approximately 60 feet (~18.29 meters) west and south of the Project site.

The *LST Methodology* explicitly states that *"It is possible that a project may have receptors closer than 25 meters. Projects with boundaries located closer than 25 meters to the nearest receptor should use the LSTs for receptors located at 25 meters (8)."* As the convenience store is located less than 25-meters from the Project site, the 25-meter receptor distance will be used for evaluation of localized emission impacts.

The Project site is approximately 2.81 acres of which the entire 2.81 acre can be disturbed per day during site preparation and grading activities. For the purposes of this analysis, and as a conservative measure, the SCAQMD look-up tables localized significance thresholds were interpolated and used to determine the thresholds for a 2.81-acre site.

LOCALIZED CONSTRUCTION EMISSIONS SUMMARY

Table 5 identifies the localized impacts at the nearest receptor location in the vicinity of the Project. Outputs from the model runs for construction LSTs are provided in Attachment A. Under the assumed construction modeling scenario (as previously discussed), emissions resulting from the Project construction will not exceed the numerical thresholds of significance established by the SCQMD for any criteria pollutant, accordingly the Project's construction will not expose sensitive receptors to substantial pollutant concentrations. Thus, a less than significant impact related to sensitive receptors exposure to pollutants concentrations from Project construction would occur and no mitigation is required.

TABLE 5: LOCALIZED SIGNIFICANCE SUMMARY OF CONSTRUCTION

On-Site Emissions	Emissions (lbs/day)			
	NO _x	CO	PM ₁₀	PM _{2.5}
Maximum Daily Emissions All Phases	20.46	21.94	0.93	0.93
SCAQMD Localized Threshold ¹	130	963	9	5
Threshold Exceeded?	No	No	No	No

Source: CalEEMod 2016, Attachment A.

¹ Thresholds adjusted for 2.8 acres at 25 meters.

LOCALIZED OPERATIONAL EMISSIONS SUMMARY

Table 6 shows the calculated emissions for the Proposed Project's operational activities compared with the applicable LSTs. The LST analysis includes on-site sources only. Modeling demonstrates that Project operational-source emissions would not exceed applicable LSTs. Thus, a less than significant impact

related to sensitive receptors exposure to pollutants concentrations from Project operations would occur and no mitigation is required.

TABLE 6: LOCALIZED SIGNIFICANCE SUMMARY OF OPERATIONS

Operational Activity	Emissions (lbs/day)			
	NO _x	CO	PM ₁₀	PM _{2.5}
Maximum Daily Emissions	1.46	29.57	0.58	0.32
SCAQMD Localized Threshold ¹	130	963	3	1
Threshold Exceeded?	No	No	No	No

Source: CalEEMod 2016, Attachment A.

¹ Thresholds adjusted for 2.8 acres at 25 meters.

CO “HOT SPOT” ANALYSIS

As discussed below, the Project would not result in potentially adverse CO concentrations or “hot spots.” At the time of the 1993 Handbook, the SCAB was designated nonattainment under the CAAQS and NAAQS for CO (9).

It has long been recognized that CO hotspots are caused by vehicular emissions, primarily when idling at congested intersections. In response, vehicle emissions standards have become increasingly stringent in the last twenty years. Currently, the allowable CO emissions standard in California is a maximum of 3.4 grams/mile for passenger cars (there are requirements for certain vehicles that are more stringent). With the turnover of older vehicles, introduction of cleaner fuels, and implementation of increasingly sophisticated and efficient emissions control technologies, CO concentration in the SCAB is now designated as attainment.

To establish a more accurate record of baseline CO concentrations affecting the SCAB, a CO “hot spot” analysis was conducted in 2003 for four busy intersections in Los Angeles at the peak morning and afternoon time periods. This “hot spot” analysis did not predict any violation of CO standards, as shown on Table 7.

TABLE 7: CO MODEL RESULTS

Intersection Location	CO Concentrations (ppm)		
	Morning 1-hour	Afternoon 1-hour	8-hour
Wilshire Blvd./Veteran Ave.	4.6	3.5	3.7
Sunset Blvd./Highland Ave.	4	4.5	3.5
La Cienega Blvd./Century Blvd.	3.7	3.1	5.2
Long Beach Blvd./Imperial Hwy.	3	3.1	8.4

Based on the SCAQMD's 2003 AQMP and the 1992 Federal Attainment Plan for Carbon Monoxide (1992 CO Plan), peak carbon monoxide concentrations in the SCAB were a result of unusual meteorological and

topographical conditions and not a result of traffic volumes and congestion at a particular intersection. As evidence of this, for example, 9.3 ppm 8-hr CO concentration measured at the Long Beach Blvd. and Imperial Hwy. intersection (highest CO generating intersection within the “hot spot” analysis), only 0.7 ppm was attributable to the traffic volumes and congestion at this intersection; the remaining 8.6 ppm were due to the ambient air measurements at the time the 2003 AQMP was prepared (10). In contrast, an adverse CO concentration, known as a “hot spot”, would occur if an exceedance of the state one-hour standard of 20 parts per million (ppm) or the eight-hour standard of 9 ppm were to occur. The ambient 1-hr and 8-hr CO concentration within the Project study area is estimated to be 1.5 ppm and 1.2 ppm, respectively (data from West San Gabriel Monitoring Station for 2019). Therefore, even if the traffic volumes for the proposed Project were double or even triple of the traffic volumes generated at the Long Beach Blvd. and Imperial Hwy. intersection, coupled with the on-going improvements in ambient air quality, the Project would not be capable of resulting in a CO “hot spot” at any study area intersections. Similar considerations are also employed by other Air Districts when evaluating potential CO concentration impacts. More specifically, the Bay Area Air Quality Management District (BAAQMD) concludes that under existing and future vehicle emission rates, a given project would have to increase traffic volumes at a single intersection by more than 44,000 vehicles per hour (vph) —or 24,000 vehicles per hour where vertical and/or horizontal air does not mix—in order to generate a significant CO impact (11).

Traffic volumes generating the CO concentrations for the “hot spot” analysis, shown on Table 8. The busiest intersection evaluated was that at Wilshire Blvd. and Veteran Ave., which has a daily traffic volume of approximately 100,000 vehicles per day. The 2003 AQMP estimated that the 1-hour concentration for this intersection was 4.6 ppm; this indicates that, should the daily traffic volume increase four times to 400,000 vehicles per day, CO concentrations ($4.6 \text{ ppm} \times 4 = 18.4 \text{ ppm}$) would still not likely exceed the most stringent 1-hour CO standard (20.0 ppm).² At buildout of the Project, the highest daily traffic volumes generated at the roadways within the vicinity of the Project are expected to generate less than the highest daily traffic volumes generated at the busiest intersection in the CO “hot spot” analysis. As such, the Project would not likely exceed the most stringent 1-hour CO standard.

The proposed Project considered herein would generate a net 962 trips and thus would not produce the volume of traffic required to generate a CO “hot spot” either in the context of the 2003 Los Angeles hot spot study or based on representative BAAQMD CO threshold considerations. Therefore, CO “hot spots” are not an environmental impact of concern for the proposed Project. Localized air quality impacts related to mobile-source emissions would therefore be less than significant.

² Based on the ratio of the CO standard (20.0 ppm) and the modeled value (4.6 ppm).

TABLE 8: TRAFFIC VOLUMES

Intersection Location	Total (AM/PM)
Wilshire Boulevard/Veteran Avenue	8,062/7,719
Sunset Boulevard/Highland Avenue	6,614/5,374
La Cienega Boulevard/Century Boulevard	6,634/8,674
Long Beach Boulevard/Imperial Highway	4,212/5,514

Source: 2003 AQMP

AIR QUALITY MANAGEMENT PLANNING

The Project site is located within the SCAB, which is characterized by relatively poor air quality. The SCAQMD has jurisdiction over an approximately 10,743 square-mile area consisting of the four-county Basin and the Los Angeles County and Riverside County portions of what use to be referred to as the Southeast Desert Air Basin. In these areas, the SCAQMD is principally responsible for air pollution control, and works directly with the Southern California Association of Governments (SCAG), county transportation commissions, local governments, as well as state and federal agencies to reduce emissions from stationary, mobile, and indirect sources to meet state and federal ambient air quality standards.

Currently, these state and federal air quality standards are exceeded in most parts of the SCAB. In response, the SCAQMD has adopted a series of Air Quality Management Plans (AQMP) to meet the state and federal ambient air quality standards. AQMPs are updated regularly in order to more effectively reduce emissions, accommodate growth, and to minimize any negative fiscal impacts of air pollution control on the economy.

In March 2017, the AQMD released the Final 2016 AQMP. The 2016 AQMP continues to evaluate current integrated strategies and control measures to meet the NAAQS, as well as explore new and innovative methods to reach its goals. Some of these approaches include utilizing incentive programs, recognizing existing co-benefit programs from other sectors, and developing a strategy with fair-share reductions at the federal, state, and local levels (12). Similar to the previous AQMPs, the 2016 AQMP incorporates scientific and technological information and planning assumptions, including the 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), a planning document that supports the integration of land use and transportation to help the region meet the federal Clean Air Act requirements (13). The Project's consistency with the AQMP will be determined using the 2016 AQMP as discussed below.

Criteria for determining consistency with the AQMP are defined in Chapter 12, Section 12.2 and Section 12.3 of the SCAQMD's California Environmental Quality Act (CEQA) Air Quality Handbook (1993) (14). These indicators are discussed below:

Consistency Criterion No. 1: The proposed Project will not result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP.

The violations that Consistency Criterion No. 1 refers to are the CAAQS and NAAQS. CAAQS and NAAQS violations would occur if regional or localized significance thresholds were exceeded.

Construction Impacts – Consistency Criterion 1

Consistency Criterion No. 1 refers to violations of the CAAQS and NAAQS. CAAQS and NAAQS violations would occur if LSTs or regional significance thresholds were exceeded. As evaluated, the Project's regional and localized construction-source emissions would not exceed applicable regional significance and LST thresholds. As such, a less than significant impact is expected.

Operational Impacts – Consistency Criterion 1

As evaluated, the Project's regional and localized operational-source emissions would not exceed applicable regional significance or LST thresholds. As such, a less than significant impact is expected.

On the basis of the preceding discussion, the Project is determined to be consistent with Consistency Criterion No. 1.

Consistency Criterion No. 2: The Project will not exceed the assumptions in the AQMP based on the years of Project build-out phase.

The 2016 AQMP demonstrates that the applicable ambient air quality standards can be achieved within the timeframes required under federal law. Growth projections from local general plans adopted by cities in the SCAB are provided to the SCAG, which uses these to develop and the Regional Housing Needs Assessments (RHNA) for each jurisdiction along with regional population and VMT growth forecasts, which are then used to develop future air quality forecasts for the AQMP. Development consistent with these growth projections is considered to be consistent with the AQMP. Consistency can be evaluated using several methods, including, but not limited to, consistency with a local jurisdiction's land use designations and consistency with SCAG's jurisdictional growth projections used for the RHNA.

Construction Impacts – Consistency Criterion 2

Peak day emissions generated by construction activities are largely independent of land use assignments, but rather are a function of development scope and maximum area of disturbance. Irrespective of the site's land use designation, development of the site to its maximum potential would likely occur, with disturbance of the entire site occurring during construction activities.

Operational Impacts – Consistency Criterion 2

The Project is located within the jurisdiction of the City of Glendale. As per the City's General Plan Land Use Map, the Project site is designated as Moderate Density (15). While the Project proposes more dwelling units than generally allowed under the Moderate Density designation, the proposed Project is consistent with regional growth projections used in SCAG's RHNA. The RHNA is mandated by State Housing Law as part of the periodic process of updating local housing elements of the General Plan. RHNA quantifies the need for housing within each jurisdiction during specified planning periods. SCAG has recently completed the 6th cycle RHNA allocation plan which covers the planning period October 2021 through October 2029. It was adopted by SCAG on March 4, 2021. The City of Glendale is projected to need to modify plans to allow for the develop an additional 13,425 dwelling units over this period. Over 5,000 units are designated for low or very low-income residents, as the Project proposed to develop affordable units the development will assist the City in meeting the regional housing needs and would not exceed regional growth projections.

On the basis of the preceding discussion, the Project is determined to be consistent with Consistency Criterion No. 2.

AQMP Consistency Conclusion

The Project would not have the potential to result in or cause NAAQS or CAAQS violations. The Project's development intensity is consistent with the development intensities allowed within the General Plan and SCAG's projections as identified in the RHNA. Additionally, Project construction and operational-source emissions would not exceed the regional or localized significance thresholds as previously indicated. The Project is therefore considered to be consistent with the AQMP.

ODORS

The potential for the Project to generate objectionable odors has also been considered. Land uses generally associated with odor complaints include:

- Agricultural uses (livestock and farming)
- Wastewater treatment plants
- Food processing plants
- Chemical plants
- Composting operations
- Refineries
- Landfills
- Dairies
- Fiberglass molding facilities

The Project does not contain land uses typically associated with emitting objectionable odors. Potential odor sources associated with the proposed Project may result from construction equipment exhaust and the application of asphalt and architectural coatings during construction activities and the temporary storage of typical solid waste (refuse) associated with the proposed Project's (long-term operational) uses. Standard construction requirements would minimize odor impacts from construction. The construction odor emissions would be temporary, short-term, and intermittent in nature and would cease upon completion of the respective phase of construction and is thus considered less than significant. It is expected that Project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with the City's solid waste regulations. The proposed Project would also be required to comply with SCAQMD Rule 402 to prevent occurrences of public nuisances. Therefore, odors associated with the proposed Project construction and operations would be less than significant and no mitigation is required (16).

CUMULATIVE AIR QUALITY IMPACTS

The CAAQS designate the Project region as nonattainment for O₃, PM₁₀, and PM_{2.5} while the NAAQS designates the Project region as nonattainment for O₃ and PM_{2.5}.

The AQMD has published a report on how to address cumulative impacts from air pollution: *White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution* (17). In this report the AQMD clearly states (Page D-3):

...the AQMD uses the same significance thresholds for project specific and cumulative impacts for all environmental topics analyzed in an Environmental Assessment or Environmental Impact Report (EIR). The only case where the significance thresholds for project specific and cumulative impacts differ is the Hazard Index (HI) significance threshold for toxic air contaminant (TAC) emissions. The project specific (project increment) significance threshold is HI > 1.0 while the cumulative (facility-wide) is HI > 3.0. It should be noted that the HI is only one of three TAC emission significance thresholds considered (when applicable) in a CEQA analysis. The other two are the maximum individual cancer risk (MICR) and the cancer burden, both of which use the same significance thresholds (MICR of 10 in 1 million and cancer burden of 0.5) for project specific and cumulative impacts.

Projects that exceed the project-specific significance thresholds are considered by the SCAQMD to be cumulatively considerable. This is the reason project-specific and cumulative significance thresholds are the same. Conversely, projects that do not exceed the project-specific thresholds are generally not considered to be cumulatively significant.

Therefore, this analysis assumes that individual projects that do not generate operational or construction emissions that exceed the SCAQMD's recommended daily thresholds for project-specific impacts would also not cause a cumulatively considerable increase in emissions for those pollutants for which the Basin is in nonattainment, and, therefore, would not be considered to have a significant, adverse air quality

impact. Alternatively, individual project-related construction and operational emissions that exceed SCAQMD thresholds for project-specific impacts would be considered cumulatively considerable.

Construction Impacts

The Project-specific evaluation of emissions presented in the preceding analysis demonstrates that Project construction-source air pollutant emissions would not result in exceedances of regional thresholds. Therefore, Project construction-source emissions would be considered less than significant on a project-specific and cumulative basis.

Operational Impacts

The Project-specific evaluation of emissions presented in the preceding analysis demonstrates that Project operational-source air pollutant emissions would not result in exceedances of regional thresholds. Therefore, Project operational-source emissions would be considered less than significant on a project-specific and cumulative basis.

GREENHOUSE GAS

The City of Glendale has not adopted its own numeric threshold of significance for determining impacts with respect to GHG emissions. However, the SCAQMD has recommended a screening threshold of 3,000 metric tons of carbon dioxide equivalent per year (MTCO₂e/yr) to determine if additional analysis is required. This method is an acceptable approach for the proposed Project. This approach is a widely accepted screening threshold used by the City of Glendale and numerous cities in the SCAB.

Construction

As mentioned previously in the report, the latest version of CalEEMod was used to generate greenhouse gas emissions reports. For construction phase Project emissions, GHGs are quantified and amortized over the life of the Project. To amortize the emissions over the life of the Project, the SCAQMD recommends calculating the total GHG emissions for the construction activities, dividing it by a 30-year project life. (18) The anticipated emissions from construction are listed below in Table 9.

TABLE 9: AMORTIZED ANNUAL CONSTRUCTION EMISSIONS

Year	Emissions (MT/yr)			
	CO ₂	CH ₄	N ₂ O	Total CO ₂ e
2022	494.59	0.09	0.00	496.90
2023	767.58	0.07	0.00	769.22
2024	763.55	0.07	0.00	765.30
Total Annual Construction Emissions	2,025.72	0.23	0.00	2,031.41
Amortized Construction Emissions (MTCO₂e)	67.52	0.01	0.00	67.71

Source: CalEEMod 2016, Appendix 3.1

Operations

Operational activities associated with the Project would result in emissions of CO₂, CH₄, and N₂O. Operational related GHG emissions are expected from the following primary sources: area source emissions, energy source emissions and mobile source emissions.

Proposed Project Operational Emissions

Table 10 presents the emissions from the proposed facilities mentioned in the Proposed Project section of the Project Description.

TABLE 10: PROPOSED PROJECT OPERATIONAL EMISSIONS

Emission Source	Emissions (MT/yr)			
	CO ₂	CH ₄	N ₂ O	Total CO ₂ e
Annual construction-related emissions amortized over 30 years	67.52	0.01	0.00	67.71
Area Source	5.74	0.01	0.00	5.87
Energy Source	684.12	0.02	0.01	686.97
Mobile Source	1,359.95	0.05	0.00	1,361.24
Waste	31.75	1.88	0.00	78.65
Water Usage	85.32	0.58	0.01	104.10
Total CO₂e (All Sources)	2,304.55			

Source: CalEEMod 2016, Appendix 3.1

Project Related Operational Emissions

Table 14 illustrates the net effect of the project by subtracting the total operational emissions of the current site (Table 12) from the total emissions of the proposed Project (Table 13)

EMISSIONS SUMMARY

The annual GHG emissions associated with the construction and operation of the proposed Project are estimated to be 2,304.55 MTCO₂e/yr as summarized in Table 14. Direct and indirect operational emissions associated with the Project are compared with the SCAQMD's screening threshold for non-industrial projects, which is 3,000 MTCO₂e/yr. As shown, the proposed Project would result in a less than significant impact with respect to GHG emissions.

Further, the Project will comply with all applicable regulations intended to reduce GHG-emissions. In fact, the Project will be 15 percent more energy efficient than required by Chapter 6 of Title 24 of the California Code of Regulations. Finally, the Project is consistent with the general use designation and applicable policies specified for the Project area in SCAG's Sustainable Community Strategy/ Regional Transportation Plan, which pursuant to SB 375 calls for the integration of transportation, land-use and housing policies to plan for achievement of the GHG-emissions target for the region. Thus, a less than

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significant impact related to GHG emissions from Project construction and operation would occur and no mitigation is required.

If you have any questions, please contact me by email at bmaddux@urbanxroads.com or by phone at (619) 778-1971.

Respectfully submitted,

URBAN CROSSROADS, INC.

William Maddux,
Senior Associate

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ATTACHMENT A:

CALEEMOD EMISSIONS MODEL OUTPUTS

515 Pioneer Dr. - South Coast AQMD Air District, Annual

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South Coast AQMD Air District, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Enclosed Parking with Elevator	340.00	Space	0.00	152,000.00	0
-----	-----	-----	-----	-----	-----
Apartments Mid Rise	340.00	Dwelling Unit	2.82	340,000.00	972

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	31
Climate Zone	12			Operational Year	2024
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	495.11	CH4 Intensity (lb/MWhr)	0.021	N2O Intensity (lb/MWhr)	0.004

1.3 User Entered Comments & Non-Default Data

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Project Characteristics - 2024 RPS Effect on SCE = 2024 44% - 495.11 CO₂, 0.0205 CH₄, and 0.0044 N₂O

Land Use - Based on Project plans parking is all below ground

Construction Phase - Based on Applicant's contractor estimate

Off-road Equipment -

Off-road Equipment - Based on Applicant's contractor estimate

Off-road Equipment - Based on Applicant's contractor estimate

Off-road Equipment - Based on Applicant's contractor estimate

Off-road Equipment -

Off-road Equipment - Based on Applicant's contractor estimate

Demolition - based on applicant information

Grading - Off-site preparation is offsite utility work, Total site is 2.8 acres

Vehicle Trips - Based on trip generation analysis by LLG = 1,150 daily weekday trips

Woodstoves - No Woodburning Fireplaces

Energy Use - Title 24 2019 effects = 7% increase in energy efficiency

Water And Wastewater - CalGreen indoors water reduction 20%, MWELO outdoor water reduction 20%

Construction Off-road Equipment Mitigation - SCAQMD Rule 403

Vehicle Emission Factors - EMFAC 2017

Vehicle Emission Factors - EMFAC 2017

Vehicle Emission Factors - EMFAC 2017

Table Name	Column Name	Default Value	New Value
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tblConstructionPhase	NumDays	10.00	66.00
tblConstructionPhase	NumDays	3.00	66.00

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tblEnergyUse	LightingElect	741.44	689.54
tblEnergyUse	LightingElect	1.75	1.63
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tblEnergyUse	T24NG	4,697.18	4,368.38
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tblFireplaces	NumberWood	17.00	0.00
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tblFleetMix	HHD	0.04	0.04
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tblVehicleEF	LDT1	0.10	0.09
tblVehicleEF	LDT1	0.04	0.04
tblVehicleEF	LDT1	0.15	0.60
tblVehicleEF	LDT1	0.16	0.31
tblVehicleEF	LDT1	0.01	6.2920e-003
tblVehicleEF	LDT1	9.8640e-003	0.05
tblVehicleEF	LDT1	1.38	1.28
tblVehicleEF	LDT1	1.92	1.80
tblVehicleEF	LDT1	325.67	319.70
tblVehicleEF	LDT1	65.72	60.24
tblVehicleEF	LDT1	0.10	0.08
tblVehicleEF	LDT1	0.12	0.20
tblVehicleEF	LDT1	2.8790e-003	2.3500e-003
tblVehicleEF	LDT1	3.1270e-003	2.2900e-003

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tblVehicleEF	LDT1	2.6500e-003	2.1620e-003
tblVehicleEF	LDT1	2.8760e-003	2.1050e-003
tblVehicleEF	LDT1	0.19	0.16
tblVehicleEF	LDT1	0.25	0.18
tblVehicleEF	LDT1	0.14	0.13
tblVehicleEF	LDT1	0.03	0.03
tblVehicleEF	LDT1	0.15	0.55
tblVehicleEF	LDT1	0.13	0.25
tblVehicleEF	LDT1	3.2730e-003	3.1000e-003
tblVehicleEF	LDT1	6.9100e-004	5.8400e-004
tblVehicleEF	LDT1	0.19	0.16
tblVehicleEF	LDT1	0.25	0.18
tblVehicleEF	LDT1	0.14	0.13
tblVehicleEF	LDT1	0.04	0.04
tblVehicleEF	LDT1	0.15	0.55
tblVehicleEF	LDT1	0.15	0.28
tblVehicleEF	LDT1	0.01	5.8250e-003
tblVehicleEF	LDT1	0.01	0.06
tblVehicleEF	LDT1	1.21	1.14
tblVehicleEF	LDT1	2.32	2.18
tblVehicleEF	LDT1	304.96	303.81
tblVehicleEF	LDT1	65.72	60.99
tblVehicleEF	LDT1	0.11	0.09
tblVehicleEF	LDT1	0.13	0.22
tblVehicleEF	LDT1	2.8790e-003	2.3500e-003
tblVehicleEF	LDT1	3.1270e-003	2.2900e-003
tblVehicleEF	LDT1	2.6500e-003	2.1620e-003

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tblVehicleEF	LDT1	2.8760e-003	2.1050e-003
tblVehicleEF	LDT1	0.12	0.11
tblVehicleEF	LDT1	0.26	0.19
tblVehicleEF	LDT1	0.09	0.09
tblVehicleEF	LDT1	0.03	0.03
tblVehicleEF	LDT1	0.18	0.71
tblVehicleEF	LDT1	0.15	0.29
tblVehicleEF	LDT1	3.0640e-003	2.9450e-003
tblVehicleEF	LDT1	6.9700e-004	5.9100e-004
tblVehicleEF	LDT1	0.12	0.11
tblVehicleEF	LDT1	0.26	0.19
tblVehicleEF	LDT1	0.09	0.09
tblVehicleEF	LDT1	0.04	0.04
tblVehicleEF	LDT1	0.18	0.71
tblVehicleEF	LDT1	0.17	0.32
tblVehicleEF	LDT2	5.5430e-003	4.0130e-003
tblVehicleEF	LDT2	5.0880e-003	0.06
tblVehicleEF	LDT2	0.72	0.88
tblVehicleEF	LDT2	1.15	2.47
tblVehicleEF	LDT2	344.86	324.47
tblVehicleEF	LDT2	73.12	64.52
tblVehicleEF	LDT2	0.06	0.07
tblVehicleEF	LDT2	0.08	0.23
tblVehicleEF	LDT2	2.0170e-003	1.7730e-003
tblVehicleEF	LDT2	2.3800e-003	1.7550e-003
tblVehicleEF	LDT2	1.8550e-003	1.6320e-003
tblVehicleEF	LDT2	2.1880e-003	1.6130e-003

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tblVehicleEF	LDT2	0.04	0.07
tblVehicleEF	LDT2	0.09	0.11
tblVehicleEF	LDT2	0.04	0.07
tblVehicleEF	LDT2	0.01	0.02
tblVehicleEF	LDT2	0.06	0.38
tblVehicleEF	LDT2	0.07	0.26
tblVehicleEF	LDT2	3.4540e-003	3.1450e-003
tblVehicleEF	LDT2	7.5000e-004	6.2600e-004
tblVehicleEF	LDT2	0.04	0.07
tblVehicleEF	LDT2	0.09	0.11
tblVehicleEF	LDT2	0.04	0.07
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.06	0.38
tblVehicleEF	LDT2	0.08	0.29
tblVehicleEF	LDT2	5.9380e-003	4.2740e-003
tblVehicleEF	LDT2	4.5160e-003	0.05
tblVehicleEF	LDT2	0.80	0.96
tblVehicleEF	LDT2	0.99	2.10
tblVehicleEF	LDT2	362.72	335.60
tblVehicleEF	LDT2	73.12	63.85
tblVehicleEF	LDT2	0.06	0.06
tblVehicleEF	LDT2	0.08	0.21
tblVehicleEF	LDT2	2.0170e-003	1.7730e-003
tblVehicleEF	LDT2	2.3800e-003	1.7550e-003
tblVehicleEF	LDT2	1.8550e-003	1.6320e-003
tblVehicleEF	LDT2	2.1880e-003	1.6130e-003
tblVehicleEF	LDT2	0.07	0.10

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tblVehicleEF	LDT2	0.10	0.11
tblVehicleEF	LDT2	0.06	0.09
tblVehicleEF	LDT2	0.01	0.02
tblVehicleEF	LDT2	0.05	0.35
tblVehicleEF	LDT2	0.06	0.23
tblVehicleEF	LDT2	3.6340e-003	3.2530e-003
tblVehicleEF	LDT2	7.4700e-004	6.1900e-004
tblVehicleEF	LDT2	0.07	0.10
tblVehicleEF	LDT2	0.10	0.11
tblVehicleEF	LDT2	0.06	0.09
tblVehicleEF	LDT2	0.02	0.03
tblVehicleEF	LDT2	0.05	0.35
tblVehicleEF	LDT2	0.07	0.26
tblVehicleEF	LDT2	5.4230e-003	3.9310e-003
tblVehicleEF	LDT2	5.2070e-003	0.06
tblVehicleEF	LDT2	0.69	0.85
tblVehicleEF	LDT2	1.18	2.55
tblVehicleEF	LDT2	338.93	320.35
tblVehicleEF	LDT2	73.12	64.68
tblVehicleEF	LDT2	0.06	0.06
tblVehicleEF	LDT2	0.08	0.24
tblVehicleEF	LDT2	2.0170e-003	1.7730e-003
tblVehicleEF	LDT2	2.3800e-003	1.7550e-003
tblVehicleEF	LDT2	1.8550e-003	1.6320e-003
tblVehicleEF	LDT2	2.1880e-003	1.6130e-003
tblVehicleEF	LDT2	0.04	0.06
tblVehicleEF	LDT2	0.10	0.12

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tblVehicleEF	LDT2	0.04	0.07
tblVehicleEF	LDT2	0.01	0.02
tblVehicleEF	LDT2	0.07	0.44
tblVehicleEF	LDT2	0.07	0.27
tblVehicleEF	LDT2	3.3940e-003	3.1050e-003
tblVehicleEF	LDT2	7.5100e-004	6.2700e-004
tblVehicleEF	LDT2	0.04	0.06
tblVehicleEF	LDT2	0.10	0.12
tblVehicleEF	LDT2	0.04	0.07
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.07	0.44
tblVehicleEF	LDT2	0.08	0.29
tblVehicleEF	LHD1	4.9470e-003	5.1330e-003
tblVehicleEF	LHD1	8.6670e-003	4.4580e-003
tblVehicleEF	LHD1	0.02	0.01
tblVehicleEF	LHD1	0.14	0.19
tblVehicleEF	LHD1	0.66	0.50
tblVehicleEF	LHD1	2.24	1.03
tblVehicleEF	LHD1	9.02	8.74
tblVehicleEF	LHD1	588.59	641.01
tblVehicleEF	LHD1	30.53	11.65
tblVehicleEF	LHD1	0.07	0.05
tblVehicleEF	LHD1	0.99	0.48
tblVehicleEF	LHD1	0.89	0.30
tblVehicleEF	LHD1	8.6500e-004	8.1500e-004
tblVehicleEF	LHD1	0.01	9.7830e-003
tblVehicleEF	LHD1	9.4630e-003	5.7480e-003

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tblVehicleEF	LHD1	8.3900e-004	2.5400e-004
tblVehicleEF	LHD1	8.2800e-004	7.8000e-004
tblVehicleEF	LHD1	2.5560e-003	2.4460e-003
tblVehicleEF	LHD1	9.0310e-003	5.4720e-003
tblVehicleEF	LHD1	7.7100e-004	2.3300e-004
tblVehicleEF	LHD1	2.8770e-003	2.1700e-003
tblVehicleEF	LHD1	0.09	0.07
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	1.7250e-003	1.3580e-003
tblVehicleEF	LHD1	0.06	0.04
tblVehicleEF	LHD1	0.29	0.48
tblVehicleEF	LHD1	0.22	0.07
tblVehicleEF	LHD1	9.0000e-005	8.5000e-005
tblVehicleEF	LHD1	5.7680e-003	6.2540e-003
tblVehicleEF	LHD1	3.4700e-004	1.1500e-004
tblVehicleEF	LHD1	2.8770e-003	2.1700e-003
tblVehicleEF	LHD1	0.09	0.07
tblVehicleEF	LHD1	0.02	0.03
tblVehicleEF	LHD1	1.7250e-003	1.3580e-003
tblVehicleEF	LHD1	0.07	0.05
tblVehicleEF	LHD1	0.29	0.48
tblVehicleEF	LHD1	0.24	0.07
tblVehicleEF	LHD1	4.9470e-003	5.1440e-003
tblVehicleEF	LHD1	8.8390e-003	4.5390e-003
tblVehicleEF	LHD1	0.02	0.01
tblVehicleEF	LHD1	0.14	0.19
tblVehicleEF	LHD1	0.67	0.51

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tblVehicleEF	LHD1	2.14	0.99
tblVehicleEF	LHD1	9.02	8.74
tblVehicleEF	LHD1	588.59	641.02
tblVehicleEF	LHD1	30.53	11.57
tblVehicleEF	LHD1	0.07	0.05
tblVehicleEF	LHD1	0.93	0.45
tblVehicleEF	LHD1	0.85	0.28
tblVehicleEF	LHD1	8.6500e-004	8.1500e-004
tblVehicleEF	LHD1	0.01	9.7830e-003
tblVehicleEF	LHD1	9.4630e-003	5.7480e-003
tblVehicleEF	LHD1	8.3900e-004	2.5400e-004
tblVehicleEF	LHD1	8.2800e-004	7.8000e-004
tblVehicleEF	LHD1	2.5560e-003	2.4460e-003
tblVehicleEF	LHD1	9.0310e-003	5.4720e-003
tblVehicleEF	LHD1	7.7100e-004	2.3300e-004
tblVehicleEF	LHD1	4.4820e-003	3.1860e-003
tblVehicleEF	LHD1	0.10	0.07
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	2.5750e-003	1.8620e-003
tblVehicleEF	LHD1	0.06	0.04
tblVehicleEF	LHD1	0.28	0.47
tblVehicleEF	LHD1	0.21	0.06
tblVehicleEF	LHD1	9.0000e-005	8.5000e-005
tblVehicleEF	LHD1	5.7680e-003	6.2550e-003
tblVehicleEF	LHD1	3.4500e-004	1.1500e-004
tblVehicleEF	LHD1	4.4820e-003	3.1860e-003
tblVehicleEF	LHD1	0.10	0.07

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tblVehicleEF	LHD1	0.02	0.03
tblVehicleEF	LHD1	2.5750e-003	1.8620e-003
tblVehicleEF	LHD1	0.07	0.05
tblVehicleEF	LHD1	0.28	0.47
tblVehicleEF	LHD1	0.23	0.07
tblVehicleEF	LHD1	4.9470e-003	5.1310e-003
tblVehicleEF	LHD1	8.6290e-003	4.4360e-003
tblVehicleEF	LHD1	0.02	0.01
tblVehicleEF	LHD1	0.14	0.19
tblVehicleEF	LHD1	0.66	0.50
tblVehicleEF	LHD1	2.25	1.04
tblVehicleEF	LHD1	9.02	8.74
tblVehicleEF	LHD1	588.59	641.00
tblVehicleEF	LHD1	30.53	11.67
tblVehicleEF	LHD1	0.07	0.05
tblVehicleEF	LHD1	0.97	0.47
tblVehicleEF	LHD1	0.90	0.30
tblVehicleEF	LHD1	8.6500e-004	8.1500e-004
tblVehicleEF	LHD1	0.01	9.7830e-003
tblVehicleEF	LHD1	9.4630e-003	5.7480e-003
tblVehicleEF	LHD1	8.3900e-004	2.5400e-004
tblVehicleEF	LHD1	8.2800e-004	7.8000e-004
tblVehicleEF	LHD1	2.5560e-003	2.4460e-003
tblVehicleEF	LHD1	9.0310e-003	5.4720e-003
tblVehicleEF	LHD1	7.7100e-004	2.3300e-004
tblVehicleEF	LHD1	2.8880e-003	2.2620e-003
tblVehicleEF	LHD1	0.11	0.08

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tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	1.6860e-003	1.3350e-003
tblVehicleEF	LHD1	0.06	0.04
tblVehicleEF	LHD1	0.31	0.52
tblVehicleEF	LHD1	0.22	0.07
tblVehicleEF	LHD1	9.0000e-005	8.5000e-005
tblVehicleEF	LHD1	5.7670e-003	6.2540e-003
tblVehicleEF	LHD1	3.4700e-004	1.1500e-004
tblVehicleEF	LHD1	2.8880e-003	2.2620e-003
tblVehicleEF	LHD1	0.11	0.08
tblVehicleEF	LHD1	0.02	0.03
tblVehicleEF	LHD1	1.6860e-003	1.3350e-003
tblVehicleEF	LHD1	0.07	0.05
tblVehicleEF	LHD1	0.31	0.52
tblVehicleEF	LHD1	0.24	0.07
tblVehicleEF	LHD2	3.4800e-003	3.5560e-003
tblVehicleEF	LHD2	3.3370e-003	3.2460e-003
tblVehicleEF	LHD2	6.5210e-003	9.1980e-003
tblVehicleEF	LHD2	0.12	0.15
tblVehicleEF	LHD2	0.29	0.35
tblVehicleEF	LHD2	1.13	0.68
tblVehicleEF	LHD2	13.69	13.29
tblVehicleEF	LHD2	603.39	642.03
tblVehicleEF	LHD2	25.70	8.82
tblVehicleEF	LHD2	0.09	0.08
tblVehicleEF	LHD2	0.58	0.62
tblVehicleEF	LHD2	0.46	0.20

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tblVehicleEF	LHD2	1.1460e-003	1.3050e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	8.5600e-003	9.4980e-003
tblVehicleEF	LHD2	4.0500e-004	1.4300e-004
tblVehicleEF	LHD2	1.0960e-003	1.2490e-003
tblVehicleEF	LHD2	2.6750e-003	2.6530e-003
tblVehicleEF	LHD2	8.1770e-003	9.0710e-003
tblVehicleEF	LHD2	3.7200e-004	1.3200e-004
tblVehicleEF	LHD2	9.9200e-004	1.3070e-003
tblVehicleEF	LHD2	0.03	0.05
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	6.5300e-004	8.4500e-004
tblVehicleEF	LHD2	0.04	0.04
tblVehicleEF	LHD2	0.07	0.28
tblVehicleEF	LHD2	0.09	0.04
tblVehicleEF	LHD2	1.3400e-004	1.2700e-004
tblVehicleEF	LHD2	5.8730e-003	6.2090e-003
tblVehicleEF	LHD2	2.7700e-004	8.7000e-005
tblVehicleEF	LHD2	9.9200e-004	1.3070e-003
tblVehicleEF	LHD2	0.03	0.05
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	6.5300e-004	8.4500e-004
tblVehicleEF	LHD2	0.05	0.05
tblVehicleEF	LHD2	0.07	0.28
tblVehicleEF	LHD2	0.10	0.05
tblVehicleEF	LHD2	3.4800e-003	3.5630e-003
tblVehicleEF	LHD2	3.3730e-003	3.2790e-003

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tblVehicleEF	LHD2	6.3110e-003	8.8870e-003
tblVehicleEF	LHD2	0.12	0.15
tblVehicleEF	LHD2	0.29	0.35
tblVehicleEF	LHD2	1.09	0.65
tblVehicleEF	LHD2	13.69	13.29
tblVehicleEF	LHD2	603.39	642.03
tblVehicleEF	LHD2	25.70	8.77
tblVehicleEF	LHD2	0.09	0.08
tblVehicleEF	LHD2	0.54	0.58
tblVehicleEF	LHD2	0.45	0.19
tblVehicleEF	LHD2	1.1460e-003	1.3050e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	8.5600e-003	9.4980e-003
tblVehicleEF	LHD2	4.0500e-004	1.4300e-004
tblVehicleEF	LHD2	1.0960e-003	1.2490e-003
tblVehicleEF	LHD2	2.6750e-003	2.6530e-003
tblVehicleEF	LHD2	8.1770e-003	9.0710e-003
tblVehicleEF	LHD2	3.7200e-004	1.3200e-004
tblVehicleEF	LHD2	1.5430e-003	1.9230e-003
tblVehicleEF	LHD2	0.03	0.05
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	9.6300e-004	1.1640e-003
tblVehicleEF	LHD2	0.04	0.04
tblVehicleEF	LHD2	0.07	0.27
tblVehicleEF	LHD2	0.09	0.04
tblVehicleEF	LHD2	1.3400e-004	1.2700e-004
tblVehicleEF	LHD2	5.8730e-003	6.2090e-003

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tblVehicleEF	LHD2	2.7600e-004	8.7000e-005
tblVehicleEF	LHD2	1.5430e-003	1.9230e-003
tblVehicleEF	LHD2	0.03	0.05
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	9.6300e-004	1.1640e-003
tblVehicleEF	LHD2	0.05	0.05
tblVehicleEF	LHD2	0.07	0.27
tblVehicleEF	LHD2	0.09	0.05
tblVehicleEF	LHD2	3.4800e-003	3.5540e-003
tblVehicleEF	LHD2	3.3280e-003	3.2380e-003
tblVehicleEF	LHD2	6.5580e-003	9.2660e-003
tblVehicleEF	LHD2	0.12	0.15
tblVehicleEF	LHD2	0.29	0.35
tblVehicleEF	LHD2	1.14	0.68
tblVehicleEF	LHD2	13.69	13.29
tblVehicleEF	LHD2	603.39	642.02
tblVehicleEF	LHD2	25.70	8.83
tblVehicleEF	LHD2	0.09	0.08
tblVehicleEF	LHD2	0.57	0.61
tblVehicleEF	LHD2	0.46	0.21
tblVehicleEF	LHD2	1.1460e-003	1.3050e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	8.5600e-003	9.4980e-003
tblVehicleEF	LHD2	4.0500e-004	1.4300e-004
tblVehicleEF	LHD2	1.0960e-003	1.2490e-003
tblVehicleEF	LHD2	2.6750e-003	2.6530e-003
tblVehicleEF	LHD2	8.1770e-003	9.0710e-003

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tblVehicleEF	LHD2	3.7200e-004	1.3200e-004
tblVehicleEF	LHD2	9.5400e-004	1.3330e-003
tblVehicleEF	LHD2	0.03	0.05
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	6.2500e-004	8.1700e-004
tblVehicleEF	LHD2	0.04	0.04
tblVehicleEF	LHD2	0.07	0.31
tblVehicleEF	LHD2	0.09	0.05
tblVehicleEF	LHD2	1.3400e-004	1.2700e-004
tblVehicleEF	LHD2	5.8730e-003	6.2090e-003
tblVehicleEF	LHD2	2.7700e-004	8.7000e-005
tblVehicleEF	LHD2	9.5400e-004	1.3330e-003
tblVehicleEF	LHD2	0.03	0.05
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	6.2500e-004	8.1700e-004
tblVehicleEF	LHD2	0.05	0.05
tblVehicleEF	LHD2	0.07	0.31
tblVehicleEF	LHD2	0.10	0.05
tblVehicleEF	MCY	0.52	0.38
tblVehicleEF	MCY	0.15	0.23
tblVehicleEF	MCY	18.43	18.74
tblVehicleEF	MCY	9.68	8.57
tblVehicleEF	MCY	184.66	224.78
tblVehicleEF	MCY	44.08	58.90
tblVehicleEF	MCY	1.13	1.13
tblVehicleEF	MCY	0.31	0.26
tblVehicleEF	MCY	2.3730e-003	2.5430e-003

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tblVehicleEF	MCY	3.4400e-003	3.0380e-003
tblVehicleEF	MCY	2.2150e-003	2.3740e-003
tblVehicleEF	MCY	3.2290e-003	2.8510e-003
tblVehicleEF	MCY	1.17	1.07
tblVehicleEF	MCY	0.65	0.62
tblVehicleEF	MCY	0.69	0.65
tblVehicleEF	MCY	2.47	2.61
tblVehicleEF	MCY	0.57	1.80
tblVehicleEF	MCY	2.03	1.79
tblVehicleEF	MCY	2.2230e-003	2.2240e-003
tblVehicleEF	MCY	6.5900e-004	5.8300e-004
tblVehicleEF	MCY	1.17	1.07
tblVehicleEF	MCY	0.65	0.62
tblVehicleEF	MCY	0.69	0.65
tblVehicleEF	MCY	3.08	3.26
tblVehicleEF	MCY	0.57	1.80
tblVehicleEF	MCY	2.21	1.95
tblVehicleEF	MCY	0.51	0.38
tblVehicleEF	MCY	0.13	0.21
tblVehicleEF	MCY	17.99	18.05
tblVehicleEF	MCY	8.88	7.79
tblVehicleEF	MCY	184.66	223.47
tblVehicleEF	MCY	44.08	57.01
tblVehicleEF	MCY	0.98	0.99
tblVehicleEF	MCY	0.29	0.25
tblVehicleEF	MCY	2.3730e-003	2.5430e-003
tblVehicleEF	MCY	3.4400e-003	3.0380e-003

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tblVehicleEF	MCY	2.2150e-003	2.3740e-003
tblVehicleEF	MCY	3.2290e-003	2.8510e-003
tblVehicleEF	MCY	1.96	1.70
tblVehicleEF	MCY	0.77	0.68
tblVehicleEF	MCY	1.22	1.04
tblVehicleEF	MCY	2.42	2.56
tblVehicleEF	MCY	0.54	1.68
tblVehicleEF	MCY	1.81	1.60
tblVehicleEF	MCY	2.2140e-003	2.2110e-003
tblVehicleEF	MCY	6.3900e-004	5.6400e-004
tblVehicleEF	MCY	1.96	1.70
tblVehicleEF	MCY	0.77	0.68
tblVehicleEF	MCY	1.22	1.04
tblVehicleEF	MCY	3.02	3.19
tblVehicleEF	MCY	0.54	1.68
tblVehicleEF	MCY	1.98	1.74
tblVehicleEF	MCY	0.52	0.38
tblVehicleEF	MCY	0.15	0.24
tblVehicleEF	MCY	18.45	18.88
tblVehicleEF	MCY	9.79	8.72
tblVehicleEF	MCY	184.66	225.05
tblVehicleEF	MCY	44.08	59.29
tblVehicleEF	MCY	1.10	1.11
tblVehicleEF	MCY	0.31	0.27
tblVehicleEF	MCY	2.3730e-003	2.5430e-003
tblVehicleEF	MCY	3.4400e-003	3.0380e-003
tblVehicleEF	MCY	2.2150e-003	2.3740e-003

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tblVehicleEF	MCY	3.2290e-003	2.8510e-003
tblVehicleEF	MCY	1.25	1.16
tblVehicleEF	MCY	0.83	0.80
tblVehicleEF	MCY	0.65	0.62
tblVehicleEF	MCY	2.48	2.63
tblVehicleEF	MCY	0.66	2.08
tblVehicleEF	MCY	2.06	1.84
tblVehicleEF	MCY	2.2230e-003	2.2270e-003
tblVehicleEF	MCY	6.6100e-004	5.8700e-004
tblVehicleEF	MCY	1.25	1.16
tblVehicleEF	MCY	0.83	0.80
tblVehicleEF	MCY	0.65	0.62
tblVehicleEF	MCY	3.09	3.28
tblVehicleEF	MCY	0.66	2.08
tblVehicleEF	MCY	2.24	2.00
tblVehicleEF	MDV	9.9650e-003	4.9820e-003
tblVehicleEF	MDV	0.01	0.07
tblVehicleEF	MDV	1.07	0.98
tblVehicleEF	MDV	2.07	2.75
tblVehicleEF	MDV	469.02	398.81
tblVehicleEF	MDV	98.01	78.26
tblVehicleEF	MDV	0.11	0.08
tblVehicleEF	MDV	0.18	0.28
tblVehicleEF	MDV	2.0810e-003	1.8650e-003
tblVehicleEF	MDV	2.3810e-003	1.8220e-003
tblVehicleEF	MDV	1.9170e-003	1.7190e-003
tblVehicleEF	MDV	2.1900e-003	1.6760e-003

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tblVehicleEF	MDV	0.07	0.08
tblVehicleEF	MDV	0.15	0.13
tblVehicleEF	MDV	0.07	0.08
tblVehicleEF	MDV	0.02	0.02
tblVehicleEF	MDV	0.09	0.39
tblVehicleEF	MDV	0.15	0.32
tblVehicleEF	MDV	4.6950e-003	3.8640e-003
tblVehicleEF	MDV	1.0160e-003	7.5900e-004
tblVehicleEF	MDV	0.07	0.08
tblVehicleEF	MDV	0.15	0.13
tblVehicleEF	MDV	0.07	0.08
tblVehicleEF	MDV	0.04	0.03
tblVehicleEF	MDV	0.09	0.39
tblVehicleEF	MDV	0.17	0.35
tblVehicleEF	MDV	0.01	5.2990e-003
tblVehicleEF	MDV	9.9740e-003	0.06
tblVehicleEF	MDV	1.20	1.07
tblVehicleEF	MDV	1.78	2.34
tblVehicleEF	MDV	493.01	410.36
tblVehicleEF	MDV	98.01	77.49
tblVehicleEF	MDV	0.10	0.07
tblVehicleEF	MDV	0.17	0.26
tblVehicleEF	MDV	2.0810e-003	1.8650e-003
tblVehicleEF	MDV	2.3810e-003	1.8220e-003
tblVehicleEF	MDV	1.9170e-003	1.7190e-003
tblVehicleEF	MDV	2.1900e-003	1.6760e-003
tblVehicleEF	MDV	0.11	0.12

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tblVehicleEF	MDV	0.16	0.13
tblVehicleEF	MDV	0.10	0.11
tblVehicleEF	MDV	0.03	0.02
tblVehicleEF	MDV	0.08	0.37
tblVehicleEF	MDV	0.13	0.29
tblVehicleEF	MDV	4.9370e-003	3.9760e-003
tblVehicleEF	MDV	1.0110e-003	7.5100e-004
tblVehicleEF	MDV	0.11	0.12
tblVehicleEF	MDV	0.16	0.13
tblVehicleEF	MDV	0.10	0.11
tblVehicleEF	MDV	0.04	0.03
tblVehicleEF	MDV	0.08	0.37
tblVehicleEF	MDV	0.15	0.31
tblVehicleEF	MDV	9.7490e-003	4.8810e-003
tblVehicleEF	MDV	0.01	0.07
tblVehicleEF	MDV	1.03	0.95
tblVehicleEF	MDV	2.13	2.85
tblVehicleEF	MDV	461.13	394.54
tblVehicleEF	MDV	98.01	78.44
tblVehicleEF	MDV	0.11	0.08
tblVehicleEF	MDV	0.18	0.28
tblVehicleEF	MDV	2.0810e-003	1.8650e-003
tblVehicleEF	MDV	2.3810e-003	1.8220e-003
tblVehicleEF	MDV	1.9170e-003	1.7190e-003
tblVehicleEF	MDV	2.1900e-003	1.6760e-003
tblVehicleEF	MDV	0.06	0.07
tblVehicleEF	MDV	0.16	0.13

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tblVehicleEF	MDV	0.07	0.08
tblVehicleEF	MDV	0.02	0.02
tblVehicleEF	MDV	0.10	0.46
tblVehicleEF	MDV	0.16	0.33
tblVehicleEF	MDV	4.6160e-003	3.8230e-003
tblVehicleEF	MDV	1.0170e-003	7.6000e-004
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tblVehicleEF	MDV	0.16	0.13
tblVehicleEF	MDV	0.07	0.08
tblVehicleEF	MDV	0.04	0.03
tblVehicleEF	MDV	0.10	0.46
tblVehicleEF	MDV	0.17	0.36
tblVehicleEF	MH	0.02	2.9410e-003
tblVehicleEF	MH	0.02	0.00
tblVehicleEF	MH	1.45	0.24
tblVehicleEF	MH	4.77	0.00
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tblVehicleEF	MH	58.33	0.00
tblVehicleEF	MH	1.06	3.15
tblVehicleEF	MH	0.71	0.00
tblVehicleEF	MH	0.01	0.02
tblVehicleEF	MH	0.02	0.06
tblVehicleEF	MH	9.5800e-004	0.00
tblVehicleEF	MH	3.2210e-003	4.0000e-003
tblVehicleEF	MH	0.02	0.06
tblVehicleEF	MH	8.8100e-004	0.00
tblVehicleEF	MH	0.87	0.00

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tblVehicleEF	MH	0.06	0.00
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tblVehicleEF	MH	0.06	0.06
tblVehicleEF	MH	0.02	0.00
tblVehicleEF	MH	0.28	0.00
tblVehicleEF	MH	0.01	8.8930e-003
tblVehicleEF	MH	6.6600e-004	0.00
tblVehicleEF	MH	0.87	0.00
tblVehicleEF	MH	0.06	0.00
tblVehicleEF	MH	0.36	0.00
tblVehicleEF	MH	0.08	0.07
tblVehicleEF	MH	0.02	0.00
tblVehicleEF	MH	0.30	0.00
tblVehicleEF	MH	0.02	2.9410e-003
tblVehicleEF	MH	0.02	0.00
tblVehicleEF	MH	1.49	0.24
tblVehicleEF	MH	4.49	0.00
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tblVehicleEF	MH	58.33	0.00
tblVehicleEF	MH	0.98	2.98
tblVehicleEF	MH	0.68	0.00
tblVehicleEF	MH	0.01	0.02
tblVehicleEF	MH	0.02	0.06
tblVehicleEF	MH	9.5800e-004	0.00
tblVehicleEF	MH	3.2210e-003	4.0000e-003
tblVehicleEF	MH	0.02	0.06
tblVehicleEF	MH	8.8100e-004	0.00

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tblVehicleEF	MH	1.34	0.00
tblVehicleEF	MH	0.06	0.00
tblVehicleEF	MH	0.55	0.00
tblVehicleEF	MH	0.06	0.06
tblVehicleEF	MH	0.02	0.00
tblVehicleEF	MH	0.27	0.00
tblVehicleEF	MH	0.01	8.8930e-003
tblVehicleEF	MH	6.6100e-004	0.00
tblVehicleEF	MH	1.34	0.00
tblVehicleEF	MH	0.06	0.00
tblVehicleEF	MH	0.55	0.00
tblVehicleEF	MH	0.09	0.07
tblVehicleEF	MH	0.02	0.00
tblVehicleEF	MH	0.29	0.00
tblVehicleEF	MH	0.02	2.9410e-003
tblVehicleEF	MH	0.02	0.00
tblVehicleEF	MH	1.44	0.24
tblVehicleEF	MH	4.81	0.00
tblVehicleEF	MH	1,101.62	940.74
tblVehicleEF	MH	58.33	0.00
tblVehicleEF	MH	1.04	3.09
tblVehicleEF	MH	0.72	0.00
tblVehicleEF	MH	0.01	0.02
tblVehicleEF	MH	0.02	0.06
tblVehicleEF	MH	9.5800e-004	0.00
tblVehicleEF	MH	3.2210e-003	4.0000e-003
tblVehicleEF	MH	0.02	0.06

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tblVehicleEF	MH	8.8100e-004	0.00
tblVehicleEF	MH	0.94	0.00
tblVehicleEF	MH	0.07	0.00
tblVehicleEF	MH	0.36	0.00
tblVehicleEF	MH	0.06	0.06
tblVehicleEF	MH	0.02	0.00
tblVehicleEF	MH	0.28	0.00
tblVehicleEF	MH	0.01	8.8930e-003
tblVehicleEF	MH	6.6700e-004	0.00
tblVehicleEF	MH	0.94	0.00
tblVehicleEF	MH	0.07	0.00
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tblVehicleEF	MH	0.08	0.07
tblVehicleEF	MH	0.02	0.00
tblVehicleEF	MH	0.31	0.00
tblVehicleEF	MHD	0.02	4.3420e-003
tblVehicleEF	MHD	3.0460e-003	1.7990e-003
tblVehicleEF	MHD	0.04	0.01
tblVehicleEF	MHD	0.33	0.40
tblVehicleEF	MHD	0.26	0.24
tblVehicleEF	MHD	4.83	1.27
tblVehicleEF	MHD	140.32	63.61
tblVehicleEF	MHD	1,125.35	1,014.00
tblVehicleEF	MHD	57.93	11.48
tblVehicleEF	MHD	0.37	0.34
tblVehicleEF	MHD	0.70	1.09
tblVehicleEF	MHD	10.75	1.60

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tblVehicleEF	MHD	9.0000e-005	2.8200e-004
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tblVehicleEF	MHD	8.6000e-005	2.7000e-004
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tblVehicleEF	MHD	6.7800e-004	1.1700e-004
tblVehicleEF	MHD	1.0090e-003	5.6700e-004
tblVehicleEF	MHD	0.04	0.02
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	6.5700e-004	3.8100e-004
tblVehicleEF	MHD	0.03	0.01
tblVehicleEF	MHD	0.02	0.13
tblVehicleEF	MHD	0.30	0.06
tblVehicleEF	MHD	1.3500e-003	6.0500e-004
tblVehicleEF	MHD	0.01	9.6930e-003
tblVehicleEF	MHD	6.6400e-004	1.1400e-004
tblVehicleEF	MHD	1.0090e-003	5.6700e-004
tblVehicleEF	MHD	0.04	0.02
tblVehicleEF	MHD	0.03	0.03
tblVehicleEF	MHD	6.5700e-004	3.8100e-004
tblVehicleEF	MHD	0.04	0.02
tblVehicleEF	MHD	0.02	0.13
tblVehicleEF	MHD	0.33	0.07
tblVehicleEF	MHD	0.01	4.1210e-003
tblVehicleEF	MHD	3.0830e-003	1.8350e-003
tblVehicleEF	MHD	0.04	0.01
tblVehicleEF	MHD	0.24	0.33

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tblVehicleEF	MHD	0.26	0.24
tblVehicleEF	MHD	4.60	1.21
tblVehicleEF	MHD	148.62	63.60
tblVehicleEF	MHD	1,125.35	1,014.01
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tblVehicleEF	MHD	0.38	0.33
tblVehicleEF	MHD	0.66	1.03
tblVehicleEF	MHD	10.72	1.59
tblVehicleEF	MHD	7.6000e-005	2.4000e-004
tblVehicleEF	MHD	2.8360e-003	6.1500e-003
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tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	9.7500e-004	5.3100e-004
tblVehicleEF	MHD	0.03	0.01
tblVehicleEF	MHD	0.02	0.12
tblVehicleEF	MHD	0.29	0.06
tblVehicleEF	MHD	1.4290e-003	6.0500e-004
tblVehicleEF	MHD	0.01	9.6940e-003
tblVehicleEF	MHD	6.6000e-004	1.1200e-004
tblVehicleEF	MHD	1.5740e-003	8.4100e-004
tblVehicleEF	MHD	0.04	0.02
tblVehicleEF	MHD	0.03	0.03

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tblVehicleEF	MHD	9.7500e-004	5.3100e-004
tblVehicleEF	MHD	0.04	0.02
tblVehicleEF	MHD	0.02	0.12
tblVehicleEF	MHD	0.31	0.06
tblVehicleEF	MHD	0.02	4.6590e-003
tblVehicleEF	MHD	3.0340e-003	1.7870e-003
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tblVehicleEF	MHD	0.46	0.49
tblVehicleEF	MHD	0.26	0.24
tblVehicleEF	MHD	4.88	1.28
tblVehicleEF	MHD	128.84	63.61
tblVehicleEF	MHD	1,125.35	1,014.00
tblVehicleEF	MHD	57.93	11.50
tblVehicleEF	MHD	0.35	0.35
tblVehicleEF	MHD	0.69	1.07
tblVehicleEF	MHD	10.76	1.60
tblVehicleEF	MHD	1.1000e-004	3.3900e-004
tblVehicleEF	MHD	2.8360e-003	6.1500e-003
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tblVehicleEF	MHD	9.7000e-004	5.7600e-004
tblVehicleEF	MHD	0.04	0.03
tblVehicleEF	MHD	0.03	0.02
tblVehicleEF	MHD	6.2700e-004	3.7000e-004
tblVehicleEF	MHD	0.03	0.01

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tblVehicleEF	MHD	0.02	0.14
tblVehicleEF	MHD	0.30	0.06
tblVehicleEF	MHD	1.2420e-003	6.0400e-004
tblVehicleEF	MHD	0.01	9.6930e-003
tblVehicleEF	MHD	6.6500e-004	1.1400e-004
tblVehicleEF	MHD	9.7000e-004	5.7600e-004
tblVehicleEF	MHD	0.04	0.03
tblVehicleEF	MHD	0.04	0.03
tblVehicleEF	MHD	6.2700e-004	3.7000e-004
tblVehicleEF	MHD	0.04	0.02
tblVehicleEF	MHD	0.02	0.14
tblVehicleEF	MHD	0.33	0.07
tblVehicleEF	OBUS	0.01	8.2740e-003
tblVehicleEF	OBUS	5.4430e-003	4.4180e-003
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.25	0.62
tblVehicleEF	OBUS	0.40	0.55
tblVehicleEF	OBUS	4.97	2.26
tblVehicleEF	OBUS	92.73	91.17
tblVehicleEF	OBUS	1,224.67	1,333.80
tblVehicleEF	OBUS	68.08	18.57
tblVehicleEF	OBUS	0.19	0.36
tblVehicleEF	OBUS	0.65	1.19
tblVehicleEF	OBUS	2.31	0.85
tblVehicleEF	OBUS	1.8000e-005	1.2100e-004
tblVehicleEF	OBUS	2.6120e-003	7.3390e-003
tblVehicleEF	OBUS	8.6800e-004	2.0100e-004

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tblVehicleEF	OBUS	1.7000e-005	1.1600e-004
tblVehicleEF	OBUS	2.4820e-003	7.0070e-003
tblVehicleEF	OBUS	7.9800e-004	1.8500e-004
tblVehicleEF	OBUS	1.4730e-003	1.8280e-003
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.03	0.05
tblVehicleEF	OBUS	7.7700e-004	9.5200e-004
tblVehicleEF	OBUS	0.04	0.03
tblVehicleEF	OBUS	0.04	0.27
tblVehicleEF	OBUS	0.31	0.11
tblVehicleEF	OBUS	8.9700e-004	8.6700e-004
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	7.6800e-004	1.8400e-004
tblVehicleEF	OBUS	1.4730e-003	1.8280e-003
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.05	0.07
tblVehicleEF	OBUS	7.7700e-004	9.5200e-004
tblVehicleEF	OBUS	0.05	0.04
tblVehicleEF	OBUS	0.04	0.27
tblVehicleEF	OBUS	0.34	0.12
tblVehicleEF	OBUS	0.01	8.3630e-003
tblVehicleEF	OBUS	5.5370e-003	4.5130e-003
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.24	0.61
tblVehicleEF	OBUS	0.41	0.56
tblVehicleEF	OBUS	4.69	2.14
tblVehicleEF	OBUS	97.25	90.13

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tblVehicleEF	OBUS	1,224.67	1,333.81
tblVehicleEF	OBUS	68.08	18.36
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tblVehicleEF	OBUS	0.61	1.11
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tblVehicleEF	OBUS	2.6120e-003	7.3390e-003
tblVehicleEF	OBUS	8.6800e-004	2.0100e-004
tblVehicleEF	OBUS	1.4000e-005	1.0300e-004
tblVehicleEF	OBUS	2.4820e-003	7.0070e-003
tblVehicleEF	OBUS	7.9800e-004	1.8500e-004
tblVehicleEF	OBUS	2.2360e-003	2.6320e-003
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.03	0.05
tblVehicleEF	OBUS	1.1520e-003	1.3140e-003
tblVehicleEF	OBUS	0.04	0.03
tblVehicleEF	OBUS	0.04	0.26
tblVehicleEF	OBUS	0.30	0.10
tblVehicleEF	OBUS	9.4000e-004	8.5700e-004
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	7.6300e-004	1.8200e-004
tblVehicleEF	OBUS	2.2360e-003	2.6320e-003
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.04	0.07
tblVehicleEF	OBUS	1.1520e-003	1.3140e-003
tblVehicleEF	OBUS	0.05	0.04
tblVehicleEF	OBUS	0.04	0.26

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tblVehicleEF	OBUS	0.33	0.11
tblVehicleEF	OBUS	0.01	8.1710e-003
tblVehicleEF	OBUS	5.4190e-003	4.3900e-003
tblVehicleEF	OBUS	0.03	0.02
tblVehicleEF	OBUS	0.25	0.63
tblVehicleEF	OBUS	0.40	0.55
tblVehicleEF	OBUS	5.02	2.29
tblVehicleEF	OBUS	86.49	92.62
tblVehicleEF	OBUS	1,224.67	1,333.79
tblVehicleEF	OBUS	68.08	18.62
tblVehicleEF	OBUS	0.19	0.38
tblVehicleEF	OBUS	0.64	1.16
tblVehicleEF	OBUS	2.32	0.85
tblVehicleEF	OBUS	2.2000e-005	1.3900e-004
tblVehicleEF	OBUS	2.6120e-003	7.3390e-003
tblVehicleEF	OBUS	8.6800e-004	2.0100e-004
tblVehicleEF	OBUS	2.1000e-005	1.3300e-004
tblVehicleEF	OBUS	2.4820e-003	7.0070e-003
tblVehicleEF	OBUS	7.9800e-004	1.8500e-004
tblVehicleEF	OBUS	1.4560e-003	1.8910e-003
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.03	0.05
tblVehicleEF	OBUS	7.5300e-004	9.3100e-004
tblVehicleEF	OBUS	0.04	0.03
tblVehicleEF	OBUS	0.04	0.29
tblVehicleEF	OBUS	0.31	0.11
tblVehicleEF	OBUS	8.3700e-004	8.8100e-004

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tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	7.6900e-004	1.8400e-004
tblVehicleEF	OBUS	1.4560e-003	1.8910e-003
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.05	0.07
tblVehicleEF	OBUS	7.5300e-004	9.3100e-004
tblVehicleEF	OBUS	0.05	0.04
tblVehicleEF	OBUS	0.04	0.29
tblVehicleEF	OBUS	0.34	0.12
tblVehicleEF	SBUS	0.82	0.08
tblVehicleEF	SBUS	0.01	6.3240e-003
tblVehicleEF	SBUS	0.06	7.3230e-003
tblVehicleEF	SBUS	8.15	3.29
tblVehicleEF	SBUS	0.65	0.54
tblVehicleEF	SBUS	7.01	0.99
tblVehicleEF	SBUS	1,104.15	353.50
tblVehicleEF	SBUS	1,075.03	1,068.92
tblVehicleEF	SBUS	56.16	6.19
tblVehicleEF	SBUS	8.02	2.91
tblVehicleEF	SBUS	3.56	4.10
tblVehicleEF	SBUS	11.89	1.01
tblVehicleEF	SBUS	7.1800e-003	3.2480e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.02	0.02
tblVehicleEF	SBUS	8.2000e-004	6.6000e-005
tblVehicleEF	SBUS	6.8690e-003	3.1080e-003
tblVehicleEF	SBUS	2.6680e-003	2.6420e-003

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tblVehicleEF	SBUS	0.02	0.02
tblVehicleEF	SBUS	7.5400e-004	6.0000e-005
tblVehicleEF	SBUS	3.7320e-003	1.0860e-003
tblVehicleEF	SBUS	0.03	9.4900e-003
tblVehicleEF	SBUS	0.97	0.38
tblVehicleEF	SBUS	2.0050e-003	5.9900e-004
tblVehicleEF	SBUS	0.10	0.08
tblVehicleEF	SBUS	0.01	0.06
tblVehicleEF	SBUS	0.37	0.04
tblVehicleEF	SBUS	0.01	3.3780e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	6.8300e-004	6.1000e-005
tblVehicleEF	SBUS	3.7320e-003	1.0860e-003
tblVehicleEF	SBUS	0.03	9.4900e-003
tblVehicleEF	SBUS	1.40	0.55
tblVehicleEF	SBUS	2.0050e-003	5.9900e-004
tblVehicleEF	SBUS	0.12	0.10
tblVehicleEF	SBUS	0.01	0.06
tblVehicleEF	SBUS	0.41	0.05
tblVehicleEF	SBUS	0.82	0.08
tblVehicleEF	SBUS	0.01	6.3970e-003
tblVehicleEF	SBUS	0.05	6.5350e-003
tblVehicleEF	SBUS	8.04	3.26
tblVehicleEF	SBUS	0.66	0.55
tblVehicleEF	SBUS	5.58	0.81
tblVehicleEF	SBUS	1,153.29	359.94
tblVehicleEF	SBUS	1,075.03	1,068.93

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tblVehicleEF	SBUS	56.16	5.88
tblVehicleEF	SBUS	8.27	2.97
tblVehicleEF	SBUS	3.35	3.87
tblVehicleEF	SBUS	11.86	1.00
tblVehicleEF	SBUS	6.0520e-003	2.7460e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.02	0.02
tblVehicleEF	SBUS	8.2000e-004	6.6000e-005
tblVehicleEF	SBUS	5.7910e-003	2.6280e-003
tblVehicleEF	SBUS	2.6680e-003	2.6420e-003
tblVehicleEF	SBUS	0.02	0.02
tblVehicleEF	SBUS	7.5400e-004	6.0000e-005
tblVehicleEF	SBUS	5.8010e-003	1.5690e-003
tblVehicleEF	SBUS	0.03	9.6320e-003
tblVehicleEF	SBUS	0.97	0.38
tblVehicleEF	SBUS	3.0570e-003	8.2600e-004
tblVehicleEF	SBUS	0.10	0.08
tblVehicleEF	SBUS	0.01	0.05
tblVehicleEF	SBUS	0.33	0.04
tblVehicleEF	SBUS	0.01	3.4390e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	6.5900e-004	5.8000e-005
tblVehicleEF	SBUS	5.8010e-003	1.5690e-003
tblVehicleEF	SBUS	0.03	9.6320e-003
tblVehicleEF	SBUS	1.40	0.55
tblVehicleEF	SBUS	3.0570e-003	8.2600e-004
tblVehicleEF	SBUS	0.12	0.10

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tblVehicleEF	SBUS	0.01	0.05
tblVehicleEF	SBUS	0.36	0.04
tblVehicleEF	SBUS	0.83	0.08
tblVehicleEF	SBUS	0.01	6.3020e-003
tblVehicleEF	SBUS	0.06	7.5040e-003
tblVehicleEF	SBUS	8.28	3.34
tblVehicleEF	SBUS	0.65	0.54
tblVehicleEF	SBUS	7.26	1.03
tblVehicleEF	SBUS	1,036.29	344.60
tblVehicleEF	SBUS	1,075.03	1,068.92
tblVehicleEF	SBUS	56.16	6.25
tblVehicleEF	SBUS	7.67	2.84
tblVehicleEF	SBUS	3.50	4.03
tblVehicleEF	SBUS	11.90	1.01
tblVehicleEF	SBUS	8.7360e-003	3.9410e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.02	0.02
tblVehicleEF	SBUS	8.2000e-004	6.6000e-005
tblVehicleEF	SBUS	8.3580e-003	3.7710e-003
tblVehicleEF	SBUS	2.6680e-003	2.6420e-003
tblVehicleEF	SBUS	0.02	0.02
tblVehicleEF	SBUS	7.5400e-004	6.0000e-005
tblVehicleEF	SBUS	3.5530e-003	1.0830e-003
tblVehicleEF	SBUS	0.03	9.8620e-003
tblVehicleEF	SBUS	0.97	0.38
tblVehicleEF	SBUS	1.9330e-003	5.7300e-004
tblVehicleEF	SBUS	0.10	0.08

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tblVehicleEF	SBUS	0.02	0.07
tblVehicleEF	SBUS	0.38	0.04
tblVehicleEF	SBUS	0.01	3.2940e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	6.8700e-004	6.2000e-005
tblVehicleEF	SBUS	3.5530e-003	1.0830e-003
tblVehicleEF	SBUS	0.03	9.8620e-003
tblVehicleEF	SBUS	1.40	0.55
tblVehicleEF	SBUS	1.9330e-003	5.7300e-004
tblVehicleEF	SBUS	0.12	0.10
tblVehicleEF	SBUS	0.02	0.07
tblVehicleEF	SBUS	0.42	0.05
tblVehicleEF	UBUS	2.06	5.85
tblVehicleEF	UBUS	0.06	9.7390e-003
tblVehicleEF	UBUS	9.44	45.43
tblVehicleEF	UBUS	10.08	0.71
tblVehicleEF	UBUS	1,890.04	1,980.90
tblVehicleEF	UBUS	116.31	8.05
tblVehicleEF	UBUS	7.19	0.46
tblVehicleEF	UBUS	14.18	0.07
tblVehicleEF	UBUS	0.57	0.07
tblVehicleEF	UBUS	0.01	0.03
tblVehicleEF	UBUS	0.09	3.2450e-003
tblVehicleEF	UBUS	1.2660e-003	7.1000e-005
tblVehicleEF	UBUS	0.24	0.03
tblVehicleEF	UBUS	3.0000e-003	7.9690e-003
tblVehicleEF	UBUS	0.09	3.0990e-003

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tblVehicleEF	UBUS	1.1640e-003	6.6000e-005
tblVehicleEF	UBUS	4.9890e-003	4.2600e-004
tblVehicleEF	UBUS	0.08	4.8760e-003
tblVehicleEF	UBUS	2.9030e-003	2.9900e-004
tblVehicleEF	UBUS	0.63	0.09
tblVehicleEF	UBUS	0.03	0.03
tblVehicleEF	UBUS	0.79	0.04
tblVehicleEF	UBUS	9.4590e-003	1.3280e-003
tblVehicleEF	UBUS	1.3450e-003	8.0000e-005
tblVehicleEF	UBUS	4.9890e-003	4.2600e-004
tblVehicleEF	UBUS	0.08	4.8760e-003
tblVehicleEF	UBUS	2.9030e-003	2.9900e-004
tblVehicleEF	UBUS	2.77	5.97
tblVehicleEF	UBUS	0.03	0.03
tblVehicleEF	UBUS	0.87	0.05
tblVehicleEF	UBUS	2.06	5.85
tblVehicleEF	UBUS	0.05	9.0510e-003
tblVehicleEF	UBUS	9.49	45.43
tblVehicleEF	UBUS	8.76	0.63
tblVehicleEF	UBUS	1,890.04	1,980.91
tblVehicleEF	UBUS	116.31	7.90
tblVehicleEF	UBUS	6.77	0.46
tblVehicleEF	UBUS	14.12	0.07
tblVehicleEF	UBUS	0.57	0.07
tblVehicleEF	UBUS	0.01	0.03
tblVehicleEF	UBUS	0.09	3.2450e-003
tblVehicleEF	UBUS	1.2660e-003	7.1000e-005

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tblVehicleEF	UBUS	0.24	0.03
tblVehicleEF	UBUS	3.0000e-003	7.9690e-003
tblVehicleEF	UBUS	0.09	3.0990e-003
tblVehicleEF	UBUS	1.1640e-003	6.6000e-005
tblVehicleEF	UBUS	7.4210e-003	6.2300e-004
tblVehicleEF	UBUS	0.08	5.0780e-003
tblVehicleEF	UBUS	4.3000e-003	4.2100e-004
tblVehicleEF	UBUS	0.64	0.09
tblVehicleEF	UBUS	0.02	0.03
tblVehicleEF	UBUS	0.73	0.04
tblVehicleEF	UBUS	9.4610e-003	1.3280e-003
tblVehicleEF	UBUS	1.3230e-003	7.8000e-005
tblVehicleEF	UBUS	7.4210e-003	6.2300e-004
tblVehicleEF	UBUS	0.08	5.0780e-003
tblVehicleEF	UBUS	4.3000e-003	4.2100e-004
tblVehicleEF	UBUS	2.78	5.97
tblVehicleEF	UBUS	0.02	0.03
tblVehicleEF	UBUS	0.80	0.04
tblVehicleEF	UBUS	2.06	5.85
tblVehicleEF	UBUS	0.06	9.8940e-003
tblVehicleEF	UBUS	9.43	45.43
tblVehicleEF	UBUS	10.29	0.73
tblVehicleEF	UBUS	1,890.04	1,980.90
tblVehicleEF	UBUS	116.31	8.08
tblVehicleEF	UBUS	7.06	0.46
tblVehicleEF	UBUS	14.20	0.07
tblVehicleEF	UBUS	0.57	0.07

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tblVehicleEF	UBUS	0.01	0.03
tblVehicleEF	UBUS	0.09	3.2450e-003
tblVehicleEF	UBUS	1.2660e-003	7.1000e-005
tblVehicleEF	UBUS	0.24	0.03
tblVehicleEF	UBUS	3.0000e-003	7.9690e-003
tblVehicleEF	UBUS	0.09	3.0990e-003
tblVehicleEF	UBUS	1.1640e-003	6.6000e-005
tblVehicleEF	UBUS	5.3920e-003	4.3000e-004
tblVehicleEF	UBUS	0.09	5.3040e-003
tblVehicleEF	UBUS	2.9670e-003	2.8700e-004
tblVehicleEF	UBUS	0.63	0.09
tblVehicleEF	UBUS	0.03	0.04
tblVehicleEF	UBUS	0.81	0.04
tblVehicleEF	UBUS	9.4590e-003	1.3280e-003
tblVehicleEF	UBUS	1.3490e-003	8.0000e-005
tblVehicleEF	UBUS	5.3920e-003	4.3000e-004
tblVehicleEF	UBUS	0.09	5.3040e-003
tblVehicleEF	UBUS	2.9670e-003	2.8700e-004
tblVehicleEF	UBUS	2.76	5.97
tblVehicleEF	UBUS	0.03	0.04
tblVehicleEF	UBUS	0.88	0.05
tblVehicleTrips	ST_TR	6.39	3.25
tblVehicleTrips	SU_TR	5.86	2.98
tblVehicleTrips	WD_TR	6.65	3.38
tblWater	IndoorWaterUseRate	22,152,368.71	17,721,894.97
tblWater	OutdoorWaterUseRate	13,965,623.75	11,172,499.00
tblWoodstoves	NumberCatalytic	17.00	0.00

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tblWoodstoves	NumberNoncatalytic	17.00	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

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2.1 Overall Construction**Unmitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2022	0.1753	2.1364	1.7502	5.3600e-003	0.0996	0.0669	0.1665	0.0247	0.0622	0.0869	0.0000	494.5926	494.5926	0.0923	0.0000	496.8997
2023	0.2495	1.7443	2.6086	8.3600e-003	0.5091	0.0478	0.5568	0.1349	0.0452	0.1801	0.0000	767.5808	767.5808	0.0654	0.0000	769.2157
2024	1.3598	1.7761	2.9973	8.4100e-003	0.4997	0.0554	0.5551	0.1338	0.0523	0.1861	0.0000	763.5479	763.5479	0.0700	0.0000	765.2989
Maximum	1.3598	2.1364	2.9973	8.4100e-003	0.5091	0.0669	0.5568	0.1349	0.0622	0.1861	0.0000	767.5808	767.5808	0.0923	0.0000	769.2157

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2022	0.1753	2.1364	1.7502	5.3600e-003	0.0908	0.0669	0.1577	0.0234	0.0622	0.0856	0.0000	494.5923	494.5923	0.0923	0.0000	496.8994
2023	0.2495	1.7443	2.6086	8.3600e-003	0.5058	0.0478	0.5536	0.1345	0.0452	0.1796	0.0000	767.5806	767.5806	0.0654	0.0000	769.2155
2024	1.3598	1.7761	2.9973	8.4100e-003	0.4997	0.0554	0.5551	0.1338	0.0523	0.1861	0.0000	763.5477	763.5477	0.0700	0.0000	765.2987
Maximum	1.3598	2.1364	2.9973	8.4100e-003	0.5058	0.0669	0.5551	0.1345	0.0622	0.1861	0.0000	767.5806	767.5806	0.0923	0.0000	769.2155

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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	1.09	0.00	0.94	0.59	0.00	0.38	0.00	0.00	0.00	0.00	0.00	0.00

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
2	5-14-2022	8-13-2022	0.5680	0.5680
3	8-14-2022	11-13-2022	1.0136	1.0136
4	11-14-2022	2-13-2023	1.0809	1.0809
5	2-14-2023	5-13-2023	0.4498	0.4498
6	5-14-2023	8-13-2023	0.4623	0.4623
7	8-14-2023	11-13-2023	0.4648	0.4648
8	11-14-2023	2-13-2024	0.4577	0.4577
9	2-14-2024	5-13-2024	0.4349	0.4349
10	5-14-2024	8-13-2024	0.4420	0.4420
11	8-14-2024	9-30-2024	0.5112	0.5112
		Highest	1.0809	1.0809

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2.2 Overall Operational**Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	1.4527	0.0404	3.5092	1.9000e-004		0.0194	0.0194		0.0194	0.0194	0.0000	5.7359	5.7359	5.5200e-003	0.0000	5.8739
Energy	0.0195	0.1668	0.0710	1.0600e-003		0.0135	0.0135		0.0135	0.0135	0.0000	684.1209	684.1209	0.0245	7.5100e-003	686.9715
Mobile	0.4432	0.9489	4.5555	0.0144	1.4439	0.0114	1.4553	0.3845	0.0107	0.3952	0.0000	1,359.9496	1,359.9496	0.0515	0.0000	1,361.2365
Waste						0.0000	0.0000		0.0000	0.0000	31.7478	0.0000	31.7478	1.8762	0.0000	78.6538
Water						0.0000	0.0000		0.0000	0.0000	5.6223	79.6990	85.3214	0.5809	0.0143	104.0978
Total	1.9154	1.1562	8.1357	0.0156	1.4439	0.0444	1.4883	0.3845	0.0436	0.4281	37.3701	2,129.5055	2,166.8756	2.5386	0.0218	2,236.8334

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2.2 Overall Operational**Mitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	1.4527	0.0404	3.5092	1.9000e-004		0.0194	0.0194		0.0194	0.0194	0.0000	5.7359	5.7359	5.5200e-003	0.0000	5.8739
Energy	0.0195	0.1668	0.0710	1.0600e-003		0.0135	0.0135		0.0135	0.0135	0.0000	684.1209	684.1209	0.0245	7.5100e-003	686.9715
Mobile	0.4432	0.9489	4.5555	0.0144	1.4439	0.0114	1.4553	0.3845	0.0107	0.3952	0.0000	1,359.9496	1,359.9496	0.0515	0.0000	1,361.2365
Waste						0.0000	0.0000		0.0000	0.0000	31.7478	0.0000	31.7478	1.8762	0.0000	78.6538
Water						0.0000	0.0000		0.0000	0.0000	5.6223	79.6990	85.3214	0.5809	0.0143	104.0978
Total	1.9154	1.1562	8.1357	0.0156	1.4439	0.0444	1.4883	0.3845	0.0436	0.4281	37.3701	2,129.5055	2,166.8756	2.5386	0.0218	2,236.8334

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

3.0 Construction Detail**Construction Phase**

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Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	6/6/2022	10/5/2022	5	88	Demolition
2	Site Preparation	Site Preparation	10/6/2022	1/5/2023	5	66	Offsite Utilities
3	Grading	Grading	10/6/2022	2/6/2023	5	88	Grading
4	Building Construction	Building Construction	2/7/2023	12/13/2024	5	484	
5	Paving	Paving	9/13/2024	12/13/2024	5	66	
6	Architectural Coating	Architectural Coating	9/13/2024	12/13/2024	5	66	

Acres of Grading (Site Preparation Phase): 1

Acres of Grading (Grading Phase): 2.8

Acres of Paving: 0

Residential Indoor: 688,500; Residential Outdoor: 229,500; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 9,120 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	0	0.00	81	0.73
Demolition	Crushing/Proc. Equipment	1	8.00	85	0.78
Demolition	Excavators	2	8.00	158	0.38
Demolition	Other Construction Equipment	2	8.00	172	0.42
Demolition	Rubber Tired Dozers	0	0.00	247	0.40
Demolition	Rubber Tired Loaders	2	8.00	203	0.36
Demolition	Tractors/Loaders/Backhoes	0	0.00	97	0.37
Site Preparation	Graders	0	8.00	187	0.41
Site Preparation	Scrapers	0	8.00	367	0.48
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37

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Grading	Excavators	2	8.00	158	0.38
Grading	Graders	0	0.00	187	0.41
Grading	Rubber Tired Dozers	0	0.00	247	0.40
Grading	Rubber Tired Loaders	2	8.00	203	0.36
Grading	Tractors/Loaders/Backhoes	0	0.00	97	0.37
Building Construction	Cranes	0	0.00	231	0.29
Building Construction	Forklifts	2	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Skid Steer Loaders	3	8.00	65	0.37
Building Construction	Tractors/Loaders/Backhoes	0	0.00	97	0.37
Building Construction	Welders	0	0.00	46	0.45
Paving	Cement and Mortar Mixers	1	8.00	9	0.56
Paving	Pavers	1	8.00	130	0.42
Paving	Paving Equipment	1	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	7	18.00	0.00	94.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	4	10.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	8,444.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	6	309.00	61.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	62.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

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3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Demolition - 2022**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0102	0.0000	0.0102	1.5400e-003	0.0000	1.5400e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0976	0.9002	0.9656	1.8600e-003		0.0419	0.0419		0.0392	0.0392	0.0000	162.5605	162.5605	0.0457	0.0000	163.7036
Total	0.0976	0.9002	0.9656	1.8600e-003	0.0102	0.0419	0.0521	1.5400e-003	0.0392	0.0408	0.0000	162.5605	162.5605	0.0457	0.0000	163.7036

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3.2 Demolition - 2022**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	3.3000e-004	0.0113	2.5700e-003	4.0000e-005	8.1000e-004	3.0000e-005	8.4000e-004	2.2000e-004	3.0000e-005	2.5000e-004	0.0000	3.4679	3.4679	2.4000e-004	0.0000	3.4738
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.1000e-003	2.2000e-003	0.0255	8.0000e-005	8.6900e-003	6.0000e-005	8.7500e-003	2.3100e-003	6.0000e-005	2.3700e-003	0.0000	7.2975	7.2975	1.8000e-004	0.0000	7.3021
Total	3.4300e-003	0.0135	0.0281	1.2000e-004	9.5000e-003	9.0000e-005	9.5900e-003	2.5300e-003	9.0000e-005	2.6200e-003	0.0000	10.7653	10.7653	4.2000e-004	0.0000	10.7758

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					4.5800e-003	0.0000	4.5800e-003	6.9000e-004	0.0000	6.9000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0976	0.9002	0.9656	1.8600e-003		0.0419	0.0419		0.0392	0.0392	0.0000	162.5603	162.5603	0.0457	0.0000	163.7034
Total	0.0976	0.9002	0.9656	1.8600e-003	4.5800e-003	0.0419	0.0465	6.9000e-004	0.0392	0.0399	0.0000	162.5603	162.5603	0.0457	0.0000	163.7034

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3.2 Demolition - 2022**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	3.3000e-004	0.0113	2.5700e-003	4.0000e-005	8.1000e-004	3.0000e-005	8.4000e-004	2.2000e-004	3.0000e-005	2.5000e-004	0.0000	3.4679	3.4679	2.4000e-004	0.0000	3.4738
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.1000e-003	2.2000e-003	0.0255	8.0000e-005	8.6900e-003	6.0000e-005	8.7500e-003	2.3100e-003	6.0000e-005	2.3700e-003	0.0000	7.2975	7.2975	1.8000e-004	0.0000	7.3021
Total	3.4300e-003	0.0135	0.0281	1.2000e-004	9.5000e-003	9.0000e-005	9.5900e-003	2.5300e-003	9.0000e-005	2.6200e-003	0.0000	10.7653	10.7653	4.2000e-004	0.0000	10.7758

3.3 Site Preparation - 2022**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					5.3000e-004	0.0000	5.3000e-004	6.0000e-005	0.0000	6.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0204	0.2078	0.2775	3.9000e-004		0.0112	0.0112		0.0103	0.0103	0.0000	33.8866	33.8866	0.0110	0.0000	34.1606
Total	0.0204	0.2078	0.2775	3.9000e-004	5.3000e-004	0.0112	0.0117	6.0000e-005	0.0103	0.0103	0.0000	33.8866	33.8866	0.0110	0.0000	34.1606

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3.3 Site Preparation - 2022**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.2100e-003	8.6000e-004	9.9700e-003	3.0000e-005	3.4000e-003	2.0000e-005	3.4300e-003	9.0000e-004	2.0000e-005	9.3000e-004	0.0000	2.8563	2.8563	7.0000e-005	0.0000	2.8581
Total	1.2100e-003	8.6000e-004	9.9700e-003	3.0000e-005	3.4000e-003	2.0000e-005	3.4300e-003	9.0000e-004	2.0000e-005	9.3000e-004	0.0000	2.8563	2.8563	7.0000e-005	0.0000	2.8581

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.4000e-004	0.0000	2.4000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0204	0.2078	0.2775	3.9000e-004		0.0112	0.0112		0.0103	0.0103	0.0000	33.8866	33.8866	0.0110	0.0000	34.1606
Total	0.0204	0.2078	0.2775	3.9000e-004	2.4000e-004	0.0112	0.0114	3.0000e-005	0.0103	0.0103	0.0000	33.8866	33.8866	0.0110	0.0000	34.1606

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3.3 Site Preparation - 2022**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.2100e-003	8.6000e-004	9.9700e-003	3.0000e-005	3.4000e-003	2.0000e-005	3.4300e-003	9.0000e-004	2.0000e-005	9.3000e-004	0.0000	2.8563	2.8563	7.0000e-005	0.0000	2.8581
Total	1.2100e-003	8.6000e-004	9.9700e-003	3.0000e-005	3.4000e-003	2.0000e-005	3.4300e-003	9.0000e-004	2.0000e-005	9.3000e-004	0.0000	2.8563	2.8563	7.0000e-005	0.0000	2.8581

3.3 Site Preparation - 2023**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					5.3000e-004	0.0000	5.3000e-004	6.0000e-005	0.0000	6.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.2100e-003	0.0123	0.0179	2.0000e-005		6.1000e-004	6.1000e-004		5.6000e-004	5.6000e-004	0.0000	2.1887	2.1887	7.1000e-004	0.0000	2.2064
Total	1.2100e-003	0.0123	0.0179	2.0000e-005	5.3000e-004	6.1000e-004	1.1400e-003	6.0000e-005	5.6000e-004	6.2000e-004	0.0000	2.1887	2.1887	7.1000e-004	0.0000	2.2064

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3.3 Site Preparation - 2023**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.0000e-005	5.0000e-005	5.9000e-004	0.0000	2.2000e-004	0.0000	2.2000e-004	6.0000e-005	0.0000	6.0000e-005	0.0000	0.1774	0.1774	0.0000	0.0000	0.1775
Total	7.0000e-005	5.0000e-005	5.9000e-004	0.0000	2.2000e-004	0.0000	2.2000e-004	6.0000e-005	0.0000	6.0000e-005	0.0000	0.1774	0.1774	0.0000	0.0000	0.1775

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.4000e-004	0.0000	2.4000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.2100e-003	0.0123	0.0179	2.0000e-005		6.1000e-004	6.1000e-004		5.6000e-004	5.6000e-004	0.0000	2.1887	2.1887	7.1000e-004	0.0000	2.2064
Total	1.2100e-003	0.0123	0.0179	2.0000e-005	2.4000e-004	6.1000e-004	8.5000e-004	3.0000e-005	5.6000e-004	5.9000e-004	0.0000	2.1887	2.1887	7.1000e-004	0.0000	2.2064

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3.3 Site Preparation - 2023**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.0000e-005	5.0000e-005	5.9000e-004	0.0000	2.2000e-004	0.0000	2.2000e-004	6.0000e-005	0.0000	6.0000e-005	0.0000	0.1774	0.1774	0.0000	0.0000	0.1775
Total	7.0000e-005	5.0000e-005	5.9000e-004	0.0000	2.2000e-004	0.0000	2.2000e-004	6.0000e-005	0.0000	6.0000e-005	0.0000	0.1774	0.1774	0.0000	0.0000	0.1775

3.4 Grading - 2022**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					5.3000e-003	0.0000	5.3000e-003	7.4000e-004	0.0000	7.4000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0306	0.2977	0.2968	7.1000e-004		0.0116	0.0116		0.0107	0.0107	0.0000	62.1895	62.1895	0.0201	0.0000	62.6923
Total	0.0306	0.2977	0.2968	7.1000e-004	5.3000e-003	0.0116	0.0169	7.4000e-004	0.0107	0.0114	0.0000	62.1895	62.1895	0.0201	0.0000	62.6923

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3.4 Grading - 2022**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0207	0.7155	0.1624	2.2300e-003	0.0673	2.0200e-003	0.0693	0.0180	1.9300e-003	0.0199	0.0000	219.4780	219.4780	0.0149	0.0000	219.8512
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.2100e-003	8.6000e-004	9.9700e-003	3.0000e-005	3.4000e-003	2.0000e-005	3.4300e-003	9.0000e-004	2.0000e-005	9.3000e-004	0.0000	2.8563	2.8563	7.0000e-005	0.0000	2.8581
Total	0.0220	0.7164	0.1723	2.2600e-003	0.0707	2.0400e-003	0.0727	0.0189	1.9500e-003	0.0209	0.0000	222.3344	222.3344	0.0150	0.0000	222.7093

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.3900e-003	0.0000	2.3900e-003	3.3000e-004	0.0000	3.3000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0306	0.2977	0.2968	7.1000e-004		0.0116	0.0116		0.0107	0.0107	0.0000	62.1894	62.1894	0.0201	0.0000	62.6922
Total	0.0306	0.2977	0.2968	7.1000e-004	2.3900e-003	0.0116	0.0140	3.3000e-004	0.0107	0.0110	0.0000	62.1894	62.1894	0.0201	0.0000	62.6922

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3.4 Grading - 2022**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0207	0.7155	0.1624	2.2300e-003	0.0673	2.0200e-003	0.0693	0.0180	1.9300e-003	0.0199	0.0000	219.4780	219.4780	0.0149	0.0000	219.8512
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.2100e-003	8.6000e-004	9.9700e-003	3.0000e-005	3.4000e-003	2.0000e-005	3.4300e-003	9.0000e-004	2.0000e-005	9.3000e-004	0.0000	2.8563	2.8563	7.0000e-005	0.0000	2.8581
Total	0.0220	0.7164	0.1723	2.2600e-003	0.0707	2.0400e-003	0.0727	0.0189	1.9500e-003	0.0209	0.0000	222.3344	222.3344	0.0150	0.0000	222.7093

3.4 Grading - 2023**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					5.3000e-003	0.0000	5.3000e-003	7.4000e-004	0.0000	7.4000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0119	0.1093	0.1240	3.0000e-004		4.2800e-003	4.2800e-003		3.9400e-003	3.9400e-003	0.0000	26.0791	26.0791	8.4300e-003	0.0000	26.2900
Total	0.0119	0.1093	0.1240	3.0000e-004	5.3000e-003	4.2800e-003	9.5800e-003	7.4000e-004	3.9400e-003	4.6800e-003	0.0000	26.0791	26.0791	8.4300e-003	0.0000	26.2900

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3.4 Grading - 2023**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	5.7600e-003	0.1928	0.0616	9.0000e-004	0.0599	3.5000e-004	0.0603	0.0153	3.4000e-004	0.0157	0.0000	88.3931	88.3931	5.7400e-003	0.0000	88.5367
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.8000e-004	3.3000e-004	3.8600e-003	1.0000e-005	1.4300e-003	1.0000e-005	1.4400e-003	3.8000e-004	1.0000e-005	3.9000e-004	0.0000	1.1531	1.1531	3.0000e-005	0.0000	1.1538
Total	6.2400e-003	0.1931	0.0654	9.1000e-004	0.0614	3.6000e-004	0.0617	0.0157	3.5000e-004	0.0161	0.0000	89.5463	89.5463	5.7700e-003	0.0000	89.6906

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.3900e-003	0.0000	2.3900e-003	3.3000e-004	0.0000	3.3000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0119	0.1093	0.1240	3.0000e-004		4.2800e-003	4.2800e-003		3.9400e-003	3.9400e-003	0.0000	26.0791	26.0791	8.4300e-003	0.0000	26.2900
Total	0.0119	0.1093	0.1240	3.0000e-004	2.3900e-003	4.2800e-003	6.6700e-003	3.3000e-004	3.9400e-003	4.2700e-003	0.0000	26.0791	26.0791	8.4300e-003	0.0000	26.2900

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3.4 Grading - 2023**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	5.7600e-003	0.1928	0.0616	9.0000e-004	0.0599	3.5000e-004	0.0603	0.0153	3.4000e-004	0.0157	0.0000	88.3931	88.3931	5.7400e-003	0.0000	88.5367
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.8000e-004	3.3000e-004	3.8600e-003	1.0000e-005	1.4300e-003	1.0000e-005	1.4400e-003	3.8000e-004	1.0000e-005	3.9000e-004	0.0000	1.1531	1.1531	3.0000e-005	0.0000	1.1538
Total	6.2400e-003	0.1931	0.0654	9.1000e-004	0.0614	3.6000e-004	0.0617	0.0157	3.5000e-004	0.0161	0.0000	89.5463	89.5463	5.7700e-003	0.0000	89.6906

3.5 Building Construction - 2023**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0826	0.8458	1.1835	1.8500e-003		0.0392	0.0392		0.0372	0.0372	0.0000	161.3926	161.3926	0.0337	0.0000	162.2356
Total	0.0826	0.8458	1.1835	1.8500e-003		0.0392	0.0392		0.0372	0.0372	0.0000	161.3926	161.3926	0.0337	0.0000	162.2356

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3.5 Building Construction - 2023**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0142	0.4927	0.1447	1.7300e-003	0.0450	5.6000e-004	0.0456	0.0130	5.4000e-004	0.0135	0.0000	167.5072	167.5072	9.2200e-003	0.0000	167.7377
Worker	0.1332	0.0910	1.0726	3.5500e-003	0.3967	2.8100e-003	0.3995	0.1053	2.5900e-003	0.1079	0.0000	320.6895	320.6895	7.5400e-003	0.0000	320.8780
Total	0.1474	0.5837	1.2173	5.2800e-003	0.4416	3.3700e-003	0.4450	0.1183	3.1300e-003	0.1215	0.0000	488.1967	488.1967	0.0168	0.0000	488.6156

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0826	0.8458	1.1835	1.8500e-003		0.0392	0.0392		0.0372	0.0372	0.0000	161.3924	161.3924	0.0337	0.0000	162.2354
Total	0.0826	0.8458	1.1835	1.8500e-003		0.0392	0.0392		0.0372	0.0372	0.0000	161.3924	161.3924	0.0337	0.0000	162.2354

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3.5 Building Construction - 2023**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0142	0.4927	0.1447	1.7300e-003	0.0450	5.6000e-004	0.0456	0.0130	5.4000e-004	0.0135	0.0000	167.5072	167.5072	9.2200e-003	0.0000	167.7377
Worker	0.1332	0.0910	1.0726	3.5500e-003	0.3967	2.8100e-003	0.3995	0.1053	2.5900e-003	0.1079	0.0000	320.6895	320.6895	7.5400e-003	0.0000	320.8780
Total	0.1474	0.5837	1.2173	5.2800e-003	0.4416	3.3700e-003	0.4450	0.1183	3.1300e-003	0.1215	0.0000	488.1967	488.1967	0.0168	0.0000	488.6156

3.5 Building Construction - 2024**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0826	0.8489	1.2620	1.9800e-003		0.0366	0.0366		0.0347	0.0347	0.0000	172.4556	172.4556	0.0358	0.0000	173.3502
Total	0.0826	0.8489	1.2620	1.9800e-003		0.0366	0.0366		0.0347	0.0347	0.0000	172.4556	172.4556	0.0358	0.0000	173.3502

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3.5 Building Construction - 2024**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0149	0.5252	0.1501	1.8400e-003	0.0481	5.9000e-004	0.0487	0.0139	5.7000e-004	0.0144	0.0000	178.3284	178.3284	9.6900e-003	0.0000	178.5707
Worker	0.1349	0.0886	1.0689	3.6600e-003	0.4238	2.9700e-003	0.4267	0.1125	2.7300e-003	0.1153	0.0000	331.3419	331.3419	7.3800e-003	0.0000	331.5264
Total	0.1497	0.6137	1.2189	5.5000e-003	0.4718	3.5600e-003	0.4754	0.1264	3.3000e-003	0.1297	0.0000	509.6703	509.6703	0.0171	0.0000	510.0970

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0826	0.8489	1.2620	1.9800e-003		0.0366	0.0366		0.0347	0.0347	0.0000	172.4554	172.4554	0.0358	0.0000	173.3500
Total	0.0826	0.8489	1.2620	1.9800e-003		0.0366	0.0366		0.0347	0.0347	0.0000	172.4554	172.4554	0.0358	0.0000	173.3500

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3.5 Building Construction - 2024**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0149	0.5252	0.1501	1.8400e-003	0.0481	5.9000e-004	0.0487	0.0139	5.7000e-004	0.0144	0.0000	178.3284	178.3284	9.6900e-003	0.0000	178.5707
Worker	0.1349	0.0886	1.0689	3.6600e-003	0.4238	2.9700e-003	0.4267	0.1125	2.7300e-003	0.1153	0.0000	331.3419	331.3419	7.3800e-003	0.0000	331.5264
Total	0.1497	0.6137	1.2189	5.5000e-003	0.4718	3.5600e-003	0.4754	0.1264	3.3000e-003	0.1297	0.0000	509.6703	509.6703	0.0171	0.0000	510.0970

3.6 Paving - 2024**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0278	0.2674	0.3863	5.9000e-004		0.0131	0.0131		0.0121	0.0121	0.0000	51.1985	51.1985	0.0162	0.0000	51.6042
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0278	0.2674	0.3863	5.9000e-004		0.0131	0.0131		0.0121	0.0121	0.0000	51.1985	51.1985	0.0162	0.0000	51.6042

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3.6 Paving - 2024**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.7300e-003	1.1400e-003	0.0137	5.0000e-005	5.4300e-003	4.0000e-005	5.4700e-003	1.4400e-003	4.0000e-005	1.4800e-003	0.0000	4.2463	4.2463	9.0000e-005	0.0000	4.2487
Total	1.7300e-003	1.1400e-003	0.0137	5.0000e-005	5.4300e-003	4.0000e-005	5.4700e-003	1.4400e-003	4.0000e-005	1.4800e-003	0.0000	4.2463	4.2463	9.0000e-005	0.0000	4.2487

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0278	0.2674	0.3863	5.9000e-004		0.0131	0.0131		0.0121	0.0121	0.0000	51.1984	51.1984	0.0162	0.0000	51.6041
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0278	0.2674	0.3863	5.9000e-004		0.0131	0.0131		0.0121	0.0121	0.0000	51.1984	51.1984	0.0162	0.0000	51.6041

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3.6 Paving - 2024**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.7300e-003	1.1400e-003	0.0137	5.0000e-005	5.4300e-003	4.0000e-005	5.4700e-003	1.4400e-003	4.0000e-005	1.4800e-003	0.0000	4.2463	4.2463	9.0000e-005	0.0000	4.2487
Total	1.7300e-003	1.1400e-003	0.0137	5.0000e-005	5.4300e-003	4.0000e-005	5.4700e-003	1.4400e-003	4.0000e-005	1.4800e-003	0.0000	4.2463	4.2463	9.0000e-005	0.0000	4.2487

3.7 Architectural Coating - 2024**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	1.0849					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	5.9700e-003	0.0402	0.0597	1.0000e-004		2.0100e-003	2.0100e-003		2.0100e-003	2.0100e-003	0.0000	8.4257	8.4257	4.7000e-004	0.0000	8.4376
Total	1.0908	0.0402	0.0597	1.0000e-004		2.0100e-003	2.0100e-003		2.0100e-003	2.0100e-003	0.0000	8.4257	8.4257	4.7000e-004	0.0000	8.4376

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3.7 Architectural Coating - 2024**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.1400e-003	4.6900e-003	0.0566	1.9000e-004	0.0225	1.6000e-004	0.0226	5.9600e-003	1.4000e-004	6.1100e-003	0.0000	17.5515	17.5515	3.9000e-004	0.0000	17.5612
Total	7.1400e-003	4.6900e-003	0.0566	1.9000e-004	0.0225	1.6000e-004	0.0226	5.9600e-003	1.4000e-004	6.1100e-003	0.0000	17.5515	17.5515	3.9000e-004	0.0000	17.5612

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	1.0849					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	5.9700e-003	0.0402	0.0597	1.0000e-004		2.0100e-003	2.0100e-003		2.0100e-003	2.0100e-003	0.0000	8.4257	8.4257	4.7000e-004	0.0000	8.4376
Total	1.0908	0.0402	0.0597	1.0000e-004		2.0100e-003	2.0100e-003		2.0100e-003	2.0100e-003	0.0000	8.4257	8.4257	4.7000e-004	0.0000	8.4376

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3.7 Architectural Coating - 2024**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.1400e-003	4.6900e-003	0.0566	1.9000e-004	0.0225	1.6000e-004	0.0226	5.9600e-003	1.4000e-004	6.1100e-003	0.0000	17.5515	17.5515	3.9000e-004	0.0000	17.5612
Total	7.1400e-003	4.6900e-003	0.0566	1.9000e-004	0.0225	1.6000e-004	0.0226	5.9600e-003	1.4000e-004	6.1100e-003	0.0000	17.5515	17.5515	3.9000e-004	0.0000	17.5612

4.0 Operational Detail - Mobile**4.1 Mitigation Measures Mobile**

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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.4432	0.9489	4.5555	0.0144	1.4439	0.0114	1.4553	0.3845	0.0107	0.3952	0.0000	1,359.9496	1,359.9496	0.0515	0.0000	1,361.2365
Unmitigated	0.4432	0.9489	4.5555	0.0144	1.4439	0.0114	1.4553	0.3845	0.0107	0.3952	0.0000	1,359.9496	1,359.9496	0.0515	0.0000	1,361.2365

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	1,149.20	1,105.00	1,013.20	3,839,024	3,839,024
Enclosed Parking with Elevator	0.00	0.00	0.00		
Total	1,149.20	1,105.00	1,013.20	3,839,024	3,839,024

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
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

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.566410	0.042438	0.211914	0.113919	0.012927	0.005887	0.002249	0.039214	0.000000	0.000000	0.005042	0.000000	0.000000
Enclosed Parking with Elevator	0.566410	0.042438	0.211914	0.113919	0.012927	0.005887	0.002249	0.039214	0.000000	0.000000	0.005042	0.000000	0.000000

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5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	490.9018	490.9018	0.0208	3.9700e-003	492.6042
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	490.9018	490.9018	0.0208	3.9700e-003	492.6042
NaturalGas Mitigated	0.0195	0.1668	0.0710	1.0600e-003		0.0135	0.0135		0.0135	0.0135	0.0000	193.2191	193.2191	3.7000e-003	3.5400e-003	194.3673
NaturalGas Unmitigated	0.0195	0.1668	0.0710	1.0600e-003		0.0135	0.0135		0.0135	0.0135	0.0000	193.2191	193.2191	3.7000e-003	3.5400e-003	194.3673

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5.2 Energy by Land Use - NaturalGas**Unmitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	3.62079e+006	0.0195	0.1668	0.0710	1.0600e-003		0.0135	0.0135		0.0135	0.0135	0.0000	193.2191	193.2191	3.7000e-003	3.5400e-003	194.3673
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		0.0195	0.1668	0.0710	1.0600e-003		0.0135	0.0135		0.0135	0.0135	0.0000	193.2191	193.2191	3.7000e-003	3.5400e-003	194.3673

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	3.62079e+006	0.0195	0.1668	0.0710	1.0600e-003		0.0135	0.0135		0.0135	0.0135	0.0000	193.2191	193.2191	3.7000e-003	3.5400e-003	194.3673
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		0.0195	0.1668	0.0710	1.0600e-003		0.0135	0.0135		0.0135	0.0135	0.0000	193.2191	193.2191	3.7000e-003	3.5400e-003	194.3673

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5.3 Energy by Land Use - Electricity**Unmitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	1.35444e+006	304.1786	0.0129	2.4600e-003	305.2334
Enclosed Parking with Elevator	831440	186.7232	7.9200e-003	1.5100e-003	187.3708
Total		490.9018	0.0208	3.9700e-003	492.6042

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	1.35444e+006	304.1786	0.0129	2.4600e-003	305.2334
Enclosed Parking with Elevator	831440	186.7232	7.9200e-003	1.5100e-003	187.3708
Total		490.9018	0.0208	3.9700e-003	492.6042

6.0 Area Detail**6.1 Mitigation Measures Area**

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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	1.4527	0.0404	3.5092	1.9000e-004		0.0194	0.0194		0.0194	0.0194	0.0000	5.7359	5.7359	5.5200e-003	0.0000	5.8739
Unmitigated	1.4527	0.0404	3.5092	1.9000e-004		0.0194	0.0194		0.0194	0.0194	0.0000	5.7359	5.7359	5.5200e-003	0.0000	5.8739

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.1085					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	1.2384					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.1058	0.0404	3.5092	1.9000e-004		0.0194	0.0194		0.0194	0.0194	0.0000	5.7359	5.7359	5.5200e-003	0.0000	5.8739
Total	1.4527	0.0404	3.5092	1.9000e-004		0.0194	0.0194		0.0194	0.0194	0.0000	5.7359	5.7359	5.5200e-003	0.0000	5.8739

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6.2 Area by SubCategory**Mitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.1085					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	1.2384					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.1058	0.0404	3.5092	1.9000e-004		0.0194	0.0194		0.0194	0.0194	0.0000	5.7359	5.7359	5.5200e-003	0.0000	5.8739
Total	1.4527	0.0404	3.5092	1.9000e-004		0.0194	0.0194		0.0194	0.0194	0.0000	5.7359	5.7359	5.5200e-003	0.0000	5.8739

7.0 Water Detail**7.1 Mitigation Measures Water**

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	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	85.3214	0.5809	0.0143	104.0978
Unmitigated	85.3214	0.5809	0.0143	104.0978

7.2 Water by Land Use**Unmitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	17.7219 / 11.1725	85.3214	0.5809	0.0143	104.0978
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		85.3214	0.5809	0.0143	104.0978

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7.2 Water by Land Use**Mitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	17.7219 / 11.1725	85.3214	0.5809	0.0143	104.0978
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		85.3214	0.5809	0.0143	104.0978

8.0 Waste Detail**8.1 Mitigation Measures Waste****Category/Year**

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	31.7478	1.8762	0.0000	78.6538
Unmitigated	31.7478	1.8762	0.0000	78.6538

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8.2 Waste by Land Use**Unmitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	156.4	31.7478	1.8762	0.0000	78.6538
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
Total		31.7478	1.8762	0.0000	78.6538

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	156.4	31.7478	1.8762	0.0000	78.6538
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
Total		31.7478	1.8762	0.0000	78.6538

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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User Defined Equipment

Equipment Type	Number
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11.0 Vegetation

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South Coast AQMD Air District, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Enclosed Parking with Elevator	340.00	Space	0.00	152,000.00	0
Apartment Mid Rise	340.00	Dwelling Unit	2.82	340,000.00	972

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	31
Climate Zone	12			Operational Year	2024
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	495.11	CH4 Intensity (lb/MWhr)	0.021	N2O Intensity (lb/MWhr)	0.004

1.3 User Entered Comments & Non-Default Data

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Project Characteristics - 2024 RPS Effect on SCE = 2024 44% - 495.11 CO₂, 0.0205 CH₄, and 0.0044 N₂O

Land Use - Based on Project plans parking is all below ground

Construction Phase - Based on Applicant's contractor estimate

Off-road Equipment -

Off-road Equipment - Based on Applicant's contractor estimate

Off-road Equipment - Based on Applicant's contractor estimate

Off-road Equipment - Based on Applicant's contractor estimate

Off-road Equipment -

Off-road Equipment - Based on Applicant's contractor estimate

Demolition - based on applicant information

Grading - Off-site preparation is offsite utility work, Total site is 2.8 acres

Vehicle Trips - Based on trip generation analysis by LLG = 1,150 daily weekday trips

Woodstoves - No Woodburning Fireplaces

Energy Use - Title 24 2019 effects = 7% increase in energy efficiency

Water And Wastewater - CalGreen indoors water reduction 20%, MWELO outdoor water reduction 20%

Construction Off-road Equipment Mitigation - SCAQMD Rule 403

Vehicle Emission Factors - EMFAC 2017

Vehicle Emission Factors - EMFAC 2017

Vehicle Emission Factors - EMFAC 2017

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	10.00	66.00
tblConstructionPhase	NumDays	220.00	484.00
tblConstructionPhase	NumDays	20.00	88.00
tblConstructionPhase	NumDays	6.00	88.00
tblConstructionPhase	NumDays	10.00	66.00
tblConstructionPhase	NumDays	3.00	66.00

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tblEnergyUse	LightingElect	741.44	689.54
tblEnergyUse	LightingElect	1.75	1.63
tblEnergyUse	T24E	258.09	240.02
tblEnergyUse	T24E	3.92	3.65
tblEnergyUse	T24NG	4,697.18	4,368.38
tblFireplaces	NumberGas	289.00	0.00
tblFireplaces	NumberNoFireplace	34.00	340.00
tblFireplaces	NumberWood	17.00	0.00
tblFleetMix	HHD	0.04	0.04
tblFleetMix	HHD	0.04	0.04
tblFleetMix	LDA	0.55	0.57
tblFleetMix	LDA	0.55	0.57
tblFleetMix	LDT1	0.04	0.04
tblFleetMix	LDT1	0.04	0.04
tblFleetMix	LDT2	0.20	0.21
tblFleetMix	LDT2	0.20	0.21
tblFleetMix	LHD1	0.01	0.01
tblFleetMix	LHD1	0.01	0.01
tblFleetMix	LHD2	5.8060e-003	5.8870e-003
tblFleetMix	LHD2	5.8060e-003	5.8870e-003
tblFleetMix	MCY	4.8910e-003	5.0420e-003
tblFleetMix	MCY	4.8910e-003	5.0420e-003
tblFleetMix	MDV	0.12	0.11
tblFleetMix	MDV	0.12	0.11
tblFleetMix	MH	8.4500e-004	0.00
tblFleetMix	MH	8.4500e-004	0.00
tblFleetMix	MHD	0.02	2.2490e-003

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tblFleetMix	MHD	0.02	2.2490e-003
tblFleetMix	OBUS	2.1340e-003	0.00
tblFleetMix	OBUS	2.1340e-003	0.00
tblFleetMix	SBUS	7.1200e-004	0.00
tblFleetMix	SBUS	7.1200e-004	0.00
tblFleetMix	UBUS	1.7360e-003	0.00
tblFleetMix	UBUS	1.7360e-003	0.00
tblGrading	AcresOfGrading	0.00	2.80
tblGrading	AcresOfGrading	0.00	1.00
tblGrading	MaterialExported	0.00	67,550.00
tblLandUse	LandUseSquareFeet	136,000.00	152,000.00
tblLandUse	LotAcreage	3.06	0.00
tblLandUse	LotAcreage	8.95	2.82
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	4.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblOffRoadEquipment	UsageHours	8.00	0.00

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tblOffRoadEquipment	UsageHours	7.00	8.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblOffRoadEquipment	UsageHours	6.00	0.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblOffRoadEquipment	UsageHours	7.00	0.00
tblOffRoadEquipment	UsageHours	7.00	8.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblProjectCharacteristics	CH4IntensityFactor	0.029	0.021
tblProjectCharacteristics	CO2IntensityFactor	702.44	495.11
tblProjectCharacteristics	N2OIntensityFactor	0.006	0.004
tblVehicleEF	HHD	0.53	0.03
tblVehicleEF	HHD	0.08	0.08
tblVehicleEF	HHD	0.07	0.00
tblVehicleEF	HHD	1.65	6.71
tblVehicleEF	HHD	0.91	0.47
tblVehicleEF	HHD	2.85	8.7670e-003
tblVehicleEF	HHD	4,619.90	1,109.72
tblVehicleEF	HHD	1,526.07	1,379.15
tblVehicleEF	HHD	9.26	0.08
tblVehicleEF	HHD	14.31	5.71
tblVehicleEF	HHD	1.78	2.72
tblVehicleEF	HHD	19.67	2.35
tblVehicleEF	HHD	8.0440e-003	3.0560e-003
tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.04	0.04

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tblVehicleEF	HHD	5.9390e-003	0.02
tblVehicleEF	HHD	8.1000e-005	1.0000e-006
tblVehicleEF	HHD	7.6960e-003	2.9240e-003
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.8170e-003	8.8990e-003
tblVehicleEF	HHD	5.6820e-003	0.02
tblVehicleEF	HHD	7.4000e-005	1.0000e-006
tblVehicleEF	HHD	9.5000e-005	5.0000e-006
tblVehicleEF	HHD	3.8210e-003	1.9700e-004
tblVehicleEF	HHD	0.42	0.45
tblVehicleEF	HHD	6.9000e-005	4.0000e-006
tblVehicleEF	HHD	0.08	0.02
tblVehicleEF	HHD	3.0200e-004	1.0060e-003
tblVehicleEF	HHD	0.06	3.0000e-006
tblVehicleEF	HHD	0.04	0.01
tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	1.3900e-004	1.0000e-006
tblVehicleEF	HHD	9.5000e-005	5.0000e-006
tblVehicleEF	HHD	3.8210e-003	1.9700e-004
tblVehicleEF	HHD	0.50	0.52
tblVehicleEF	HHD	6.9000e-005	4.0000e-006
tblVehicleEF	HHD	0.17	0.11
tblVehicleEF	HHD	3.0200e-004	1.0060e-003
tblVehicleEF	HHD	0.07	3.0000e-006
tblVehicleEF	HHD	0.50	0.03
tblVehicleEF	HHD	0.08	0.08
tblVehicleEF	HHD	0.06	0.00

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tblVehicleEF	HHD	1.20	6.61
tblVehicleEF	HHD	0.91	0.47
tblVehicleEF	HHD	2.71	8.3270e-003
tblVehicleEF	HHD	4,894.37	1,097.04
tblVehicleEF	HHD	1,526.07	1,379.15
tblVehicleEF	HHD	9.26	0.08
tblVehicleEF	HHD	14.77	5.45
tblVehicleEF	HHD	1.68	2.58
tblVehicleEF	HHD	19.66	2.35
tblVehicleEF	HHD	6.7820e-003	2.6640e-003
tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	5.9390e-003	0.02
tblVehicleEF	HHD	8.1000e-005	1.0000e-006
tblVehicleEF	HHD	6.4880e-003	2.5490e-003
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.8170e-003	8.8990e-003
tblVehicleEF	HHD	5.6820e-003	0.02
tblVehicleEF	HHD	7.4000e-005	1.0000e-006
tblVehicleEF	HHD	1.5200e-004	8.0000e-006
tblVehicleEF	HHD	3.9920e-003	2.0100e-004
tblVehicleEF	HHD	0.40	0.48
tblVehicleEF	HHD	1.0400e-004	5.0000e-006
tblVehicleEF	HHD	0.08	0.02
tblVehicleEF	HHD	2.9500e-004	9.8800e-004
tblVehicleEF	HHD	0.06	2.0000e-006
tblVehicleEF	HHD	0.05	0.01

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tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	1.3700e-004	1.0000e-006
tblVehicleEF	HHD	1.5200e-004	8.0000e-006
tblVehicleEF	HHD	3.9920e-003	2.0100e-004
tblVehicleEF	HHD	0.47	0.55
tblVehicleEF	HHD	1.0400e-004	5.0000e-006
tblVehicleEF	HHD	0.17	0.11
tblVehicleEF	HHD	2.9500e-004	9.8800e-004
tblVehicleEF	HHD	0.07	3.0000e-006
tblVehicleEF	HHD	0.57	0.02
tblVehicleEF	HHD	0.08	9.8700e-004
tblVehicleEF	HHD	0.07	0.00
tblVehicleEF	HHD	2.28	6.73
tblVehicleEF	HHD	0.91	0.24
tblVehicleEF	HHD	2.87	8.8540e-003
tblVehicleEF	HHD	4,240.87	1,107.93
tblVehicleEF	HHD	1,526.07	1,323.93
tblVehicleEF	HHD	9.26	0.08
tblVehicleEF	HHD	13.67	5.94
tblVehicleEF	HHD	1.75	2.64
tblVehicleEF	HHD	19.68	2.35
tblVehicleEF	HHD	9.7870e-003	3.3890e-003
tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.04	0.03
tblVehicleEF	HHD	5.9390e-003	0.02
tblVehicleEF	HHD	8.1000e-005	1.0000e-006
tblVehicleEF	HHD	9.3640e-003	3.2420e-003

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tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.8170e-003	8.7490e-003
tblVehicleEF	HHD	5.6820e-003	0.02
tblVehicleEF	HHD	7.4000e-005	1.0000e-006
tblVehicleEF	HHD	8.7000e-005	5.0000e-006
tblVehicleEF	HHD	4.0380e-003	2.2200e-004
tblVehicleEF	HHD	0.45	0.42
tblVehicleEF	HHD	6.5000e-005	4.0000e-006
tblVehicleEF	HHD	0.08	0.02
tblVehicleEF	HHD	3.2900e-004	1.0720e-003
tblVehicleEF	HHD	0.06	3.0000e-006
tblVehicleEF	HHD	0.04	0.01
tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	1.4000e-004	1.0000e-006
tblVehicleEF	HHD	8.7000e-005	5.0000e-006
tblVehicleEF	HHD	4.0380e-003	2.2200e-004
tblVehicleEF	HHD	0.54	0.47
tblVehicleEF	HHD	6.5000e-005	4.0000e-006
tblVehicleEF	HHD	0.17	0.02
tblVehicleEF	HHD	3.2900e-004	1.0720e-003
tblVehicleEF	HHD	0.07	3.0000e-006
tblVehicleEF	LDA	3.9020e-003	2.3640e-003
tblVehicleEF	LDA	3.9350e-003	0.04
tblVehicleEF	LDA	0.54	0.63
tblVehicleEF	LDA	0.91	1.96
tblVehicleEF	LDA	243.88	260.15
tblVehicleEF	LDA	52.52	51.03

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tblVehicleEF	LDA	0.04	0.03
tblVehicleEF	LDA	0.05	0.16
tblVehicleEF	LDA	1.9240e-003	1.6550e-003
tblVehicleEF	LDA	2.2240e-003	1.6910e-003
tblVehicleEF	LDA	1.7730e-003	1.5240e-003
tblVehicleEF	LDA	2.0440e-003	1.5550e-003
tblVehicleEF	LDA	0.03	0.05
tblVehicleEF	LDA	0.09	0.09
tblVehicleEF	LDA	0.03	0.04
tblVehicleEF	LDA	9.8200e-003	8.9780e-003
tblVehicleEF	LDA	0.04	0.20
tblVehicleEF	LDA	0.05	0.19
tblVehicleEF	LDA	2.4420e-003	2.5220e-003
tblVehicleEF	LDA	5.4000e-004	4.9500e-004
tblVehicleEF	LDA	0.03	0.05
tblVehicleEF	LDA	0.09	0.09
tblVehicleEF	LDA	0.03	0.04
tblVehicleEF	LDA	0.01	0.01
tblVehicleEF	LDA	0.04	0.20
tblVehicleEF	LDA	0.06	0.20
tblVehicleEF	LDA	4.1870e-003	2.5270e-003
tblVehicleEF	LDA	3.4920e-003	0.04
tblVehicleEF	LDA	0.60	0.69
tblVehicleEF	LDA	0.78	1.68
tblVehicleEF	LDA	256.98	271.51
tblVehicleEF	LDA	52.52	50.50
tblVehicleEF	LDA	0.04	0.03

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tblVehicleEF	LDA	0.05	0.15
tblVehicleEF	LDA	1.9240e-003	1.6550e-003
tblVehicleEF	LDA	2.2240e-003	1.6910e-003
tblVehicleEF	LDA	1.7730e-003	1.5240e-003
tblVehicleEF	LDA	2.0440e-003	1.5550e-003
tblVehicleEF	LDA	0.05	0.07
tblVehicleEF	LDA	0.09	0.09
tblVehicleEF	LDA	0.05	0.06
tblVehicleEF	LDA	0.01	9.5150e-003
tblVehicleEF	LDA	0.03	0.18
tblVehicleEF	LDA	0.05	0.17
tblVehicleEF	LDA	2.5740e-003	2.6320e-003
tblVehicleEF	LDA	5.3800e-004	4.9000e-004
tblVehicleEF	LDA	0.05	0.07
tblVehicleEF	LDA	0.09	0.09
tblVehicleEF	LDA	0.05	0.06
tblVehicleEF	LDA	0.02	0.01
tblVehicleEF	LDA	0.03	0.18
tblVehicleEF	LDA	0.05	0.18
tblVehicleEF	LDA	3.8180e-003	2.3130e-003
tblVehicleEF	LDA	4.0250e-003	0.04
tblVehicleEF	LDA	0.52	0.60
tblVehicleEF	LDA	0.94	2.03
tblVehicleEF	LDA	239.64	255.95
tblVehicleEF	LDA	52.52	51.15
tblVehicleEF	LDA	0.04	0.03
tblVehicleEF	LDA	0.05	0.16

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tblVehicleEF	LDA	1.9240e-003	1.6550e-003
tblVehicleEF	LDA	2.2240e-003	1.6910e-003
tblVehicleEF	LDA	1.7730e-003	1.5240e-003
tblVehicleEF	LDA	2.0440e-003	1.5550e-003
tblVehicleEF	LDA	0.03	0.04
tblVehicleEF	LDA	0.09	0.10
tblVehicleEF	LDA	0.03	0.04
tblVehicleEF	LDA	9.6110e-003	8.8010e-003
tblVehicleEF	LDA	0.04	0.22
tblVehicleEF	LDA	0.05	0.19
tblVehicleEF	LDA	2.3990e-003	2.4810e-003
tblVehicleEF	LDA	5.4100e-004	4.9600e-004
tblVehicleEF	LDA	0.03	0.04
tblVehicleEF	LDA	0.09	0.10
tblVehicleEF	LDA	0.03	0.04
tblVehicleEF	LDA	0.01	0.01
tblVehicleEF	LDA	0.04	0.22
tblVehicleEF	LDA	0.06	0.21
tblVehicleEF	LDT1	0.01	5.9380e-003
tblVehicleEF	LDT1	0.01	0.06
tblVehicleEF	LDT1	1.25	1.18
tblVehicleEF	LDT1	2.25	2.11
tblVehicleEF	LDT1	310.15	308.10
tblVehicleEF	LDT1	65.72	60.85
tblVehicleEF	LDT1	0.11	0.09
tblVehicleEF	LDT1	0.13	0.22
tblVehicleEF	LDT1	2.8790e-003	2.3500e-003

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tblVehicleEF	LDT1	3.1270e-003	2.2900e-003
tblVehicleEF	LDT1	2.6500e-003	2.1620e-003
tblVehicleEF	LDT1	2.8760e-003	2.1050e-003
tblVehicleEF	LDT1	0.12	0.11
tblVehicleEF	LDT1	0.24	0.17
tblVehicleEF	LDT1	0.10	0.09
tblVehicleEF	LDT1	0.03	0.03
tblVehicleEF	LDT1	0.15	0.60
tblVehicleEF	LDT1	0.15	0.29
tblVehicleEF	LDT1	3.1170e-003	2.9870e-003
tblVehicleEF	LDT1	6.9600e-004	5.9000e-004
tblVehicleEF	LDT1	0.12	0.11
tblVehicleEF	LDT1	0.24	0.17
tblVehicleEF	LDT1	0.10	0.09
tblVehicleEF	LDT1	0.04	0.04
tblVehicleEF	LDT1	0.15	0.60
tblVehicleEF	LDT1	0.16	0.31
tblVehicleEF	LDT1	0.01	6.2920e-003
tblVehicleEF	LDT1	9.8640e-003	0.05
tblVehicleEF	LDT1	1.38	1.28
tblVehicleEF	LDT1	1.92	1.80
tblVehicleEF	LDT1	325.67	319.70
tblVehicleEF	LDT1	65.72	60.24
tblVehicleEF	LDT1	0.10	0.08
tblVehicleEF	LDT1	0.12	0.20
tblVehicleEF	LDT1	2.8790e-003	2.3500e-003
tblVehicleEF	LDT1	3.1270e-003	2.2900e-003

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tblVehicleEF	LDT1	2.6500e-003	2.1620e-003
tblVehicleEF	LDT1	2.8760e-003	2.1050e-003
tblVehicleEF	LDT1	0.19	0.16
tblVehicleEF	LDT1	0.25	0.18
tblVehicleEF	LDT1	0.14	0.13
tblVehicleEF	LDT1	0.03	0.03
tblVehicleEF	LDT1	0.15	0.55
tblVehicleEF	LDT1	0.13	0.25
tblVehicleEF	LDT1	3.2730e-003	3.1000e-003
tblVehicleEF	LDT1	6.9100e-004	5.8400e-004
tblVehicleEF	LDT1	0.19	0.16
tblVehicleEF	LDT1	0.25	0.18
tblVehicleEF	LDT1	0.14	0.13
tblVehicleEF	LDT1	0.04	0.04
tblVehicleEF	LDT1	0.15	0.55
tblVehicleEF	LDT1	0.15	0.28
tblVehicleEF	LDT1	0.01	5.8250e-003
tblVehicleEF	LDT1	0.01	0.06
tblVehicleEF	LDT1	1.21	1.14
tblVehicleEF	LDT1	2.32	2.18
tblVehicleEF	LDT1	304.96	303.81
tblVehicleEF	LDT1	65.72	60.99
tblVehicleEF	LDT1	0.11	0.09
tblVehicleEF	LDT1	0.13	0.22
tblVehicleEF	LDT1	2.8790e-003	2.3500e-003
tblVehicleEF	LDT1	3.1270e-003	2.2900e-003
tblVehicleEF	LDT1	2.6500e-003	2.1620e-003

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tblVehicleEF	LDT1	2.8760e-003	2.1050e-003
tblVehicleEF	LDT1	0.12	0.11
tblVehicleEF	LDT1	0.26	0.19
tblVehicleEF	LDT1	0.09	0.09
tblVehicleEF	LDT1	0.03	0.03
tblVehicleEF	LDT1	0.18	0.71
tblVehicleEF	LDT1	0.15	0.29
tblVehicleEF	LDT1	3.0640e-003	2.9450e-003
tblVehicleEF	LDT1	6.9700e-004	5.9100e-004
tblVehicleEF	LDT1	0.12	0.11
tblVehicleEF	LDT1	0.26	0.19
tblVehicleEF	LDT1	0.09	0.09
tblVehicleEF	LDT1	0.04	0.04
tblVehicleEF	LDT1	0.18	0.71
tblVehicleEF	LDT1	0.17	0.32
tblVehicleEF	LDT2	5.5430e-003	4.0130e-003
tblVehicleEF	LDT2	5.0880e-003	0.06
tblVehicleEF	LDT2	0.72	0.88
tblVehicleEF	LDT2	1.15	2.47
tblVehicleEF	LDT2	344.86	324.47
tblVehicleEF	LDT2	73.12	64.52
tblVehicleEF	LDT2	0.06	0.07
tblVehicleEF	LDT2	0.08	0.23
tblVehicleEF	LDT2	2.0170e-003	1.7730e-003
tblVehicleEF	LDT2	2.3800e-003	1.7550e-003
tblVehicleEF	LDT2	1.8550e-003	1.6320e-003
tblVehicleEF	LDT2	2.1880e-003	1.6130e-003

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tblVehicleEF	LDT2	0.04	0.07
tblVehicleEF	LDT2	0.09	0.11
tblVehicleEF	LDT2	0.04	0.07
tblVehicleEF	LDT2	0.01	0.02
tblVehicleEF	LDT2	0.06	0.38
tblVehicleEF	LDT2	0.07	0.26
tblVehicleEF	LDT2	3.4540e-003	3.1450e-003
tblVehicleEF	LDT2	7.5000e-004	6.2600e-004
tblVehicleEF	LDT2	0.04	0.07
tblVehicleEF	LDT2	0.09	0.11
tblVehicleEF	LDT2	0.04	0.07
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.06	0.38
tblVehicleEF	LDT2	0.08	0.29
tblVehicleEF	LDT2	5.9380e-003	4.2740e-003
tblVehicleEF	LDT2	4.5160e-003	0.05
tblVehicleEF	LDT2	0.80	0.96
tblVehicleEF	LDT2	0.99	2.10
tblVehicleEF	LDT2	362.72	335.60
tblVehicleEF	LDT2	73.12	63.85
tblVehicleEF	LDT2	0.06	0.06
tblVehicleEF	LDT2	0.08	0.21
tblVehicleEF	LDT2	2.0170e-003	1.7730e-003
tblVehicleEF	LDT2	2.3800e-003	1.7550e-003
tblVehicleEF	LDT2	1.8550e-003	1.6320e-003
tblVehicleEF	LDT2	2.1880e-003	1.6130e-003
tblVehicleEF	LDT2	0.07	0.10

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tblVehicleEF	LDT2	0.10	0.11
tblVehicleEF	LDT2	0.06	0.09
tblVehicleEF	LDT2	0.01	0.02
tblVehicleEF	LDT2	0.05	0.35
tblVehicleEF	LDT2	0.06	0.23
tblVehicleEF	LDT2	3.6340e-003	3.2530e-003
tblVehicleEF	LDT2	7.4700e-004	6.1900e-004
tblVehicleEF	LDT2	0.07	0.10
tblVehicleEF	LDT2	0.10	0.11
tblVehicleEF	LDT2	0.06	0.09
tblVehicleEF	LDT2	0.02	0.03
tblVehicleEF	LDT2	0.05	0.35
tblVehicleEF	LDT2	0.07	0.26
tblVehicleEF	LDT2	5.4230e-003	3.9310e-003
tblVehicleEF	LDT2	5.2070e-003	0.06
tblVehicleEF	LDT2	0.69	0.85
tblVehicleEF	LDT2	1.18	2.55
tblVehicleEF	LDT2	338.93	320.35
tblVehicleEF	LDT2	73.12	64.68
tblVehicleEF	LDT2	0.06	0.06
tblVehicleEF	LDT2	0.08	0.24
tblVehicleEF	LDT2	2.0170e-003	1.7730e-003
tblVehicleEF	LDT2	2.3800e-003	1.7550e-003
tblVehicleEF	LDT2	1.8550e-003	1.6320e-003
tblVehicleEF	LDT2	2.1880e-003	1.6130e-003
tblVehicleEF	LDT2	0.04	0.06
tblVehicleEF	LDT2	0.10	0.12

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tblVehicleEF	LDT2	0.04	0.07
tblVehicleEF	LDT2	0.01	0.02
tblVehicleEF	LDT2	0.07	0.44
tblVehicleEF	LDT2	0.07	0.27
tblVehicleEF	LDT2	3.3940e-003	3.1050e-003
tblVehicleEF	LDT2	7.5100e-004	6.2700e-004
tblVehicleEF	LDT2	0.04	0.06
tblVehicleEF	LDT2	0.10	0.12
tblVehicleEF	LDT2	0.04	0.07
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.07	0.44
tblVehicleEF	LDT2	0.08	0.29
tblVehicleEF	LHD1	4.9470e-003	5.1330e-003
tblVehicleEF	LHD1	8.6670e-003	4.4580e-003
tblVehicleEF	LHD1	0.02	0.01
tblVehicleEF	LHD1	0.14	0.19
tblVehicleEF	LHD1	0.66	0.50
tblVehicleEF	LHD1	2.24	1.03
tblVehicleEF	LHD1	9.02	8.74
tblVehicleEF	LHD1	588.59	641.01
tblVehicleEF	LHD1	30.53	11.65
tblVehicleEF	LHD1	0.07	0.05
tblVehicleEF	LHD1	0.99	0.48
tblVehicleEF	LHD1	0.89	0.30
tblVehicleEF	LHD1	8.6500e-004	8.1500e-004
tblVehicleEF	LHD1	0.01	9.7830e-003
tblVehicleEF	LHD1	9.4630e-003	5.7480e-003

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tblVehicleEF	LHD1	8.3900e-004	2.5400e-004
tblVehicleEF	LHD1	8.2800e-004	7.8000e-004
tblVehicleEF	LHD1	2.5560e-003	2.4460e-003
tblVehicleEF	LHD1	9.0310e-003	5.4720e-003
tblVehicleEF	LHD1	7.7100e-004	2.3300e-004
tblVehicleEF	LHD1	2.8770e-003	2.1700e-003
tblVehicleEF	LHD1	0.09	0.07
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	1.7250e-003	1.3580e-003
tblVehicleEF	LHD1	0.06	0.04
tblVehicleEF	LHD1	0.29	0.48
tblVehicleEF	LHD1	0.22	0.07
tblVehicleEF	LHD1	9.0000e-005	8.5000e-005
tblVehicleEF	LHD1	5.7680e-003	6.2540e-003
tblVehicleEF	LHD1	3.4700e-004	1.1500e-004
tblVehicleEF	LHD1	2.8770e-003	2.1700e-003
tblVehicleEF	LHD1	0.09	0.07
tblVehicleEF	LHD1	0.02	0.03
tblVehicleEF	LHD1	1.7250e-003	1.3580e-003
tblVehicleEF	LHD1	0.07	0.05
tblVehicleEF	LHD1	0.29	0.48
tblVehicleEF	LHD1	0.24	0.07
tblVehicleEF	LHD1	4.9470e-003	5.1440e-003
tblVehicleEF	LHD1	8.8390e-003	4.5390e-003
tblVehicleEF	LHD1	0.02	0.01
tblVehicleEF	LHD1	0.14	0.19
tblVehicleEF	LHD1	0.67	0.51

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tblVehicleEF	LHD1	2.14	0.99
tblVehicleEF	LHD1	9.02	8.74
tblVehicleEF	LHD1	588.59	641.02
tblVehicleEF	LHD1	30.53	11.57
tblVehicleEF	LHD1	0.07	0.05
tblVehicleEF	LHD1	0.93	0.45
tblVehicleEF	LHD1	0.85	0.28
tblVehicleEF	LHD1	8.6500e-004	8.1500e-004
tblVehicleEF	LHD1	0.01	9.7830e-003
tblVehicleEF	LHD1	9.4630e-003	5.7480e-003
tblVehicleEF	LHD1	8.3900e-004	2.5400e-004
tblVehicleEF	LHD1	8.2800e-004	7.8000e-004
tblVehicleEF	LHD1	2.5560e-003	2.4460e-003
tblVehicleEF	LHD1	9.0310e-003	5.4720e-003
tblVehicleEF	LHD1	7.7100e-004	2.3300e-004
tblVehicleEF	LHD1	4.4820e-003	3.1860e-003
tblVehicleEF	LHD1	0.10	0.07
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	2.5750e-003	1.8620e-003
tblVehicleEF	LHD1	0.06	0.04
tblVehicleEF	LHD1	0.28	0.47
tblVehicleEF	LHD1	0.21	0.06
tblVehicleEF	LHD1	9.0000e-005	8.5000e-005
tblVehicleEF	LHD1	5.7680e-003	6.2550e-003
tblVehicleEF	LHD1	3.4500e-004	1.1500e-004
tblVehicleEF	LHD1	4.4820e-003	3.1860e-003
tblVehicleEF	LHD1	0.10	0.07

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tblVehicleEF	LHD1	0.02	0.03
tblVehicleEF	LHD1	2.5750e-003	1.8620e-003
tblVehicleEF	LHD1	0.07	0.05
tblVehicleEF	LHD1	0.28	0.47
tblVehicleEF	LHD1	0.23	0.07
tblVehicleEF	LHD1	4.9470e-003	5.1310e-003
tblVehicleEF	LHD1	8.6290e-003	4.4360e-003
tblVehicleEF	LHD1	0.02	0.01
tblVehicleEF	LHD1	0.14	0.19
tblVehicleEF	LHD1	0.66	0.50
tblVehicleEF	LHD1	2.25	1.04
tblVehicleEF	LHD1	9.02	8.74
tblVehicleEF	LHD1	588.59	641.00
tblVehicleEF	LHD1	30.53	11.67
tblVehicleEF	LHD1	0.07	0.05
tblVehicleEF	LHD1	0.97	0.47
tblVehicleEF	LHD1	0.90	0.30
tblVehicleEF	LHD1	8.6500e-004	8.1500e-004
tblVehicleEF	LHD1	0.01	9.7830e-003
tblVehicleEF	LHD1	9.4630e-003	5.7480e-003
tblVehicleEF	LHD1	8.3900e-004	2.5400e-004
tblVehicleEF	LHD1	8.2800e-004	7.8000e-004
tblVehicleEF	LHD1	2.5560e-003	2.4460e-003
tblVehicleEF	LHD1	9.0310e-003	5.4720e-003
tblVehicleEF	LHD1	7.7100e-004	2.3300e-004
tblVehicleEF	LHD1	2.8880e-003	2.2620e-003
tblVehicleEF	LHD1	0.11	0.08

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tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	1.6860e-003	1.3350e-003
tblVehicleEF	LHD1	0.06	0.04
tblVehicleEF	LHD1	0.31	0.52
tblVehicleEF	LHD1	0.22	0.07
tblVehicleEF	LHD1	9.0000e-005	8.5000e-005
tblVehicleEF	LHD1	5.7670e-003	6.2540e-003
tblVehicleEF	LHD1	3.4700e-004	1.1500e-004
tblVehicleEF	LHD1	2.8880e-003	2.2620e-003
tblVehicleEF	LHD1	0.11	0.08
tblVehicleEF	LHD1	0.02	0.03
tblVehicleEF	LHD1	1.6860e-003	1.3350e-003
tblVehicleEF	LHD1	0.07	0.05
tblVehicleEF	LHD1	0.31	0.52
tblVehicleEF	LHD1	0.24	0.07
tblVehicleEF	LHD2	3.4800e-003	3.5560e-003
tblVehicleEF	LHD2	3.3370e-003	3.2460e-003
tblVehicleEF	LHD2	6.5210e-003	9.1980e-003
tblVehicleEF	LHD2	0.12	0.15
tblVehicleEF	LHD2	0.29	0.35
tblVehicleEF	LHD2	1.13	0.68
tblVehicleEF	LHD2	13.69	13.29
tblVehicleEF	LHD2	603.39	642.03
tblVehicleEF	LHD2	25.70	8.82
tblVehicleEF	LHD2	0.09	0.08
tblVehicleEF	LHD2	0.58	0.62
tblVehicleEF	LHD2	0.46	0.20

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tblVehicleEF	LHD2	1.1460e-003	1.3050e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	8.5600e-003	9.4980e-003
tblVehicleEF	LHD2	4.0500e-004	1.4300e-004
tblVehicleEF	LHD2	1.0960e-003	1.2490e-003
tblVehicleEF	LHD2	2.6750e-003	2.6530e-003
tblVehicleEF	LHD2	8.1770e-003	9.0710e-003
tblVehicleEF	LHD2	3.7200e-004	1.3200e-004
tblVehicleEF	LHD2	9.9200e-004	1.3070e-003
tblVehicleEF	LHD2	0.03	0.05
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	6.5300e-004	8.4500e-004
tblVehicleEF	LHD2	0.04	0.04
tblVehicleEF	LHD2	0.07	0.28
tblVehicleEF	LHD2	0.09	0.04
tblVehicleEF	LHD2	1.3400e-004	1.2700e-004
tblVehicleEF	LHD2	5.8730e-003	6.2090e-003
tblVehicleEF	LHD2	2.7700e-004	8.7000e-005
tblVehicleEF	LHD2	9.9200e-004	1.3070e-003
tblVehicleEF	LHD2	0.03	0.05
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	6.5300e-004	8.4500e-004
tblVehicleEF	LHD2	0.05	0.05
tblVehicleEF	LHD2	0.07	0.28
tblVehicleEF	LHD2	0.10	0.05
tblVehicleEF	LHD2	3.4800e-003	3.5630e-003
tblVehicleEF	LHD2	3.3730e-003	3.2790e-003

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tblVehicleEF	LHD2	6.3110e-003	8.8870e-003
tblVehicleEF	LHD2	0.12	0.15
tblVehicleEF	LHD2	0.29	0.35
tblVehicleEF	LHD2	1.09	0.65
tblVehicleEF	LHD2	13.69	13.29
tblVehicleEF	LHD2	603.39	642.03
tblVehicleEF	LHD2	25.70	8.77
tblVehicleEF	LHD2	0.09	0.08
tblVehicleEF	LHD2	0.54	0.58
tblVehicleEF	LHD2	0.45	0.19
tblVehicleEF	LHD2	1.1460e-003	1.3050e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	8.5600e-003	9.4980e-003
tblVehicleEF	LHD2	4.0500e-004	1.4300e-004
tblVehicleEF	LHD2	1.0960e-003	1.2490e-003
tblVehicleEF	LHD2	2.6750e-003	2.6530e-003
tblVehicleEF	LHD2	8.1770e-003	9.0710e-003
tblVehicleEF	LHD2	3.7200e-004	1.3200e-004
tblVehicleEF	LHD2	1.5430e-003	1.9230e-003
tblVehicleEF	LHD2	0.03	0.05
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	9.6300e-004	1.1640e-003
tblVehicleEF	LHD2	0.04	0.04
tblVehicleEF	LHD2	0.07	0.27
tblVehicleEF	LHD2	0.09	0.04
tblVehicleEF	LHD2	1.3400e-004	1.2700e-004
tblVehicleEF	LHD2	5.8730e-003	6.2090e-003

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tblVehicleEF	LHD2	2.7600e-004	8.7000e-005
tblVehicleEF	LHD2	1.5430e-003	1.9230e-003
tblVehicleEF	LHD2	0.03	0.05
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	9.6300e-004	1.1640e-003
tblVehicleEF	LHD2	0.05	0.05
tblVehicleEF	LHD2	0.07	0.27
tblVehicleEF	LHD2	0.09	0.05
tblVehicleEF	LHD2	3.4800e-003	3.5540e-003
tblVehicleEF	LHD2	3.3280e-003	3.2380e-003
tblVehicleEF	LHD2	6.5580e-003	9.2660e-003
tblVehicleEF	LHD2	0.12	0.15
tblVehicleEF	LHD2	0.29	0.35
tblVehicleEF	LHD2	1.14	0.68
tblVehicleEF	LHD2	13.69	13.29
tblVehicleEF	LHD2	603.39	642.02
tblVehicleEF	LHD2	25.70	8.83
tblVehicleEF	LHD2	0.09	0.08
tblVehicleEF	LHD2	0.57	0.61
tblVehicleEF	LHD2	0.46	0.21
tblVehicleEF	LHD2	1.1460e-003	1.3050e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	8.5600e-003	9.4980e-003
tblVehicleEF	LHD2	4.0500e-004	1.4300e-004
tblVehicleEF	LHD2	1.0960e-003	1.2490e-003
tblVehicleEF	LHD2	2.6750e-003	2.6530e-003
tblVehicleEF	LHD2	8.1770e-003	9.0710e-003

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tblVehicleEF	LHD2	3.7200e-004	1.3200e-004
tblVehicleEF	LHD2	9.5400e-004	1.3330e-003
tblVehicleEF	LHD2	0.03	0.05
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	6.2500e-004	8.1700e-004
tblVehicleEF	LHD2	0.04	0.04
tblVehicleEF	LHD2	0.07	0.31
tblVehicleEF	LHD2	0.09	0.05
tblVehicleEF	LHD2	1.3400e-004	1.2700e-004
tblVehicleEF	LHD2	5.8730e-003	6.2090e-003
tblVehicleEF	LHD2	2.7700e-004	8.7000e-005
tblVehicleEF	LHD2	9.5400e-004	1.3330e-003
tblVehicleEF	LHD2	0.03	0.05
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	6.2500e-004	8.1700e-004
tblVehicleEF	LHD2	0.05	0.05
tblVehicleEF	LHD2	0.07	0.31
tblVehicleEF	LHD2	0.10	0.05
tblVehicleEF	MCY	0.52	0.38
tblVehicleEF	MCY	0.15	0.23
tblVehicleEF	MCY	18.43	18.74
tblVehicleEF	MCY	9.68	8.57
tblVehicleEF	MCY	184.66	224.78
tblVehicleEF	MCY	44.08	58.90
tblVehicleEF	MCY	1.13	1.13
tblVehicleEF	MCY	0.31	0.26
tblVehicleEF	MCY	2.3730e-003	2.5430e-003

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tblVehicleEF	MCY	3.4400e-003	3.0380e-003
tblVehicleEF	MCY	2.2150e-003	2.3740e-003
tblVehicleEF	MCY	3.2290e-003	2.8510e-003
tblVehicleEF	MCY	1.17	1.07
tblVehicleEF	MCY	0.65	0.62
tblVehicleEF	MCY	0.69	0.65
tblVehicleEF	MCY	2.47	2.61
tblVehicleEF	MCY	0.57	1.80
tblVehicleEF	MCY	2.03	1.79
tblVehicleEF	MCY	2.2230e-003	2.2240e-003
tblVehicleEF	MCY	6.5900e-004	5.8300e-004
tblVehicleEF	MCY	1.17	1.07
tblVehicleEF	MCY	0.65	0.62
tblVehicleEF	MCY	0.69	0.65
tblVehicleEF	MCY	3.08	3.26
tblVehicleEF	MCY	0.57	1.80
tblVehicleEF	MCY	2.21	1.95
tblVehicleEF	MCY	0.51	0.38
tblVehicleEF	MCY	0.13	0.21
tblVehicleEF	MCY	17.99	18.05
tblVehicleEF	MCY	8.88	7.79
tblVehicleEF	MCY	184.66	223.47
tblVehicleEF	MCY	44.08	57.01
tblVehicleEF	MCY	0.98	0.99
tblVehicleEF	MCY	0.29	0.25
tblVehicleEF	MCY	2.3730e-003	2.5430e-003
tblVehicleEF	MCY	3.4400e-003	3.0380e-003

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tblVehicleEF	MCY	2.2150e-003	2.3740e-003
tblVehicleEF	MCY	3.2290e-003	2.8510e-003
tblVehicleEF	MCY	1.96	1.70
tblVehicleEF	MCY	0.77	0.68
tblVehicleEF	MCY	1.22	1.04
tblVehicleEF	MCY	2.42	2.56
tblVehicleEF	MCY	0.54	1.68
tblVehicleEF	MCY	1.81	1.60
tblVehicleEF	MCY	2.2140e-003	2.2110e-003
tblVehicleEF	MCY	6.3900e-004	5.6400e-004
tblVehicleEF	MCY	1.96	1.70
tblVehicleEF	MCY	0.77	0.68
tblVehicleEF	MCY	1.22	1.04
tblVehicleEF	MCY	3.02	3.19
tblVehicleEF	MCY	0.54	1.68
tblVehicleEF	MCY	1.98	1.74
tblVehicleEF	MCY	0.52	0.38
tblVehicleEF	MCY	0.15	0.24
tblVehicleEF	MCY	18.45	18.88
tblVehicleEF	MCY	9.79	8.72
tblVehicleEF	MCY	184.66	225.05
tblVehicleEF	MCY	44.08	59.29
tblVehicleEF	MCY	1.10	1.11
tblVehicleEF	MCY	0.31	0.27
tblVehicleEF	MCY	2.3730e-003	2.5430e-003
tblVehicleEF	MCY	3.4400e-003	3.0380e-003
tblVehicleEF	MCY	2.2150e-003	2.3740e-003

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tblVehicleEF	MCY	3.2290e-003	2.8510e-003
tblVehicleEF	MCY	1.25	1.16
tblVehicleEF	MCY	0.83	0.80
tblVehicleEF	MCY	0.65	0.62
tblVehicleEF	MCY	2.48	2.63
tblVehicleEF	MCY	0.66	2.08
tblVehicleEF	MCY	2.06	1.84
tblVehicleEF	MCY	2.2230e-003	2.2270e-003
tblVehicleEF	MCY	6.6100e-004	5.8700e-004
tblVehicleEF	MCY	1.25	1.16
tblVehicleEF	MCY	0.83	0.80
tblVehicleEF	MCY	0.65	0.62
tblVehicleEF	MCY	3.09	3.28
tblVehicleEF	MCY	0.66	2.08
tblVehicleEF	MCY	2.24	2.00
tblVehicleEF	MDV	9.9650e-003	4.9820e-003
tblVehicleEF	MDV	0.01	0.07
tblVehicleEF	MDV	1.07	0.98
tblVehicleEF	MDV	2.07	2.75
tblVehicleEF	MDV	469.02	398.81
tblVehicleEF	MDV	98.01	78.26
tblVehicleEF	MDV	0.11	0.08
tblVehicleEF	MDV	0.18	0.28
tblVehicleEF	MDV	2.0810e-003	1.8650e-003
tblVehicleEF	MDV	2.3810e-003	1.8220e-003
tblVehicleEF	MDV	1.9170e-003	1.7190e-003
tblVehicleEF	MDV	2.1900e-003	1.6760e-003

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tblVehicleEF	MDV	0.07	0.08
tblVehicleEF	MDV	0.15	0.13
tblVehicleEF	MDV	0.07	0.08
tblVehicleEF	MDV	0.02	0.02
tblVehicleEF	MDV	0.09	0.39
tblVehicleEF	MDV	0.15	0.32
tblVehicleEF	MDV	4.6950e-003	3.8640e-003
tblVehicleEF	MDV	1.0160e-003	7.5900e-004
tblVehicleEF	MDV	0.07	0.08
tblVehicleEF	MDV	0.15	0.13
tblVehicleEF	MDV	0.07	0.08
tblVehicleEF	MDV	0.04	0.03
tblVehicleEF	MDV	0.09	0.39
tblVehicleEF	MDV	0.17	0.35
tblVehicleEF	MDV	0.01	5.2990e-003
tblVehicleEF	MDV	9.9740e-003	0.06
tblVehicleEF	MDV	1.20	1.07
tblVehicleEF	MDV	1.78	2.34
tblVehicleEF	MDV	493.01	410.36
tblVehicleEF	MDV	98.01	77.49
tblVehicleEF	MDV	0.10	0.07
tblVehicleEF	MDV	0.17	0.26
tblVehicleEF	MDV	2.0810e-003	1.8650e-003
tblVehicleEF	MDV	2.3810e-003	1.8220e-003
tblVehicleEF	MDV	1.9170e-003	1.7190e-003
tblVehicleEF	MDV	2.1900e-003	1.6760e-003
tblVehicleEF	MDV	0.11	0.12

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tblVehicleEF	MDV	0.16	0.13
tblVehicleEF	MDV	0.10	0.11
tblVehicleEF	MDV	0.03	0.02
tblVehicleEF	MDV	0.08	0.37
tblVehicleEF	MDV	0.13	0.29
tblVehicleEF	MDV	4.9370e-003	3.9760e-003
tblVehicleEF	MDV	1.0110e-003	7.5100e-004
tblVehicleEF	MDV	0.11	0.12
tblVehicleEF	MDV	0.16	0.13
tblVehicleEF	MDV	0.10	0.11
tblVehicleEF	MDV	0.04	0.03
tblVehicleEF	MDV	0.08	0.37
tblVehicleEF	MDV	0.15	0.31
tblVehicleEF	MDV	9.7490e-003	4.8810e-003
tblVehicleEF	MDV	0.01	0.07
tblVehicleEF	MDV	1.03	0.95
tblVehicleEF	MDV	2.13	2.85
tblVehicleEF	MDV	461.13	394.54
tblVehicleEF	MDV	98.01	78.44
tblVehicleEF	MDV	0.11	0.08
tblVehicleEF	MDV	0.18	0.28
tblVehicleEF	MDV	2.0810e-003	1.8650e-003
tblVehicleEF	MDV	2.3810e-003	1.8220e-003
tblVehicleEF	MDV	1.9170e-003	1.7190e-003
tblVehicleEF	MDV	2.1900e-003	1.6760e-003
tblVehicleEF	MDV	0.06	0.07
tblVehicleEF	MDV	0.16	0.13

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tblVehicleEF	MDV	0.07	0.08
tblVehicleEF	MDV	0.02	0.02
tblVehicleEF	MDV	0.10	0.46
tblVehicleEF	MDV	0.16	0.33
tblVehicleEF	MDV	4.6160e-003	3.8230e-003
tblVehicleEF	MDV	1.0170e-003	7.6000e-004
tblVehicleEF	MDV	0.06	0.07
tblVehicleEF	MDV	0.16	0.13
tblVehicleEF	MDV	0.07	0.08
tblVehicleEF	MDV	0.04	0.03
tblVehicleEF	MDV	0.10	0.46
tblVehicleEF	MDV	0.17	0.36
tblVehicleEF	MH	0.02	2.9410e-003
tblVehicleEF	MH	0.02	0.00
tblVehicleEF	MH	1.45	0.24
tblVehicleEF	MH	4.77	0.00
tblVehicleEF	MH	1,101.62	940.74
tblVehicleEF	MH	58.33	0.00
tblVehicleEF	MH	1.06	3.15
tblVehicleEF	MH	0.71	0.00
tblVehicleEF	MH	0.01	0.02
tblVehicleEF	MH	0.02	0.06
tblVehicleEF	MH	9.5800e-004	0.00
tblVehicleEF	MH	3.2210e-003	4.0000e-003
tblVehicleEF	MH	0.02	0.06
tblVehicleEF	MH	8.8100e-004	0.00
tblVehicleEF	MH	0.87	0.00

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tblVehicleEF	MH	0.06	0.00
tblVehicleEF	MH	0.36	0.00
tblVehicleEF	MH	0.06	0.06
tblVehicleEF	MH	0.02	0.00
tblVehicleEF	MH	0.28	0.00
tblVehicleEF	MH	0.01	8.8930e-003
tblVehicleEF	MH	6.6600e-004	0.00
tblVehicleEF	MH	0.87	0.00
tblVehicleEF	MH	0.06	0.00
tblVehicleEF	MH	0.36	0.00
tblVehicleEF	MH	0.08	0.07
tblVehicleEF	MH	0.02	0.00
tblVehicleEF	MH	0.30	0.00
tblVehicleEF	MH	0.02	2.9410e-003
tblVehicleEF	MH	0.02	0.00
tblVehicleEF	MH	1.49	0.24
tblVehicleEF	MH	4.49	0.00
tblVehicleEF	MH	1,101.62	940.74
tblVehicleEF	MH	58.33	0.00
tblVehicleEF	MH	0.98	2.98
tblVehicleEF	MH	0.68	0.00
tblVehicleEF	MH	0.01	0.02
tblVehicleEF	MH	0.02	0.06
tblVehicleEF	MH	9.5800e-004	0.00
tblVehicleEF	MH	3.2210e-003	4.0000e-003
tblVehicleEF	MH	0.02	0.06
tblVehicleEF	MH	8.8100e-004	0.00

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tblVehicleEF	MH	1.34	0.00
tblVehicleEF	MH	0.06	0.00
tblVehicleEF	MH	0.55	0.00
tblVehicleEF	MH	0.06	0.06
tblVehicleEF	MH	0.02	0.00
tblVehicleEF	MH	0.27	0.00
tblVehicleEF	MH	0.01	8.8930e-003
tblVehicleEF	MH	6.6100e-004	0.00
tblVehicleEF	MH	1.34	0.00
tblVehicleEF	MH	0.06	0.00
tblVehicleEF	MH	0.55	0.00
tblVehicleEF	MH	0.09	0.07
tblVehicleEF	MH	0.02	0.00
tblVehicleEF	MH	0.29	0.00
tblVehicleEF	MH	0.02	2.9410e-003
tblVehicleEF	MH	0.02	0.00
tblVehicleEF	MH	1.44	0.24
tblVehicleEF	MH	4.81	0.00
tblVehicleEF	MH	1,101.62	940.74
tblVehicleEF	MH	58.33	0.00
tblVehicleEF	MH	1.04	3.09
tblVehicleEF	MH	0.72	0.00
tblVehicleEF	MH	0.01	0.02
tblVehicleEF	MH	0.02	0.06
tblVehicleEF	MH	9.5800e-004	0.00
tblVehicleEF	MH	3.2210e-003	4.0000e-003
tblVehicleEF	MH	0.02	0.06

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tblVehicleEF	MH	8.8100e-004	0.00
tblVehicleEF	MH	0.94	0.00
tblVehicleEF	MH	0.07	0.00
tblVehicleEF	MH	0.36	0.00
tblVehicleEF	MH	0.06	0.06
tblVehicleEF	MH	0.02	0.00
tblVehicleEF	MH	0.28	0.00
tblVehicleEF	MH	0.01	8.8930e-003
tblVehicleEF	MH	6.6700e-004	0.00
tblVehicleEF	MH	0.94	0.00
tblVehicleEF	MH	0.07	0.00
tblVehicleEF	MH	0.36	0.00
tblVehicleEF	MH	0.08	0.07
tblVehicleEF	MH	0.02	0.00
tblVehicleEF	MH	0.31	0.00
tblVehicleEF	MHD	0.02	4.3420e-003
tblVehicleEF	MHD	3.0460e-003	1.7990e-003
tblVehicleEF	MHD	0.04	0.01
tblVehicleEF	MHD	0.33	0.40
tblVehicleEF	MHD	0.26	0.24
tblVehicleEF	MHD	4.83	1.27
tblVehicleEF	MHD	140.32	63.61
tblVehicleEF	MHD	1,125.35	1,014.00
tblVehicleEF	MHD	57.93	11.48
tblVehicleEF	MHD	0.37	0.34
tblVehicleEF	MHD	0.70	1.09
tblVehicleEF	MHD	10.75	1.60

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tblVehicleEF	MHD	9.0000e-005	2.8200e-004
tblVehicleEF	MHD	2.8360e-003	6.1500e-003
tblVehicleEF	MHD	7.3800e-004	1.2800e-004
tblVehicleEF	MHD	8.6000e-005	2.7000e-004
tblVehicleEF	MHD	2.7090e-003	5.8770e-003
tblVehicleEF	MHD	6.7800e-004	1.1700e-004
tblVehicleEF	MHD	1.0090e-003	5.6700e-004
tblVehicleEF	MHD	0.04	0.02
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	6.5700e-004	3.8100e-004
tblVehicleEF	MHD	0.03	0.01
tblVehicleEF	MHD	0.02	0.13
tblVehicleEF	MHD	0.30	0.06
tblVehicleEF	MHD	1.3500e-003	6.0500e-004
tblVehicleEF	MHD	0.01	9.6930e-003
tblVehicleEF	MHD	6.6400e-004	1.1400e-004
tblVehicleEF	MHD	1.0090e-003	5.6700e-004
tblVehicleEF	MHD	0.04	0.02
tblVehicleEF	MHD	0.03	0.03
tblVehicleEF	MHD	6.5700e-004	3.8100e-004
tblVehicleEF	MHD	0.04	0.02
tblVehicleEF	MHD	0.02	0.13
tblVehicleEF	MHD	0.33	0.07
tblVehicleEF	MHD	0.01	4.1210e-003
tblVehicleEF	MHD	3.0830e-003	1.8350e-003
tblVehicleEF	MHD	0.04	0.01
tblVehicleEF	MHD	0.24	0.33

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tblVehicleEF	MHD	0.26	0.24
tblVehicleEF	MHD	4.60	1.21
tblVehicleEF	MHD	148.62	63.60
tblVehicleEF	MHD	1,125.35	1,014.01
tblVehicleEF	MHD	57.93	11.37
tblVehicleEF	MHD	0.38	0.33
tblVehicleEF	MHD	0.66	1.03
tblVehicleEF	MHD	10.72	1.59
tblVehicleEF	MHD	7.6000e-005	2.4000e-004
tblVehicleEF	MHD	2.8360e-003	6.1500e-003
tblVehicleEF	MHD	7.3800e-004	1.2800e-004
tblVehicleEF	MHD	7.3000e-005	2.3000e-004
tblVehicleEF	MHD	2.7090e-003	5.8770e-003
tblVehicleEF	MHD	6.7800e-004	1.1700e-004
tblVehicleEF	MHD	1.5740e-003	8.4100e-004
tblVehicleEF	MHD	0.04	0.02
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	9.7500e-004	5.3100e-004
tblVehicleEF	MHD	0.03	0.01
tblVehicleEF	MHD	0.02	0.12
tblVehicleEF	MHD	0.29	0.06
tblVehicleEF	MHD	1.4290e-003	6.0500e-004
tblVehicleEF	MHD	0.01	9.6940e-003
tblVehicleEF	MHD	6.6000e-004	1.1200e-004
tblVehicleEF	MHD	1.5740e-003	8.4100e-004
tblVehicleEF	MHD	0.04	0.02
tblVehicleEF	MHD	0.03	0.03

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tblVehicleEF	MHD	9.7500e-004	5.3100e-004
tblVehicleEF	MHD	0.04	0.02
tblVehicleEF	MHD	0.02	0.12
tblVehicleEF	MHD	0.31	0.06
tblVehicleEF	MHD	0.02	4.6590e-003
tblVehicleEF	MHD	3.0340e-003	1.7870e-003
tblVehicleEF	MHD	0.04	0.01
tblVehicleEF	MHD	0.46	0.49
tblVehicleEF	MHD	0.26	0.24
tblVehicleEF	MHD	4.88	1.28
tblVehicleEF	MHD	128.84	63.61
tblVehicleEF	MHD	1,125.35	1,014.00
tblVehicleEF	MHD	57.93	11.50
tblVehicleEF	MHD	0.35	0.35
tblVehicleEF	MHD	0.69	1.07
tblVehicleEF	MHD	10.76	1.60
tblVehicleEF	MHD	1.1000e-004	3.3900e-004
tblVehicleEF	MHD	2.8360e-003	6.1500e-003
tblVehicleEF	MHD	7.3800e-004	1.2800e-004
tblVehicleEF	MHD	1.0500e-004	3.2500e-004
tblVehicleEF	MHD	2.7090e-003	5.8770e-003
tblVehicleEF	MHD	6.7800e-004	1.1700e-004
tblVehicleEF	MHD	9.7000e-004	5.7600e-004
tblVehicleEF	MHD	0.04	0.03
tblVehicleEF	MHD	0.03	0.02
tblVehicleEF	MHD	6.2700e-004	3.7000e-004
tblVehicleEF	MHD	0.03	0.01

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tblVehicleEF	MHD	0.02	0.14
tblVehicleEF	MHD	0.30	0.06
tblVehicleEF	MHD	1.2420e-003	6.0400e-004
tblVehicleEF	MHD	0.01	9.6930e-003
tblVehicleEF	MHD	6.6500e-004	1.1400e-004
tblVehicleEF	MHD	9.7000e-004	5.7600e-004
tblVehicleEF	MHD	0.04	0.03
tblVehicleEF	MHD	0.04	0.03
tblVehicleEF	MHD	6.2700e-004	3.7000e-004
tblVehicleEF	MHD	0.04	0.02
tblVehicleEF	MHD	0.02	0.14
tblVehicleEF	MHD	0.33	0.07
tblVehicleEF	OBUS	0.01	8.2740e-003
tblVehicleEF	OBUS	5.4430e-003	4.4180e-003
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.25	0.62
tblVehicleEF	OBUS	0.40	0.55
tblVehicleEF	OBUS	4.97	2.26
tblVehicleEF	OBUS	92.73	91.17
tblVehicleEF	OBUS	1,224.67	1,333.80
tblVehicleEF	OBUS	68.08	18.57
tblVehicleEF	OBUS	0.19	0.36
tblVehicleEF	OBUS	0.65	1.19
tblVehicleEF	OBUS	2.31	0.85
tblVehicleEF	OBUS	1.8000e-005	1.2100e-004
tblVehicleEF	OBUS	2.6120e-003	7.3390e-003
tblVehicleEF	OBUS	8.6800e-004	2.0100e-004

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tblVehicleEF	OBUS	1.7000e-005	1.1600e-004
tblVehicleEF	OBUS	2.4820e-003	7.0070e-003
tblVehicleEF	OBUS	7.9800e-004	1.8500e-004
tblVehicleEF	OBUS	1.4730e-003	1.8280e-003
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.03	0.05
tblVehicleEF	OBUS	7.7700e-004	9.5200e-004
tblVehicleEF	OBUS	0.04	0.03
tblVehicleEF	OBUS	0.04	0.27
tblVehicleEF	OBUS	0.31	0.11
tblVehicleEF	OBUS	8.9700e-004	8.6700e-004
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	7.6800e-004	1.8400e-004
tblVehicleEF	OBUS	1.4730e-003	1.8280e-003
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.05	0.07
tblVehicleEF	OBUS	7.7700e-004	9.5200e-004
tblVehicleEF	OBUS	0.05	0.04
tblVehicleEF	OBUS	0.04	0.27
tblVehicleEF	OBUS	0.34	0.12
tblVehicleEF	OBUS	0.01	8.3630e-003
tblVehicleEF	OBUS	5.5370e-003	4.5130e-003
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.24	0.61
tblVehicleEF	OBUS	0.41	0.56
tblVehicleEF	OBUS	4.69	2.14
tblVehicleEF	OBUS	97.25	90.13

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tblVehicleEF	OBUS	1,224.67	1,333.81
tblVehicleEF	OBUS	68.08	18.36
tblVehicleEF	OBUS	0.20	0.34
tblVehicleEF	OBUS	0.61	1.11
tblVehicleEF	OBUS	2.28	0.84
tblVehicleEF	OBUS	1.5000e-005	1.0700e-004
tblVehicleEF	OBUS	2.6120e-003	7.3390e-003
tblVehicleEF	OBUS	8.6800e-004	2.0100e-004
tblVehicleEF	OBUS	1.4000e-005	1.0300e-004
tblVehicleEF	OBUS	2.4820e-003	7.0070e-003
tblVehicleEF	OBUS	7.9800e-004	1.8500e-004
tblVehicleEF	OBUS	2.2360e-003	2.6320e-003
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.03	0.05
tblVehicleEF	OBUS	1.1520e-003	1.3140e-003
tblVehicleEF	OBUS	0.04	0.03
tblVehicleEF	OBUS	0.04	0.26
tblVehicleEF	OBUS	0.30	0.10
tblVehicleEF	OBUS	9.4000e-004	8.5700e-004
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	7.6300e-004	1.8200e-004
tblVehicleEF	OBUS	2.2360e-003	2.6320e-003
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.04	0.07
tblVehicleEF	OBUS	1.1520e-003	1.3140e-003
tblVehicleEF	OBUS	0.05	0.04
tblVehicleEF	OBUS	0.04	0.26

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tblVehicleEF	OBUS	0.33	0.11
tblVehicleEF	OBUS	0.01	8.1710e-003
tblVehicleEF	OBUS	5.4190e-003	4.3900e-003
tblVehicleEF	OBUS	0.03	0.02
tblVehicleEF	OBUS	0.25	0.63
tblVehicleEF	OBUS	0.40	0.55
tblVehicleEF	OBUS	5.02	2.29
tblVehicleEF	OBUS	86.49	92.62
tblVehicleEF	OBUS	1,224.67	1,333.79
tblVehicleEF	OBUS	68.08	18.62
tblVehicleEF	OBUS	0.19	0.38
tblVehicleEF	OBUS	0.64	1.16
tblVehicleEF	OBUS	2.32	0.85
tblVehicleEF	OBUS	2.2000e-005	1.3900e-004
tblVehicleEF	OBUS	2.6120e-003	7.3390e-003
tblVehicleEF	OBUS	8.6800e-004	2.0100e-004
tblVehicleEF	OBUS	2.1000e-005	1.3300e-004
tblVehicleEF	OBUS	2.4820e-003	7.0070e-003
tblVehicleEF	OBUS	7.9800e-004	1.8500e-004
tblVehicleEF	OBUS	1.4560e-003	1.8910e-003
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.03	0.05
tblVehicleEF	OBUS	7.5300e-004	9.3100e-004
tblVehicleEF	OBUS	0.04	0.03
tblVehicleEF	OBUS	0.04	0.29
tblVehicleEF	OBUS	0.31	0.11
tblVehicleEF	OBUS	8.3700e-004	8.8100e-004

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tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	7.6900e-004	1.8400e-004
tblVehicleEF	OBUS	1.4560e-003	1.8910e-003
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.05	0.07
tblVehicleEF	OBUS	7.5300e-004	9.3100e-004
tblVehicleEF	OBUS	0.05	0.04
tblVehicleEF	OBUS	0.04	0.29
tblVehicleEF	OBUS	0.34	0.12
tblVehicleEF	SBUS	0.82	0.08
tblVehicleEF	SBUS	0.01	6.3240e-003
tblVehicleEF	SBUS	0.06	7.3230e-003
tblVehicleEF	SBUS	8.15	3.29
tblVehicleEF	SBUS	0.65	0.54
tblVehicleEF	SBUS	7.01	0.99
tblVehicleEF	SBUS	1,104.15	353.50
tblVehicleEF	SBUS	1,075.03	1,068.92
tblVehicleEF	SBUS	56.16	6.19
tblVehicleEF	SBUS	8.02	2.91
tblVehicleEF	SBUS	3.56	4.10
tblVehicleEF	SBUS	11.89	1.01
tblVehicleEF	SBUS	7.1800e-003	3.2480e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.02	0.02
tblVehicleEF	SBUS	8.2000e-004	6.6000e-005
tblVehicleEF	SBUS	6.8690e-003	3.1080e-003
tblVehicleEF	SBUS	2.6680e-003	2.6420e-003

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tblVehicleEF	SBUS	0.02	0.02
tblVehicleEF	SBUS	7.5400e-004	6.0000e-005
tblVehicleEF	SBUS	3.7320e-003	1.0860e-003
tblVehicleEF	SBUS	0.03	9.4900e-003
tblVehicleEF	SBUS	0.97	0.38
tblVehicleEF	SBUS	2.0050e-003	5.9900e-004
tblVehicleEF	SBUS	0.10	0.08
tblVehicleEF	SBUS	0.01	0.06
tblVehicleEF	SBUS	0.37	0.04
tblVehicleEF	SBUS	0.01	3.3780e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	6.8300e-004	6.1000e-005
tblVehicleEF	SBUS	3.7320e-003	1.0860e-003
tblVehicleEF	SBUS	0.03	9.4900e-003
tblVehicleEF	SBUS	1.40	0.55
tblVehicleEF	SBUS	2.0050e-003	5.9900e-004
tblVehicleEF	SBUS	0.12	0.10
tblVehicleEF	SBUS	0.01	0.06
tblVehicleEF	SBUS	0.41	0.05
tblVehicleEF	SBUS	0.82	0.08
tblVehicleEF	SBUS	0.01	6.3970e-003
tblVehicleEF	SBUS	0.05	6.5350e-003
tblVehicleEF	SBUS	8.04	3.26
tblVehicleEF	SBUS	0.66	0.55
tblVehicleEF	SBUS	5.58	0.81
tblVehicleEF	SBUS	1,153.29	359.94
tblVehicleEF	SBUS	1,075.03	1,068.93

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tblVehicleEF	SBUS	56.16	5.88
tblVehicleEF	SBUS	8.27	2.97
tblVehicleEF	SBUS	3.35	3.87
tblVehicleEF	SBUS	11.86	1.00
tblVehicleEF	SBUS	6.0520e-003	2.7460e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.02	0.02
tblVehicleEF	SBUS	8.2000e-004	6.6000e-005
tblVehicleEF	SBUS	5.7910e-003	2.6280e-003
tblVehicleEF	SBUS	2.6680e-003	2.6420e-003
tblVehicleEF	SBUS	0.02	0.02
tblVehicleEF	SBUS	7.5400e-004	6.0000e-005
tblVehicleEF	SBUS	5.8010e-003	1.5690e-003
tblVehicleEF	SBUS	0.03	9.6320e-003
tblVehicleEF	SBUS	0.97	0.38
tblVehicleEF	SBUS	3.0570e-003	8.2600e-004
tblVehicleEF	SBUS	0.10	0.08
tblVehicleEF	SBUS	0.01	0.05
tblVehicleEF	SBUS	0.33	0.04
tblVehicleEF	SBUS	0.01	3.4390e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	6.5900e-004	5.8000e-005
tblVehicleEF	SBUS	5.8010e-003	1.5690e-003
tblVehicleEF	SBUS	0.03	9.6320e-003
tblVehicleEF	SBUS	1.40	0.55
tblVehicleEF	SBUS	3.0570e-003	8.2600e-004
tblVehicleEF	SBUS	0.12	0.10

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tblVehicleEF	SBUS	0.01	0.05
tblVehicleEF	SBUS	0.36	0.04
tblVehicleEF	SBUS	0.83	0.08
tblVehicleEF	SBUS	0.01	6.3020e-003
tblVehicleEF	SBUS	0.06	7.5040e-003
tblVehicleEF	SBUS	8.28	3.34
tblVehicleEF	SBUS	0.65	0.54
tblVehicleEF	SBUS	7.26	1.03
tblVehicleEF	SBUS	1,036.29	344.60
tblVehicleEF	SBUS	1,075.03	1,068.92
tblVehicleEF	SBUS	56.16	6.25
tblVehicleEF	SBUS	7.67	2.84
tblVehicleEF	SBUS	3.50	4.03
tblVehicleEF	SBUS	11.90	1.01
tblVehicleEF	SBUS	8.7360e-003	3.9410e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.02	0.02
tblVehicleEF	SBUS	8.2000e-004	6.6000e-005
tblVehicleEF	SBUS	8.3580e-003	3.7710e-003
tblVehicleEF	SBUS	2.6680e-003	2.6420e-003
tblVehicleEF	SBUS	0.02	0.02
tblVehicleEF	SBUS	7.5400e-004	6.0000e-005
tblVehicleEF	SBUS	3.5530e-003	1.0830e-003
tblVehicleEF	SBUS	0.03	9.8620e-003
tblVehicleEF	SBUS	0.97	0.38
tblVehicleEF	SBUS	1.9330e-003	5.7300e-004
tblVehicleEF	SBUS	0.10	0.08

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tblVehicleEF	SBUS	0.02	0.07
tblVehicleEF	SBUS	0.38	0.04
tblVehicleEF	SBUS	0.01	3.2940e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	6.8700e-004	6.2000e-005
tblVehicleEF	SBUS	3.5530e-003	1.0830e-003
tblVehicleEF	SBUS	0.03	9.8620e-003
tblVehicleEF	SBUS	1.40	0.55
tblVehicleEF	SBUS	1.9330e-003	5.7300e-004
tblVehicleEF	SBUS	0.12	0.10
tblVehicleEF	SBUS	0.02	0.07
tblVehicleEF	SBUS	0.42	0.05
tblVehicleEF	UBUS	2.06	5.85
tblVehicleEF	UBUS	0.06	9.7390e-003
tblVehicleEF	UBUS	9.44	45.43
tblVehicleEF	UBUS	10.08	0.71
tblVehicleEF	UBUS	1,890.04	1,980.90
tblVehicleEF	UBUS	116.31	8.05
tblVehicleEF	UBUS	7.19	0.46
tblVehicleEF	UBUS	14.18	0.07
tblVehicleEF	UBUS	0.57	0.07
tblVehicleEF	UBUS	0.01	0.03
tblVehicleEF	UBUS	0.09	3.2450e-003
tblVehicleEF	UBUS	1.2660e-003	7.1000e-005
tblVehicleEF	UBUS	0.24	0.03
tblVehicleEF	UBUS	3.0000e-003	7.9690e-003
tblVehicleEF	UBUS	0.09	3.0990e-003

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tblVehicleEF	UBUS	1.1640e-003	6.6000e-005
tblVehicleEF	UBUS	4.9890e-003	4.2600e-004
tblVehicleEF	UBUS	0.08	4.8760e-003
tblVehicleEF	UBUS	2.9030e-003	2.9900e-004
tblVehicleEF	UBUS	0.63	0.09
tblVehicleEF	UBUS	0.03	0.03
tblVehicleEF	UBUS	0.79	0.04
tblVehicleEF	UBUS	9.4590e-003	1.3280e-003
tblVehicleEF	UBUS	1.3450e-003	8.0000e-005
tblVehicleEF	UBUS	4.9890e-003	4.2600e-004
tblVehicleEF	UBUS	0.08	4.8760e-003
tblVehicleEF	UBUS	2.9030e-003	2.9900e-004
tblVehicleEF	UBUS	2.77	5.97
tblVehicleEF	UBUS	0.03	0.03
tblVehicleEF	UBUS	0.87	0.05
tblVehicleEF	UBUS	2.06	5.85
tblVehicleEF	UBUS	0.05	9.0510e-003
tblVehicleEF	UBUS	9.49	45.43
tblVehicleEF	UBUS	8.76	0.63
tblVehicleEF	UBUS	1,890.04	1,980.91
tblVehicleEF	UBUS	116.31	7.90
tblVehicleEF	UBUS	6.77	0.46
tblVehicleEF	UBUS	14.12	0.07
tblVehicleEF	UBUS	0.57	0.07
tblVehicleEF	UBUS	0.01	0.03
tblVehicleEF	UBUS	0.09	3.2450e-003
tblVehicleEF	UBUS	1.2660e-003	7.1000e-005

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tblVehicleEF	UBUS	0.24	0.03
tblVehicleEF	UBUS	3.0000e-003	7.9690e-003
tblVehicleEF	UBUS	0.09	3.0990e-003
tblVehicleEF	UBUS	1.1640e-003	6.6000e-005
tblVehicleEF	UBUS	7.4210e-003	6.2300e-004
tblVehicleEF	UBUS	0.08	5.0780e-003
tblVehicleEF	UBUS	4.3000e-003	4.2100e-004
tblVehicleEF	UBUS	0.64	0.09
tblVehicleEF	UBUS	0.02	0.03
tblVehicleEF	UBUS	0.73	0.04
tblVehicleEF	UBUS	9.4610e-003	1.3280e-003
tblVehicleEF	UBUS	1.3230e-003	7.8000e-005
tblVehicleEF	UBUS	7.4210e-003	6.2300e-004
tblVehicleEF	UBUS	0.08	5.0780e-003
tblVehicleEF	UBUS	4.3000e-003	4.2100e-004
tblVehicleEF	UBUS	2.78	5.97
tblVehicleEF	UBUS	0.02	0.03
tblVehicleEF	UBUS	0.80	0.04
tblVehicleEF	UBUS	2.06	5.85
tblVehicleEF	UBUS	0.06	9.8940e-003
tblVehicleEF	UBUS	9.43	45.43
tblVehicleEF	UBUS	10.29	0.73
tblVehicleEF	UBUS	1,890.04	1,980.90
tblVehicleEF	UBUS	116.31	8.08
tblVehicleEF	UBUS	7.06	0.46
tblVehicleEF	UBUS	14.20	0.07
tblVehicleEF	UBUS	0.57	0.07

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tblVehicleEF	UBUS	0.01	0.03
tblVehicleEF	UBUS	0.09	3.2450e-003
tblVehicleEF	UBUS	1.2660e-003	7.1000e-005
tblVehicleEF	UBUS	0.24	0.03
tblVehicleEF	UBUS	3.0000e-003	7.9690e-003
tblVehicleEF	UBUS	0.09	3.0990e-003
tblVehicleEF	UBUS	1.1640e-003	6.6000e-005
tblVehicleEF	UBUS	5.3920e-003	4.3000e-004
tblVehicleEF	UBUS	0.09	5.3040e-003
tblVehicleEF	UBUS	2.9670e-003	2.8700e-004
tblVehicleEF	UBUS	0.63	0.09
tblVehicleEF	UBUS	0.03	0.04
tblVehicleEF	UBUS	0.81	0.04
tblVehicleEF	UBUS	9.4590e-003	1.3280e-003
tblVehicleEF	UBUS	1.3490e-003	8.0000e-005
tblVehicleEF	UBUS	5.3920e-003	4.3000e-004
tblVehicleEF	UBUS	0.09	5.3040e-003
tblVehicleEF	UBUS	2.9670e-003	2.8700e-004
tblVehicleEF	UBUS	2.76	5.97
tblVehicleEF	UBUS	0.03	0.04
tblVehicleEF	UBUS	0.88	0.05
tblVehicleTrips	ST_TR	6.39	3.25
tblVehicleTrips	SU_TR	5.86	2.98
tblVehicleTrips	WD_TR	6.65	3.38
tblWater	IndoorWaterUseRate	22,152,368.71	17,721,894.97
tblWater	OutdoorWaterUseRate	13,965,623.75	11,172,499.00
tblWoodstoves	NumberCatalytic	17.00	0.00

515 Pioneer Dr. - South Coast AQMD Air District, Summer

tblWoodstoves	NumberNoncatalytic	17.00	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

515 Pioneer Dr. - South Coast AQMD Air District, Summer

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					
2022	2.3868	38.7862	24.3013	0.1100	2.5689	0.9551	3.3704	0.6679	0.8931	1.4077	0.0000	11,495.78 11	11,495.78 11	1.6317	0.0000	11,536.57 39
2023	2.0356	29.1047	23.7320	0.1069	5.0620	0.6611	5.7231	1.2798	0.6092	1.8890	0.0000	11,177.12 79	11,177.12 79	1.5901	0.0000	11,216.87 99
2024	36.0347	21.0646	36.3542	0.0900	4.7050	0.7834	5.4884	1.2566	0.7358	1.9924	0.0000	8,941.696 4	8,941.696 4	1.0424	0.0000	8,967.756 6
Maximum	36.0347	38.7862	36.3542	0.1100	5.0620	0.9551	5.7231	1.2798	0.8931	1.9924	0.0000	11,495.78 11	11,495.78 11	1.6317	0.0000	11,536.57 39

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					
2022	2.3868	38.7862	24.3013	0.1100	2.4937	0.9551	3.2953	0.6577	0.8931	1.3975	0.0000	11,495.78 11	11,495.78 11	1.6317	0.0000	11,536.57 39
2023	2.0356	29.1047	23.7320	0.1069	4.9869	0.6611	5.6480	1.2696	0.6092	1.8789	0.0000	11,177.12 79	11,177.12 79	1.5901	0.0000	11,216.87 99
2024	36.0347	21.0646	36.3542	0.0900	4.7050	0.7834	5.4884	1.2566	0.7358	1.9924	0.0000	8,941.696 4	8,941.696 4	1.0424	0.0000	8,967.756 6
Maximum	36.0347	38.7862	36.3542	0.1100	4.9869	0.9551	5.6480	1.2696	0.8931	1.9924	0.0000	11,495.78 11	11,495.78 11	1.6317	0.0000	11,536.57 39

515 Pioneer Dr. - South Coast AQMD Air District, Summer

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	1.22	0.00	1.03	0.64	0.00	0.39	0.00	0.00	0.00	0.00	0.00	0.00

515 Pioneer Dr. - South Coast AQMD Air District, Summer

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	8.2266	0.3234	28.0733	1.4800e-003		0.1555	0.1555		0.1555	0.1555	0.0000	50.5822	50.5822	0.0487	0.0000	51.7986
Energy	0.1070	0.9142	0.3890	5.8400e-003		0.0739	0.0739		0.0739	0.0739		1,167.0553	1,167.0553	0.0224	0.0214	1,173.9906
Mobile	2.5383	4.9760	26.3494	0.0834	8.2667	0.0643	8.3310	2.1983	0.0599	2.2582		8,684.8362	8,684.8362	0.3114		8,692.6208
Total	10.8718	6.2136	54.8117	0.0907	8.2667	0.2937	8.5605	2.1983	0.2894	2.4876	0.0000	9,902.4738	9,902.4738	0.3824	0.0214	9,918.4100

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	8.2266	0.3234	28.0733	1.4800e-003		0.1555	0.1555		0.1555	0.1555	0.0000	50.5822	50.5822	0.0487	0.0000	51.7986
Energy	0.1070	0.9142	0.3890	5.8400e-003		0.0739	0.0739		0.0739	0.0739		1,167.0553	1,167.0553	0.0224	0.0214	1,173.9906
Mobile	2.5383	4.9760	26.3494	0.0834	8.2667	0.0643	8.3310	2.1983	0.0599	2.2582		8,684.8362	8,684.8362	0.3114		8,692.6208
Total	10.8718	6.2136	54.8117	0.0907	8.2667	0.2937	8.5605	2.1983	0.2894	2.4876	0.0000	9,902.4738	9,902.4738	0.3824	0.0214	9,918.4100

515 Pioneer Dr. - South Coast AQMD Air District, Summer

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

3.0 Construction Detail**Construction Phase**

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	6/6/2022	10/5/2022	5	88	Demolition
2	Site Preparation	Site Preparation	10/6/2022	1/5/2023	5	66	Offsite Utilities
3	Grading	Grading	10/6/2022	2/6/2023	5	88	Grading
4	Building Construction	Building Construction	2/7/2023	12/13/2024	5	484	
5	Paving	Paving	9/13/2024	12/13/2024	5	66	
6	Architectural Coating	Architectural Coating	9/13/2024	12/13/2024	5	66	

Acres of Grading (Site Preparation Phase): 1**Acres of Grading (Grading Phase): 2.8****Acres of Paving: 0****Residential Indoor: 688,500; Residential Outdoor: 229,500; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 9,120 (Architectural Coating – sqft)****OffRoad Equipment**

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	0	0.00	81	0.73
Demolition	Crushing/Proc. Equipment	1	8.00	85	0.78
Demolition	Excavators	2	8.00	158	0.38
Demolition	Other Construction Equipment	2	8.00	172	0.42

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Demolition	Rubber Tired Dozers	0	0.00	247	0.40
Demolition	Rubber Tired Loaders	2	8.00	203	0.36
Demolition	Tractors/Loaders/Backhoes	0	0.00	97	0.37
Site Preparation	Graders	0	8.00	187	0.41
Site Preparation	Scrapers	0	8.00	367	0.48
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	0	0.00	187	0.41
Grading	Rubber Tired Dozers	0	0.00	247	0.40
Grading	Rubber Tired Loaders	2	8.00	203	0.36
Grading	Tractors/Loaders/Backhoes	0	0.00	97	0.37
Building Construction	Cranes	0	0.00	231	0.29
Building Construction	Forklifts	2	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Skid Steer Loaders	3	8.00	65	0.37
Building Construction	Tractors/Loaders/Backhoes	0	0.00	97	0.37
Building Construction	Welders	0	0.00	46	0.45
Paving	Cement and Mortar Mixers	1	8.00	9	0.56
Paving	Pavers	1	8.00	130	0.42
Paving	Paving Equipment	1	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

515 Pioneer Dr. - South Coast AQMD Air District, Summer

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	7	18.00	0.00	94.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	4	10.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	8,444.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	6	309.00	61.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	62.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Demolition - 2022**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.2316	0.0000	0.2316	0.0351	0.0000	0.0351			0.0000			0.0000
Off-Road	2.2190	20.4592	21.9445	0.0422		0.9530	0.9530		0.8911	0.8911		4,072.5518	4,072.5518	1.1455		4,101.1890
Total	2.2190	20.4592	21.9445	0.0422	0.2316	0.9530	1.1845	0.0351	0.8911	0.9262		4,072.5518	4,072.5518	1.1455		4,101.1890

515 Pioneer Dr. - South Coast AQMD Air District, Summer

3.2 Demolition - 2022**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	7.3600e-003	0.2497	0.0566	8.1000e-004	0.0187	7.2000e-004	0.0194	5.1200e-003	6.9000e-004	5.8000e-003		87.5647	87.5647	5.8000e-003		87.7099
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0713	0.0445	0.6270	1.9300e-003	0.2012	1.4400e-003	0.2026	0.0534	1.3200e-003	0.0547		192.1903	192.1903	4.8400e-003		192.3114
Total	0.0786	0.2942	0.6836	2.7400e-003	0.2199	2.1600e-003	0.2220	0.0585	2.0100e-003	0.0605		279.7550	279.7550	0.0106		280.0213

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					
Fugitive Dust					0.1042	0.0000	0.1042	0.0158	0.0000	0.0158			0.0000			0.0000
Off-Road	2.2190	20.4592	21.9445	0.0422		0.9530	0.9530		0.8911	0.8911	0.0000	4,072.5518	4,072.5518	1.1455		4,101.1890
Total	2.2190	20.4592	21.9445	0.0422	0.1042	0.9530	1.0572	0.0158	0.8911	0.9069	0.0000	4,072.5518	4,072.5518	1.1455		4,101.1890

515 Pioneer Dr. - South Coast AQMD Air District, Summer

3.2 Demolition - 2022**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	7.3600e-003	0.2497	0.0566	8.1000e-004	0.0187	7.2000e-004	0.0194	5.1200e-003	6.9000e-004	5.8000e-003		87.5647	87.5647	5.8000e-003		87.7099
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0713	0.0445	0.6270	1.9300e-003	0.2012	1.4400e-003	0.2026	0.0534	1.3200e-003	0.0547		192.1903	192.1903	4.8400e-003		192.3114
Total	0.0786	0.2942	0.6836	2.7400e-003	0.2199	2.1600e-003	0.2220	0.0585	2.0100e-003	0.0605		279.7550	279.7550	0.0106		280.0213

3.3 Site Preparation - 2022**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0161	0.0000	0.0161	1.7300e-003	0.0000	1.7300e-003			0.0000			0.0000
Off-Road	0.6588	6.7026	8.9518	0.0124		0.3605	0.3605		0.3316	0.3316		1,204.9558	1,204.9558	0.3897		1,214.6985
Total	0.6588	6.7026	8.9518	0.0124	0.0161	0.3605	0.3766	1.7300e-003	0.3316	0.3334		1,204.9558	1,204.9558	0.3897		1,214.6985

515 Pioneer Dr. - South Coast AQMD Air District, Summer

3.3 Site Preparation - 2022**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0396	0.0247	0.3484	1.0700e-003	0.1118	8.0000e-004	0.1126	0.0296	7.4000e-004	0.0304		106.7724	106.7724	2.6900e-003		106.8397
Total	0.0396	0.0247	0.3484	1.0700e-003	0.1118	8.0000e-004	0.1126	0.0296	7.4000e-004	0.0304		106.7724	106.7724	2.6900e-003		106.8397

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					7.2300e-003	0.0000	7.2300e-003	7.8000e-004	0.0000	7.8000e-004			0.0000			0.0000
Off-Road	0.6588	6.7026	8.9518	0.0124		0.3605	0.3605		0.3316	0.3316	0.0000	1,204.9558	1,204.9558	0.3897		1,214.6985
Total	0.6588	6.7026	8.9518	0.0124	7.2300e-003	0.3605	0.3677	7.8000e-004	0.3316	0.3324	0.0000	1,204.9558	1,204.9558	0.3897		1,214.6985

515 Pioneer Dr. - South Coast AQMD Air District, Summer

3.3 Site Preparation - 2022**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0396	0.0247	0.3484	1.0700e-003	0.1118	8.0000e-004	0.1126	0.0296	7.4000e-004	0.0304		106.7724	106.7724	2.6900e-003		106.8397
Total	0.0396	0.0247	0.3484	1.0700e-003	0.1118	8.0000e-004	0.1126	0.0296	7.4000e-004	0.0304		106.7724	106.7724	2.6900e-003		106.8397

3.3 Site Preparation - 2023**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0161	0.0000	0.0161	1.7300e-003	0.0000	1.7300e-003			0.0000			0.0000
Off-Road	0.6054	6.1427	8.9253	0.0125		0.3033	0.3033		0.2790	0.2790		1,206.3060	1,206.3060	0.3901		1,216.0596
Total	0.6054	6.1427	8.9253	0.0125	0.0161	0.3033	0.3193	1.7300e-003	0.2790	0.2807		1,206.3060	1,206.3060	0.3901		1,216.0596

515 Pioneer Dr. - South Coast AQMD Air District, Summer

3.3 Site Preparation - 2023**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0372	0.0224	0.3217	1.0300e-003	0.1118	7.8000e-004	0.1126	0.0296	7.2000e-004	0.0304		102.7930	102.7930	2.4300e-003		102.8537
Total	0.0372	0.0224	0.3217	1.0300e-003	0.1118	7.8000e-004	0.1126	0.0296	7.2000e-004	0.0304		102.7930	102.7930	2.4300e-003		102.8537

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					7.2300e-003	0.0000	7.2300e-003	7.8000e-004	0.0000	7.8000e-004			0.0000			0.0000
Off-Road	0.6054	6.1427	8.9253	0.0125		0.3033	0.3033		0.2790	0.2790	0.0000	1,206.3060	1,206.3060	0.3901		1,216.0596
Total	0.6054	6.1427	8.9253	0.0125	7.2300e-003	0.3033	0.3105	7.8000e-004	0.2790	0.2798	0.0000	1,206.3060	1,206.3060	0.3901		1,216.0596

515 Pioneer Dr. - South Coast AQMD Air District, Summer

3.3 Site Preparation - 2023**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0372	0.0224	0.3217	1.0300e-003	0.1118	7.8000e-004	0.1126	0.0296	7.2000e-004	0.0304		102.7930	102.7930	2.4300e-003		102.8537
Total	0.0372	0.0224	0.3217	1.0300e-003	0.1118	7.8000e-004	0.1126	0.0296	7.2000e-004	0.0304		102.7930	102.7930	2.4300e-003		102.8537

3.4 Grading - 2022**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.1206	0.0000	0.1206	0.0168	0.0000	0.0168			0.0000			0.0000
Off-Road	0.9876	9.6039	9.5727	0.0228		0.3748	0.3748		0.3448	0.3448		2,211.359 2	2,211.359 2	0.7152		2,229.239 1
Total	0.9876	9.6039	9.5727	0.0228	0.1206	0.3748	0.4953	0.0168	0.3448	0.3616		2,211.359 2	2,211.359 2	0.7152		2,229.239 1

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3.4 Grading - 2022**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.6611	22.4302	5.0801	0.0726	2.2087	0.0647	2.2734	0.5901	0.0619	0.6520		7,865.921 4	7,865.921 4	0.5214		7,878.956 9
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0396	0.0247	0.3484	1.0700e-003	0.1118	8.0000e-004	0.1126	0.0296	7.4000e-004	0.0304		106.7724	106.7724	2.6900e-003		106.8397
Total	0.7007	22.4550	5.4285	0.0737	2.3205	0.0655	2.3860	0.6197	0.0626	0.6824		7,972.693 8	7,972.693 8	0.5241		7,985.796 6

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					0.0543	0.0000	0.0543	7.5500e-003	0.0000	7.5500e-003			0.0000			0.0000
Off-Road	0.9876	9.6039	9.5727	0.0228		0.3748	0.3748		0.3448	0.3448	0.0000	2,211.359 2	2,211.359 2	0.7152		2,229.239 1
Total	0.9876	9.6039	9.5727	0.0228	0.0543	0.3748	0.4290	7.5500e-003	0.3448	0.3523	0.0000	2,211.359 2	2,211.359 2	0.7152		2,229.239 1

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3.4 Grading - 2022**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.6611	22.4302	5.0801	0.0726	2.2087	0.0647	2.2734	0.5901	0.0619	0.6520		7,865.921 4	7,865.921 4	0.5214		7,878.956 9
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0396	0.0247	0.3484	1.0700e-003	0.1118	8.0000e-004	0.1126	0.0296	7.4000e-004	0.0304		106.7724	106.7724	2.6900e-003		106.8397
Total	0.7007	22.4550	5.4285	0.0737	2.3205	0.0655	2.3860	0.6197	0.0626	0.6824		7,972.693 8	7,972.693 8	0.5241		7,985.796 6

3.4 Grading - 2023**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.1206	0.0000	0.1206	0.0168	0.0000	0.0168			0.0000			0.0000
Off-Road	0.9184	8.4066	9.5351	0.0229		0.3294	0.3294		0.3030	0.3030		2,211.333 6	2,211.333 6	0.7152		2,229.213 3
Total	0.9184	8.4066	9.5351	0.0229	0.1206	0.3294	0.4500	0.0168	0.3030	0.3198		2,211.333 6	2,211.333 6	0.7152		2,229.213 3

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3.4 Grading - 2023**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.4374	14.5107	4.6282	0.0696	4.7018	0.0269	4.7288	1.2020	0.0257	1.2278		7,553.902 3	7,553.902 3	0.4799		7,565.899 7
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0372	0.0224	0.3217	1.0300e-003	0.1118	7.8000e-004	0.1126	0.0296	7.2000e-004	0.0304		102.7930	102.7930	2.4300e-003		102.8537
Total	0.4746	14.5331	4.9499	0.0706	4.8136	0.0277	4.8413	1.2317	0.0265	1.2581		7,656.695 3	7,656.695 3	0.4823		7,668.753 4

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					0.0543	0.0000	0.0543	7.5500e-003	0.0000	7.5500e-003			0.0000			0.0000
Off-Road	0.9184	8.4066	9.5351	0.0229		0.3294	0.3294		0.3030	0.3030	0.0000	2,211.333 6	2,211.333 6	0.7152		2,229.213 3
Total	0.9184	8.4066	9.5351	0.0229	0.0543	0.3294	0.3837	7.5500e-003	0.3030	0.3106	0.0000	2,211.333 6	2,211.333 6	0.7152		2,229.213 3

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3.4 Grading - 2023**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.4374	14.5107	4.6282	0.0696	4.7018	0.0269	4.7288	1.2020	0.0257	1.2278		7,553.9023	7,553.9023	0.4799		7,565.8997
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0372	0.0224	0.3217	1.0300e-003	0.1118	7.8000e-004	0.1126	0.0296	7.2000e-004	0.0304		102.7930	102.7930	2.4300e-003		102.8537
Total	0.4746	14.5331	4.9499	0.0706	4.8136	0.0277	4.8413	1.2317	0.0265	1.2581		7,656.6953	7,656.6953	0.4823		7,668.7534

3.5 Building Construction - 2023**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.7062	7.2290	10.1151	0.0159		0.3346	0.3346		0.3181	0.3181		1,520.5549	1,520.5549	0.3177		1,528.4970
Total	0.7062	7.2290	10.1151	0.0159		0.3346	0.3346		0.3181	0.3181		1,520.5549	1,520.5549	0.3177		1,528.4970

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3.5 Building Construction - 2023**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.1188	4.1751	1.1756	0.0149	0.3904	4.6900e-003	0.3951	0.1124	4.4900e-003	0.1169		1,597.3931	1,597.3931	0.0844		1,599.5028
Worker	1.1504	0.6914	9.9404	0.0319	3.4539	0.0241	3.4780	0.9160	0.0222	0.9381		3,176.3042	3,176.3042	0.0750		3,178.1793
Total	1.2691	4.8665	11.1160	0.0468	3.8443	0.0287	3.8731	1.0284	0.0266	1.0550		4,773.6973	4,773.6973	0.1594		4,777.6822

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	0.7062	7.2290	10.1151	0.0159		0.3346	0.3346		0.3181	0.3181	0.0000	1,520.5549	1,520.5549	0.3177		1,528.4970
Total	0.7062	7.2290	10.1151	0.0159		0.3346	0.3346		0.3181	0.3181	0.0000	1,520.5549	1,520.5549	0.3177		1,528.4970

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3.5 Building Construction - 2023**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.1188	4.1751	1.1756	0.0149	0.3904	4.6900e-003	0.3951	0.1124	4.4900e-003	0.1169		1,597.393 1	1,597.393 1	0.0844		1,599.502 8
Worker	1.1504	0.6914	9.9404	0.0319	3.4539	0.0241	3.4780	0.9160	0.0222	0.9381		3,176.304 2	3,176.304 2	0.0750		3,178.179 3
Total	1.2691	4.8665	11.1160	0.0468	3.8443	0.0287	3.8731	1.0284	0.0266	1.0550		4,773.697 3	4,773.697 3	0.1594		4,777.682 2

3.5 Building Construction - 2024**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6604	6.7910	10.0960	0.0159		0.2925	0.2925		0.2779	0.2779		1,520.798 0	1,520.798 0	0.3156		1,528.687 2
Total	0.6604	6.7910	10.0960	0.0159		0.2925	0.2925		0.2779	0.2779		1,520.798 0	1,520.798 0	0.3156		1,528.687 2

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3.5 Building Construction - 2024**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.1163	4.1647	1.1417	0.0149	0.3904	4.6500e-003	0.3951	0.1124	4.4400e-003	0.1168		1,591.6015	1,591.6015	0.0831		1,593.6784
Worker	1.0887	0.6301	9.2856	0.0308	3.4539	0.0237	3.4776	0.9160	0.0219	0.9378		3,072.1056	3,072.1056	0.0688		3,073.8246
Total	1.2050	4.7948	10.4273	0.0457	3.8443	0.0284	3.8727	1.0284	0.0263	1.0547		4,663.7071	4,663.7071	0.1518		4,667.5030

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	0.6604	6.7910	10.0960	0.0159		0.2925	0.2925		0.2779	0.2779	0.0000	1,520.7980	1,520.7980	0.3156		1,528.6872
Total	0.6604	6.7910	10.0960	0.0159		0.2925	0.2925		0.2779	0.2779	0.0000	1,520.7980	1,520.7980	0.3156		1,528.6872

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3.5 Building Construction - 2024**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.1163	4.1647	1.1417	0.0149	0.3904	4.6500e-003	0.3951	0.1124	4.4400e-003	0.1168		1,591.6015	1,591.6015	0.0831		1,593.6784
Worker	1.0887	0.6301	9.2856	0.0308	3.4539	0.0237	3.4776	0.9160	0.0219	0.9378		3,072.1056	3,072.1056	0.0688		3,073.8246
Total	1.2050	4.7948	10.4273	0.0457	3.8443	0.0284	3.8727	1.0284	0.0263	1.0547		4,663.7071	4,663.7071	0.1518		4,667.5030

3.6 Paving - 2024**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.8425	8.1030	11.7069	0.0179		0.3957	0.3957		0.3652	0.3652		1,710.2024	1,710.2024	0.5420		1,723.7529
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.8425	8.1030	11.7069	0.0179		0.3957	0.3957		0.3652	0.3652		1,710.2024	1,710.2024	0.5420		1,723.7529

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3.6 Paving - 2024**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0529	0.0306	0.4508	1.5000e-003	0.1677	1.1500e-003	0.1688	0.0445	1.0600e-003	0.0455		149.1313	149.1313	3.3400e-003		149.2148
Total	0.0529	0.0306	0.4508	1.5000e-003	0.1677	1.1500e-003	0.1688	0.0445	1.0600e-003	0.0455		149.1313	149.1313	3.3400e-003		149.2148

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	0.8425	8.1030	11.7069	0.0179		0.3957	0.3957		0.3652	0.3652	0.0000	1,710.2024	1,710.2024	0.5420		1,723.7529
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.8425	8.1030	11.7069	0.0179		0.3957	0.3957		0.3652	0.3652	0.0000	1,710.2024	1,710.2024	0.5420		1,723.7529

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3.6 Paving - 2024**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0529	0.0306	0.4508	1.5000e-003	0.1677	1.1500e-003	0.1688	0.0445	1.0600e-003	0.0455		149.1313	149.1313	3.3400e-003		149.2148
Total	0.0529	0.0306	0.4508	1.5000e-003	0.1677	1.1500e-003	0.1688	0.0445	1.0600e-003	0.0455		149.1313	149.1313	3.3400e-003		149.2148

3.7 Architectural Coating - 2024**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	32.8748					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443
Total	33.0556	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443

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3.7 Architectural Coating - 2024**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.2185	0.1264	1.8631	6.1800e-003	0.6930	4.7600e-003	0.6978	0.1838	4.3800e-003	0.1882		616.4095	616.4095	0.0138		616.7545
Total	0.2185	0.1264	1.8631	6.1800e-003	0.6930	4.7600e-003	0.6978	0.1838	4.3800e-003	0.1882		616.4095	616.4095	0.0138		616.7545

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	32.8748					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443
Total	33.0556	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443

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3.7 Architectural Coating - 2024**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.2185	0.1264	1.8631	6.1800e-003	0.6930	4.7600e-003	0.6978	0.1838	4.3800e-003	0.1882		616.4095	616.4095	0.0138		616.7545
Total	0.2185	0.1264	1.8631	6.1800e-003	0.6930	4.7600e-003	0.6978	0.1838	4.3800e-003	0.1882		616.4095	616.4095	0.0138		616.7545

4.0 Operational Detail - Mobile**4.1 Mitigation Measures Mobile**

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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	2.5383	4.9760	26.3494	0.0834	8.2667	0.0643	8.3310	2.1983	0.0599	2.2582		8,684.836 2	8,684.836 2	0.3114		8,692.620 8
Unmitigated	2.5383	4.9760	26.3494	0.0834	8.2667	0.0643	8.3310	2.1983	0.0599	2.2582		8,684.836 2	8,684.836 2	0.3114		8,692.620 8

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	1,149.20	1,105.00	1,013.20	3,839,024	3,839,024
Enclosed Parking with Elevator	0.00	0.00	0.00		
Total	1,149.20	1,105.00	1,013.20	3,839,024	3,839,024

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
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

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.566410	0.042438	0.211914	0.113919	0.012927	0.005887	0.002249	0.039214	0.000000	0.000000	0.005042	0.000000	0.000000
Enclosed Parking with Elevator	0.566410	0.042438	0.211914	0.113919	0.012927	0.005887	0.002249	0.039214	0.000000	0.000000	0.005042	0.000000	0.000000

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5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.1070	0.9142	0.3890	5.8400e-003		0.0739	0.0739		0.0739	0.0739		1,167.0553	1,167.0553	0.0224	0.0214	1,173.9906
NaturalGas Unmitigated	0.1070	0.9142	0.3890	5.8400e-003		0.0739	0.0739		0.0739	0.0739		1,167.0553	1,167.0553	0.0224	0.0214	1,173.9906

515 Pioneer Dr. - South Coast AQMD Air District, Summer

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 Mid Rise	9919.97	0.1070	0.9142	0.3890	5.8400e-003		0.0739	0.0739		0.0739	0.0739		1,167.0553	1,167.0553	0.0224	0.0214	1,173.9906
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		0.1070	0.9142	0.3890	5.8400e-003		0.0739	0.0739		0.0739	0.0739		1,167.0553	1,167.0553	0.0224	0.0214	1,173.9906

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 Mid Rise	9.91997	0.1070	0.9142	0.3890	5.8400e-003		0.0739	0.0739		0.0739	0.0739		1,167.0553	1,167.0553	0.0224	0.0214	1,173.9906
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		0.1070	0.9142	0.3890	5.8400e-003		0.0739	0.0739		0.0739	0.0739		1,167.0553	1,167.0553	0.0224	0.0214	1,173.9906

6.0 Area Detail**6.1 Mitigation Measures Area**

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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	8.2266	0.3234	28.0733	1.4800e-003		0.1555	0.1555		0.1555	0.1555	0.0000	50.5822	50.5822	0.0487	0.0000	51.7986
Unmitigated	8.2266	0.3234	28.0733	1.4800e-003		0.1555	0.1555		0.1555	0.1555	0.0000	50.5822	50.5822	0.0487	0.0000	51.7986

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	0.5945					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	6.7858					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.8463	0.3234	28.0733	1.4800e-003		0.1555	0.1555		0.1555	0.1555		50.5822	50.5822	0.0487		51.7986
Total	8.2266	0.3234	28.0733	1.4800e-003		0.1555	0.1555		0.1555	0.1555	0.0000	50.5822	50.5822	0.0487	0.0000	51.7986

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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	0.5945					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	6.7858					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.8463	0.3234	28.0733	1.4800e-003		0.1555	0.1555		0.1555	0.1555		50.5822	50.5822	0.0487		51.7986
Total	8.2266	0.3234	28.0733	1.4800e-003		0.1555	0.1555		0.1555	0.1555	0.0000	50.5822	50.5822	0.0487	0.0000	51.7986

7.0 Water Detail**7.1 Mitigation Measures Water****8.0 Waste Detail****8.1 Mitigation Measures Waste****9.0 Operational Offroad**

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Stationary Equipment

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Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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User Defined Equipment

Equipment Type	Number
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11.0 Vegetation

515 Pioneer Dr. - South Coast AQMD Air District, Winter

515 Pioneer Dr.
South Coast AQMD Air District, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Enclosed Parking with Elevator	340.00	Space	0.00	152,000.00	0
-----	-----	-----	-----	-----	-----
Apartments Mid Rise	340.00	Dwelling Unit	2.82	340,000.00	972

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	31
Climate Zone	12			Operational Year	2024
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	495.11	CH4 Intensity (lb/MWhr)	0.021	N2O Intensity (lb/MWhr)	0.004

1.3 User Entered Comments & Non-Default Data

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Project Characteristics - 2024 RPS Effect on SCE = 2024 44% - 495.11 CO₂, 0.0205 CH₄, and 0.0044 N₂O

Land Use - Based on Project plans parking is all below ground

Construction Phase - Based on Applicant's contractor estimate

Off-road Equipment -

Off-road Equipment - Based on Applicant's contractor estimate

Off-road Equipment - Based on Applicant's contractor estimate

Off-road Equipment - Based on Applicant's contractor estimate

Off-road Equipment -

Off-road Equipment - Based on Applicant's contractor estimate

Demolition - based on applicant information

Grading - Off-site preparation is offsite utility work, Total site is 2.8 acres

Vehicle Trips - Based on trip generation analysis by LLG = 1,150 daily weekday trips

Woodstoves - No Woodburning Fireplaces

Energy Use - Title 24 2019 effects = 7% increase in energy efficiency

Water And Wastewater - CalGreen indoors water reduction 20%, MWELO outdoor water reduction 20%

Construction Off-road Equipment Mitigation - SCAQMD Rule 403

Vehicle Emission Factors - EMFAC 2017

Vehicle Emission Factors - EMFAC 2017

Vehicle Emission Factors - EMFAC 2017

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	10.00	66.00
tblConstructionPhase	NumDays	220.00	484.00
tblConstructionPhase	NumDays	20.00	88.00
tblConstructionPhase	NumDays	6.00	88.00
tblConstructionPhase	NumDays	10.00	66.00
tblConstructionPhase	NumDays	3.00	66.00

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tblEnergyUse	LightingElect	741.44	689.54
tblEnergyUse	LightingElect	1.75	1.63
tblEnergyUse	T24E	258.09	240.02
tblEnergyUse	T24E	3.92	3.65
tblEnergyUse	T24NG	4,697.18	4,368.38
tblFireplaces	NumberGas	289.00	0.00
tblFireplaces	NumberNoFireplace	34.00	340.00
tblFireplaces	NumberWood	17.00	0.00
tblFleetMix	HHD	0.04	0.04
tblFleetMix	HHD	0.04	0.04
tblFleetMix	LDA	0.55	0.57
tblFleetMix	LDA	0.55	0.57
tblFleetMix	LDT1	0.04	0.04
tblFleetMix	LDT1	0.04	0.04
tblFleetMix	LDT2	0.20	0.21
tblFleetMix	LDT2	0.20	0.21
tblFleetMix	LHD1	0.01	0.01
tblFleetMix	LHD1	0.01	0.01
tblFleetMix	LHD2	5.8060e-003	5.8870e-003
tblFleetMix	LHD2	5.8060e-003	5.8870e-003
tblFleetMix	MCY	4.8910e-003	5.0420e-003
tblFleetMix	MCY	4.8910e-003	5.0420e-003
tblFleetMix	MDV	0.12	0.11
tblFleetMix	MDV	0.12	0.11
tblFleetMix	MH	8.4500e-004	0.00
tblFleetMix	MH	8.4500e-004	0.00
tblFleetMix	MHD	0.02	2.2490e-003

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tblFleetMix	MHD	0.02	2.2490e-003
tblFleetMix	OBUS	2.1340e-003	0.00
tblFleetMix	OBUS	2.1340e-003	0.00
tblFleetMix	SBUS	7.1200e-004	0.00
tblFleetMix	SBUS	7.1200e-004	0.00
tblFleetMix	UBUS	1.7360e-003	0.00
tblFleetMix	UBUS	1.7360e-003	0.00
tblGrading	AcresOfGrading	0.00	2.80
tblGrading	AcresOfGrading	0.00	1.00
tblGrading	MaterialExported	0.00	67,550.00
tblLandUse	LandUseSquareFeet	136,000.00	152,000.00
tblLandUse	LotAcreage	3.06	0.00
tblLandUse	LotAcreage	8.95	2.82
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	4.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblOffRoadEquipment	UsageHours	8.00	0.00

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tblOffRoadEquipment	UsageHours	7.00	8.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblOffRoadEquipment	UsageHours	6.00	0.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblOffRoadEquipment	UsageHours	7.00	0.00
tblOffRoadEquipment	UsageHours	7.00	8.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblProjectCharacteristics	CH4IntensityFactor	0.029	0.021
tblProjectCharacteristics	CO2IntensityFactor	702.44	495.11
tblProjectCharacteristics	N2OIntensityFactor	0.006	0.004
tblVehicleEF	HHD	0.53	0.03
tblVehicleEF	HHD	0.08	0.08
tblVehicleEF	HHD	0.07	0.00
tblVehicleEF	HHD	1.65	6.71
tblVehicleEF	HHD	0.91	0.47
tblVehicleEF	HHD	2.85	8.7670e-003
tblVehicleEF	HHD	4,619.90	1,109.72
tblVehicleEF	HHD	1,526.07	1,379.15
tblVehicleEF	HHD	9.26	0.08
tblVehicleEF	HHD	14.31	5.71
tblVehicleEF	HHD	1.78	2.72
tblVehicleEF	HHD	19.67	2.35
tblVehicleEF	HHD	8.0440e-003	3.0560e-003
tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.04	0.04

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tblVehicleEF	HHD	5.9390e-003	0.02
tblVehicleEF	HHD	8.1000e-005	1.0000e-006
tblVehicleEF	HHD	7.6960e-003	2.9240e-003
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.8170e-003	8.8990e-003
tblVehicleEF	HHD	5.6820e-003	0.02
tblVehicleEF	HHD	7.4000e-005	1.0000e-006
tblVehicleEF	HHD	9.5000e-005	5.0000e-006
tblVehicleEF	HHD	3.8210e-003	1.9700e-004
tblVehicleEF	HHD	0.42	0.45
tblVehicleEF	HHD	6.9000e-005	4.0000e-006
tblVehicleEF	HHD	0.08	0.02
tblVehicleEF	HHD	3.0200e-004	1.0060e-003
tblVehicleEF	HHD	0.06	3.0000e-006
tblVehicleEF	HHD	0.04	0.01
tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	1.3900e-004	1.0000e-006
tblVehicleEF	HHD	9.5000e-005	5.0000e-006
tblVehicleEF	HHD	3.8210e-003	1.9700e-004
tblVehicleEF	HHD	0.50	0.52
tblVehicleEF	HHD	6.9000e-005	4.0000e-006
tblVehicleEF	HHD	0.17	0.11
tblVehicleEF	HHD	3.0200e-004	1.0060e-003
tblVehicleEF	HHD	0.07	3.0000e-006
tblVehicleEF	HHD	0.50	0.03
tblVehicleEF	HHD	0.08	0.08
tblVehicleEF	HHD	0.06	0.00

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tblVehicleEF	HHD	1.20	6.61
tblVehicleEF	HHD	0.91	0.47
tblVehicleEF	HHD	2.71	8.3270e-003
tblVehicleEF	HHD	4,894.37	1,097.04
tblVehicleEF	HHD	1,526.07	1,379.15
tblVehicleEF	HHD	9.26	0.08
tblVehicleEF	HHD	14.77	5.45
tblVehicleEF	HHD	1.68	2.58
tblVehicleEF	HHD	19.66	2.35
tblVehicleEF	HHD	6.7820e-003	2.6640e-003
tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	5.9390e-003	0.02
tblVehicleEF	HHD	8.1000e-005	1.0000e-006
tblVehicleEF	HHD	6.4880e-003	2.5490e-003
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.8170e-003	8.8990e-003
tblVehicleEF	HHD	5.6820e-003	0.02
tblVehicleEF	HHD	7.4000e-005	1.0000e-006
tblVehicleEF	HHD	1.5200e-004	8.0000e-006
tblVehicleEF	HHD	3.9920e-003	2.0100e-004
tblVehicleEF	HHD	0.40	0.48
tblVehicleEF	HHD	1.0400e-004	5.0000e-006
tblVehicleEF	HHD	0.08	0.02
tblVehicleEF	HHD	2.9500e-004	9.8800e-004
tblVehicleEF	HHD	0.06	2.0000e-006
tblVehicleEF	HHD	0.05	0.01

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tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	1.3700e-004	1.0000e-006
tblVehicleEF	HHD	1.5200e-004	8.0000e-006
tblVehicleEF	HHD	3.9920e-003	2.0100e-004
tblVehicleEF	HHD	0.47	0.55
tblVehicleEF	HHD	1.0400e-004	5.0000e-006
tblVehicleEF	HHD	0.17	0.11
tblVehicleEF	HHD	2.9500e-004	9.8800e-004
tblVehicleEF	HHD	0.07	3.0000e-006
tblVehicleEF	HHD	0.57	0.02
tblVehicleEF	HHD	0.08	9.8700e-004
tblVehicleEF	HHD	0.07	0.00
tblVehicleEF	HHD	2.28	6.73
tblVehicleEF	HHD	0.91	0.24
tblVehicleEF	HHD	2.87	8.8540e-003
tblVehicleEF	HHD	4,240.87	1,107.93
tblVehicleEF	HHD	1,526.07	1,323.93
tblVehicleEF	HHD	9.26	0.08
tblVehicleEF	HHD	13.67	5.94
tblVehicleEF	HHD	1.75	2.64
tblVehicleEF	HHD	19.68	2.35
tblVehicleEF	HHD	9.7870e-003	3.3890e-003
tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.04	0.03
tblVehicleEF	HHD	5.9390e-003	0.02
tblVehicleEF	HHD	8.1000e-005	1.0000e-006
tblVehicleEF	HHD	9.3640e-003	3.2420e-003

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tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.8170e-003	8.7490e-003
tblVehicleEF	HHD	5.6820e-003	0.02
tblVehicleEF	HHD	7.4000e-005	1.0000e-006
tblVehicleEF	HHD	8.7000e-005	5.0000e-006
tblVehicleEF	HHD	4.0380e-003	2.2200e-004
tblVehicleEF	HHD	0.45	0.42
tblVehicleEF	HHD	6.5000e-005	4.0000e-006
tblVehicleEF	HHD	0.08	0.02
tblVehicleEF	HHD	3.2900e-004	1.0720e-003
tblVehicleEF	HHD	0.06	3.0000e-006
tblVehicleEF	HHD	0.04	0.01
tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	1.4000e-004	1.0000e-006
tblVehicleEF	HHD	8.7000e-005	5.0000e-006
tblVehicleEF	HHD	4.0380e-003	2.2200e-004
tblVehicleEF	HHD	0.54	0.47
tblVehicleEF	HHD	6.5000e-005	4.0000e-006
tblVehicleEF	HHD	0.17	0.02
tblVehicleEF	HHD	3.2900e-004	1.0720e-003
tblVehicleEF	HHD	0.07	3.0000e-006
tblVehicleEF	LDA	3.9020e-003	2.3640e-003
tblVehicleEF	LDA	3.9350e-003	0.04
tblVehicleEF	LDA	0.54	0.63
tblVehicleEF	LDA	0.91	1.96
tblVehicleEF	LDA	243.88	260.15
tblVehicleEF	LDA	52.52	51.03

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tblVehicleEF	LDA	0.04	0.03
tblVehicleEF	LDA	0.05	0.16
tblVehicleEF	LDA	1.9240e-003	1.6550e-003
tblVehicleEF	LDA	2.2240e-003	1.6910e-003
tblVehicleEF	LDA	1.7730e-003	1.5240e-003
tblVehicleEF	LDA	2.0440e-003	1.5550e-003
tblVehicleEF	LDA	0.03	0.05
tblVehicleEF	LDA	0.09	0.09
tblVehicleEF	LDA	0.03	0.04
tblVehicleEF	LDA	9.8200e-003	8.9780e-003
tblVehicleEF	LDA	0.04	0.20
tblVehicleEF	LDA	0.05	0.19
tblVehicleEF	LDA	2.4420e-003	2.5220e-003
tblVehicleEF	LDA	5.4000e-004	4.9500e-004
tblVehicleEF	LDA	0.03	0.05
tblVehicleEF	LDA	0.09	0.09
tblVehicleEF	LDA	0.03	0.04
tblVehicleEF	LDA	0.01	0.01
tblVehicleEF	LDA	0.04	0.20
tblVehicleEF	LDA	0.06	0.20
tblVehicleEF	LDA	4.1870e-003	2.5270e-003
tblVehicleEF	LDA	3.4920e-003	0.04
tblVehicleEF	LDA	0.60	0.69
tblVehicleEF	LDA	0.78	1.68
tblVehicleEF	LDA	256.98	271.51
tblVehicleEF	LDA	52.52	50.50
tblVehicleEF	LDA	0.04	0.03

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tblVehicleEF	LDA	0.05	0.15
tblVehicleEF	LDA	1.9240e-003	1.6550e-003
tblVehicleEF	LDA	2.2240e-003	1.6910e-003
tblVehicleEF	LDA	1.7730e-003	1.5240e-003
tblVehicleEF	LDA	2.0440e-003	1.5550e-003
tblVehicleEF	LDA	0.05	0.07
tblVehicleEF	LDA	0.09	0.09
tblVehicleEF	LDA	0.05	0.06
tblVehicleEF	LDA	0.01	9.5150e-003
tblVehicleEF	LDA	0.03	0.18
tblVehicleEF	LDA	0.05	0.17
tblVehicleEF	LDA	2.5740e-003	2.6320e-003
tblVehicleEF	LDA	5.3800e-004	4.9000e-004
tblVehicleEF	LDA	0.05	0.07
tblVehicleEF	LDA	0.09	0.09
tblVehicleEF	LDA	0.05	0.06
tblVehicleEF	LDA	0.02	0.01
tblVehicleEF	LDA	0.03	0.18
tblVehicleEF	LDA	0.05	0.18
tblVehicleEF	LDA	3.8180e-003	2.3130e-003
tblVehicleEF	LDA	4.0250e-003	0.04
tblVehicleEF	LDA	0.52	0.60
tblVehicleEF	LDA	0.94	2.03
tblVehicleEF	LDA	239.64	255.95
tblVehicleEF	LDA	52.52	51.15
tblVehicleEF	LDA	0.04	0.03
tblVehicleEF	LDA	0.05	0.16

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tblVehicleEF	LDA	1.9240e-003	1.6550e-003
tblVehicleEF	LDA	2.2240e-003	1.6910e-003
tblVehicleEF	LDA	1.7730e-003	1.5240e-003
tblVehicleEF	LDA	2.0440e-003	1.5550e-003
tblVehicleEF	LDA	0.03	0.04
tblVehicleEF	LDA	0.09	0.10
tblVehicleEF	LDA	0.03	0.04
tblVehicleEF	LDA	9.6110e-003	8.8010e-003
tblVehicleEF	LDA	0.04	0.22
tblVehicleEF	LDA	0.05	0.19
tblVehicleEF	LDA	2.3990e-003	2.4810e-003
tblVehicleEF	LDA	5.4100e-004	4.9600e-004
tblVehicleEF	LDA	0.03	0.04
tblVehicleEF	LDA	0.09	0.10
tblVehicleEF	LDA	0.03	0.04
tblVehicleEF	LDA	0.01	0.01
tblVehicleEF	LDA	0.04	0.22
tblVehicleEF	LDA	0.06	0.21
tblVehicleEF	LDT1	0.01	5.9380e-003
tblVehicleEF	LDT1	0.01	0.06
tblVehicleEF	LDT1	1.25	1.18
tblVehicleEF	LDT1	2.25	2.11
tblVehicleEF	LDT1	310.15	308.10
tblVehicleEF	LDT1	65.72	60.85
tblVehicleEF	LDT1	0.11	0.09
tblVehicleEF	LDT1	0.13	0.22
tblVehicleEF	LDT1	2.8790e-003	2.3500e-003

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tblVehicleEF	LDT1	3.1270e-003	2.2900e-003
tblVehicleEF	LDT1	2.6500e-003	2.1620e-003
tblVehicleEF	LDT1	2.8760e-003	2.1050e-003
tblVehicleEF	LDT1	0.12	0.11
tblVehicleEF	LDT1	0.24	0.17
tblVehicleEF	LDT1	0.10	0.09
tblVehicleEF	LDT1	0.03	0.03
tblVehicleEF	LDT1	0.15	0.60
tblVehicleEF	LDT1	0.15	0.29
tblVehicleEF	LDT1	3.1170e-003	2.9870e-003
tblVehicleEF	LDT1	6.9600e-004	5.9000e-004
tblVehicleEF	LDT1	0.12	0.11
tblVehicleEF	LDT1	0.24	0.17
tblVehicleEF	LDT1	0.10	0.09
tblVehicleEF	LDT1	0.04	0.04
tblVehicleEF	LDT1	0.15	0.60
tblVehicleEF	LDT1	0.16	0.31
tblVehicleEF	LDT1	0.01	6.2920e-003
tblVehicleEF	LDT1	9.8640e-003	0.05
tblVehicleEF	LDT1	1.38	1.28
tblVehicleEF	LDT1	1.92	1.80
tblVehicleEF	LDT1	325.67	319.70
tblVehicleEF	LDT1	65.72	60.24
tblVehicleEF	LDT1	0.10	0.08
tblVehicleEF	LDT1	0.12	0.20
tblVehicleEF	LDT1	2.8790e-003	2.3500e-003
tblVehicleEF	LDT1	3.1270e-003	2.2900e-003

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tblVehicleEF	LDT1	2.6500e-003	2.1620e-003
tblVehicleEF	LDT1	2.8760e-003	2.1050e-003
tblVehicleEF	LDT1	0.19	0.16
tblVehicleEF	LDT1	0.25	0.18
tblVehicleEF	LDT1	0.14	0.13
tblVehicleEF	LDT1	0.03	0.03
tblVehicleEF	LDT1	0.15	0.55
tblVehicleEF	LDT1	0.13	0.25
tblVehicleEF	LDT1	3.2730e-003	3.1000e-003
tblVehicleEF	LDT1	6.9100e-004	5.8400e-004
tblVehicleEF	LDT1	0.19	0.16
tblVehicleEF	LDT1	0.25	0.18
tblVehicleEF	LDT1	0.14	0.13
tblVehicleEF	LDT1	0.04	0.04
tblVehicleEF	LDT1	0.15	0.55
tblVehicleEF	LDT1	0.15	0.28
tblVehicleEF	LDT1	0.01	5.8250e-003
tblVehicleEF	LDT1	0.01	0.06
tblVehicleEF	LDT1	1.21	1.14
tblVehicleEF	LDT1	2.32	2.18
tblVehicleEF	LDT1	304.96	303.81
tblVehicleEF	LDT1	65.72	60.99
tblVehicleEF	LDT1	0.11	0.09
tblVehicleEF	LDT1	0.13	0.22
tblVehicleEF	LDT1	2.8790e-003	2.3500e-003
tblVehicleEF	LDT1	3.1270e-003	2.2900e-003
tblVehicleEF	LDT1	2.6500e-003	2.1620e-003

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tblVehicleEF	LDT1	2.8760e-003	2.1050e-003
tblVehicleEF	LDT1	0.12	0.11
tblVehicleEF	LDT1	0.26	0.19
tblVehicleEF	LDT1	0.09	0.09
tblVehicleEF	LDT1	0.03	0.03
tblVehicleEF	LDT1	0.18	0.71
tblVehicleEF	LDT1	0.15	0.29
tblVehicleEF	LDT1	3.0640e-003	2.9450e-003
tblVehicleEF	LDT1	6.9700e-004	5.9100e-004
tblVehicleEF	LDT1	0.12	0.11
tblVehicleEF	LDT1	0.26	0.19
tblVehicleEF	LDT1	0.09	0.09
tblVehicleEF	LDT1	0.04	0.04
tblVehicleEF	LDT1	0.18	0.71
tblVehicleEF	LDT1	0.17	0.32
tblVehicleEF	LDT2	5.5430e-003	4.0130e-003
tblVehicleEF	LDT2	5.0880e-003	0.06
tblVehicleEF	LDT2	0.72	0.88
tblVehicleEF	LDT2	1.15	2.47
tblVehicleEF	LDT2	344.86	324.47
tblVehicleEF	LDT2	73.12	64.52
tblVehicleEF	LDT2	0.06	0.07
tblVehicleEF	LDT2	0.08	0.23
tblVehicleEF	LDT2	2.0170e-003	1.7730e-003
tblVehicleEF	LDT2	2.3800e-003	1.7550e-003
tblVehicleEF	LDT2	1.8550e-003	1.6320e-003
tblVehicleEF	LDT2	2.1880e-003	1.6130e-003

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tblVehicleEF	LDT2	0.04	0.07
tblVehicleEF	LDT2	0.09	0.11
tblVehicleEF	LDT2	0.04	0.07
tblVehicleEF	LDT2	0.01	0.02
tblVehicleEF	LDT2	0.06	0.38
tblVehicleEF	LDT2	0.07	0.26
tblVehicleEF	LDT2	3.4540e-003	3.1450e-003
tblVehicleEF	LDT2	7.5000e-004	6.2600e-004
tblVehicleEF	LDT2	0.04	0.07
tblVehicleEF	LDT2	0.09	0.11
tblVehicleEF	LDT2	0.04	0.07
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.06	0.38
tblVehicleEF	LDT2	0.08	0.29
tblVehicleEF	LDT2	5.9380e-003	4.2740e-003
tblVehicleEF	LDT2	4.5160e-003	0.05
tblVehicleEF	LDT2	0.80	0.96
tblVehicleEF	LDT2	0.99	2.10
tblVehicleEF	LDT2	362.72	335.60
tblVehicleEF	LDT2	73.12	63.85
tblVehicleEF	LDT2	0.06	0.06
tblVehicleEF	LDT2	0.08	0.21
tblVehicleEF	LDT2	2.0170e-003	1.7730e-003
tblVehicleEF	LDT2	2.3800e-003	1.7550e-003
tblVehicleEF	LDT2	1.8550e-003	1.6320e-003
tblVehicleEF	LDT2	2.1880e-003	1.6130e-003
tblVehicleEF	LDT2	0.07	0.10

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tblVehicleEF	LDT2	0.10	0.11
tblVehicleEF	LDT2	0.06	0.09
tblVehicleEF	LDT2	0.01	0.02
tblVehicleEF	LDT2	0.05	0.35
tblVehicleEF	LDT2	0.06	0.23
tblVehicleEF	LDT2	3.6340e-003	3.2530e-003
tblVehicleEF	LDT2	7.4700e-004	6.1900e-004
tblVehicleEF	LDT2	0.07	0.10
tblVehicleEF	LDT2	0.10	0.11
tblVehicleEF	LDT2	0.06	0.09
tblVehicleEF	LDT2	0.02	0.03
tblVehicleEF	LDT2	0.05	0.35
tblVehicleEF	LDT2	0.07	0.26
tblVehicleEF	LDT2	5.4230e-003	3.9310e-003
tblVehicleEF	LDT2	5.2070e-003	0.06
tblVehicleEF	LDT2	0.69	0.85
tblVehicleEF	LDT2	1.18	2.55
tblVehicleEF	LDT2	338.93	320.35
tblVehicleEF	LDT2	73.12	64.68
tblVehicleEF	LDT2	0.06	0.06
tblVehicleEF	LDT2	0.08	0.24
tblVehicleEF	LDT2	2.0170e-003	1.7730e-003
tblVehicleEF	LDT2	2.3800e-003	1.7550e-003
tblVehicleEF	LDT2	1.8550e-003	1.6320e-003
tblVehicleEF	LDT2	2.1880e-003	1.6130e-003
tblVehicleEF	LDT2	0.04	0.06
tblVehicleEF	LDT2	0.10	0.12

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tblVehicleEF	LDT2	0.04	0.07
tblVehicleEF	LDT2	0.01	0.02
tblVehicleEF	LDT2	0.07	0.44
tblVehicleEF	LDT2	0.07	0.27
tblVehicleEF	LDT2	3.3940e-003	3.1050e-003
tblVehicleEF	LDT2	7.5100e-004	6.2700e-004
tblVehicleEF	LDT2	0.04	0.06
tblVehicleEF	LDT2	0.10	0.12
tblVehicleEF	LDT2	0.04	0.07
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.07	0.44
tblVehicleEF	LDT2	0.08	0.29
tblVehicleEF	LHD1	4.9470e-003	5.1330e-003
tblVehicleEF	LHD1	8.6670e-003	4.4580e-003
tblVehicleEF	LHD1	0.02	0.01
tblVehicleEF	LHD1	0.14	0.19
tblVehicleEF	LHD1	0.66	0.50
tblVehicleEF	LHD1	2.24	1.03
tblVehicleEF	LHD1	9.02	8.74
tblVehicleEF	LHD1	588.59	641.01
tblVehicleEF	LHD1	30.53	11.65
tblVehicleEF	LHD1	0.07	0.05
tblVehicleEF	LHD1	0.99	0.48
tblVehicleEF	LHD1	0.89	0.30
tblVehicleEF	LHD1	8.6500e-004	8.1500e-004
tblVehicleEF	LHD1	0.01	9.7830e-003
tblVehicleEF	LHD1	9.4630e-003	5.7480e-003

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tblVehicleEF	LHD1	8.3900e-004	2.5400e-004
tblVehicleEF	LHD1	8.2800e-004	7.8000e-004
tblVehicleEF	LHD1	2.5560e-003	2.4460e-003
tblVehicleEF	LHD1	9.0310e-003	5.4720e-003
tblVehicleEF	LHD1	7.7100e-004	2.3300e-004
tblVehicleEF	LHD1	2.8770e-003	2.1700e-003
tblVehicleEF	LHD1	0.09	0.07
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	1.7250e-003	1.3580e-003
tblVehicleEF	LHD1	0.06	0.04
tblVehicleEF	LHD1	0.29	0.48
tblVehicleEF	LHD1	0.22	0.07
tblVehicleEF	LHD1	9.0000e-005	8.5000e-005
tblVehicleEF	LHD1	5.7680e-003	6.2540e-003
tblVehicleEF	LHD1	3.4700e-004	1.1500e-004
tblVehicleEF	LHD1	2.8770e-003	2.1700e-003
tblVehicleEF	LHD1	0.09	0.07
tblVehicleEF	LHD1	0.02	0.03
tblVehicleEF	LHD1	1.7250e-003	1.3580e-003
tblVehicleEF	LHD1	0.07	0.05
tblVehicleEF	LHD1	0.29	0.48
tblVehicleEF	LHD1	0.24	0.07
tblVehicleEF	LHD1	4.9470e-003	5.1440e-003
tblVehicleEF	LHD1	8.8390e-003	4.5390e-003
tblVehicleEF	LHD1	0.02	0.01
tblVehicleEF	LHD1	0.14	0.19
tblVehicleEF	LHD1	0.67	0.51

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tblVehicleEF	LHD1	2.14	0.99
tblVehicleEF	LHD1	9.02	8.74
tblVehicleEF	LHD1	588.59	641.02
tblVehicleEF	LHD1	30.53	11.57
tblVehicleEF	LHD1	0.07	0.05
tblVehicleEF	LHD1	0.93	0.45
tblVehicleEF	LHD1	0.85	0.28
tblVehicleEF	LHD1	8.6500e-004	8.1500e-004
tblVehicleEF	LHD1	0.01	9.7830e-003
tblVehicleEF	LHD1	9.4630e-003	5.7480e-003
tblVehicleEF	LHD1	8.3900e-004	2.5400e-004
tblVehicleEF	LHD1	8.2800e-004	7.8000e-004
tblVehicleEF	LHD1	2.5560e-003	2.4460e-003
tblVehicleEF	LHD1	9.0310e-003	5.4720e-003
tblVehicleEF	LHD1	7.7100e-004	2.3300e-004
tblVehicleEF	LHD1	4.4820e-003	3.1860e-003
tblVehicleEF	LHD1	0.10	0.07
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	2.5750e-003	1.8620e-003
tblVehicleEF	LHD1	0.06	0.04
tblVehicleEF	LHD1	0.28	0.47
tblVehicleEF	LHD1	0.21	0.06
tblVehicleEF	LHD1	9.0000e-005	8.5000e-005
tblVehicleEF	LHD1	5.7680e-003	6.2550e-003
tblVehicleEF	LHD1	3.4500e-004	1.1500e-004
tblVehicleEF	LHD1	4.4820e-003	3.1860e-003
tblVehicleEF	LHD1	0.10	0.07

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tblVehicleEF	LHD1	0.02	0.03
tblVehicleEF	LHD1	2.5750e-003	1.8620e-003
tblVehicleEF	LHD1	0.07	0.05
tblVehicleEF	LHD1	0.28	0.47
tblVehicleEF	LHD1	0.23	0.07
tblVehicleEF	LHD1	4.9470e-003	5.1310e-003
tblVehicleEF	LHD1	8.6290e-003	4.4360e-003
tblVehicleEF	LHD1	0.02	0.01
tblVehicleEF	LHD1	0.14	0.19
tblVehicleEF	LHD1	0.66	0.50
tblVehicleEF	LHD1	2.25	1.04
tblVehicleEF	LHD1	9.02	8.74
tblVehicleEF	LHD1	588.59	641.00
tblVehicleEF	LHD1	30.53	11.67
tblVehicleEF	LHD1	0.07	0.05
tblVehicleEF	LHD1	0.97	0.47
tblVehicleEF	LHD1	0.90	0.30
tblVehicleEF	LHD1	8.6500e-004	8.1500e-004
tblVehicleEF	LHD1	0.01	9.7830e-003
tblVehicleEF	LHD1	9.4630e-003	5.7480e-003
tblVehicleEF	LHD1	8.3900e-004	2.5400e-004
tblVehicleEF	LHD1	8.2800e-004	7.8000e-004
tblVehicleEF	LHD1	2.5560e-003	2.4460e-003
tblVehicleEF	LHD1	9.0310e-003	5.4720e-003
tblVehicleEF	LHD1	7.7100e-004	2.3300e-004
tblVehicleEF	LHD1	2.8880e-003	2.2620e-003
tblVehicleEF	LHD1	0.11	0.08

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tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	1.6860e-003	1.3350e-003
tblVehicleEF	LHD1	0.06	0.04
tblVehicleEF	LHD1	0.31	0.52
tblVehicleEF	LHD1	0.22	0.07
tblVehicleEF	LHD1	9.0000e-005	8.5000e-005
tblVehicleEF	LHD1	5.7670e-003	6.2540e-003
tblVehicleEF	LHD1	3.4700e-004	1.1500e-004
tblVehicleEF	LHD1	2.8880e-003	2.2620e-003
tblVehicleEF	LHD1	0.11	0.08
tblVehicleEF	LHD1	0.02	0.03
tblVehicleEF	LHD1	1.6860e-003	1.3350e-003
tblVehicleEF	LHD1	0.07	0.05
tblVehicleEF	LHD1	0.31	0.52
tblVehicleEF	LHD1	0.24	0.07
tblVehicleEF	LHD2	3.4800e-003	3.5560e-003
tblVehicleEF	LHD2	3.3370e-003	3.2460e-003
tblVehicleEF	LHD2	6.5210e-003	9.1980e-003
tblVehicleEF	LHD2	0.12	0.15
tblVehicleEF	LHD2	0.29	0.35
tblVehicleEF	LHD2	1.13	0.68
tblVehicleEF	LHD2	13.69	13.29
tblVehicleEF	LHD2	603.39	642.03
tblVehicleEF	LHD2	25.70	8.82
tblVehicleEF	LHD2	0.09	0.08
tblVehicleEF	LHD2	0.58	0.62
tblVehicleEF	LHD2	0.46	0.20

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tblVehicleEF	LHD2	1.1460e-003	1.3050e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	8.5600e-003	9.4980e-003
tblVehicleEF	LHD2	4.0500e-004	1.4300e-004
tblVehicleEF	LHD2	1.0960e-003	1.2490e-003
tblVehicleEF	LHD2	2.6750e-003	2.6530e-003
tblVehicleEF	LHD2	8.1770e-003	9.0710e-003
tblVehicleEF	LHD2	3.7200e-004	1.3200e-004
tblVehicleEF	LHD2	9.9200e-004	1.3070e-003
tblVehicleEF	LHD2	0.03	0.05
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	6.5300e-004	8.4500e-004
tblVehicleEF	LHD2	0.04	0.04
tblVehicleEF	LHD2	0.07	0.28
tblVehicleEF	LHD2	0.09	0.04
tblVehicleEF	LHD2	1.3400e-004	1.2700e-004
tblVehicleEF	LHD2	5.8730e-003	6.2090e-003
tblVehicleEF	LHD2	2.7700e-004	8.7000e-005
tblVehicleEF	LHD2	9.9200e-004	1.3070e-003
tblVehicleEF	LHD2	0.03	0.05
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	6.5300e-004	8.4500e-004
tblVehicleEF	LHD2	0.05	0.05
tblVehicleEF	LHD2	0.07	0.28
tblVehicleEF	LHD2	0.10	0.05
tblVehicleEF	LHD2	3.4800e-003	3.5630e-003
tblVehicleEF	LHD2	3.3730e-003	3.2790e-003

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tblVehicleEF	LHD2	6.3110e-003	8.8870e-003
tblVehicleEF	LHD2	0.12	0.15
tblVehicleEF	LHD2	0.29	0.35
tblVehicleEF	LHD2	1.09	0.65
tblVehicleEF	LHD2	13.69	13.29
tblVehicleEF	LHD2	603.39	642.03
tblVehicleEF	LHD2	25.70	8.77
tblVehicleEF	LHD2	0.09	0.08
tblVehicleEF	LHD2	0.54	0.58
tblVehicleEF	LHD2	0.45	0.19
tblVehicleEF	LHD2	1.1460e-003	1.3050e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	8.5600e-003	9.4980e-003
tblVehicleEF	LHD2	4.0500e-004	1.4300e-004
tblVehicleEF	LHD2	1.0960e-003	1.2490e-003
tblVehicleEF	LHD2	2.6750e-003	2.6530e-003
tblVehicleEF	LHD2	8.1770e-003	9.0710e-003
tblVehicleEF	LHD2	3.7200e-004	1.3200e-004
tblVehicleEF	LHD2	1.5430e-003	1.9230e-003
tblVehicleEF	LHD2	0.03	0.05
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	9.6300e-004	1.1640e-003
tblVehicleEF	LHD2	0.04	0.04
tblVehicleEF	LHD2	0.07	0.27
tblVehicleEF	LHD2	0.09	0.04
tblVehicleEF	LHD2	1.3400e-004	1.2700e-004
tblVehicleEF	LHD2	5.8730e-003	6.2090e-003

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tblVehicleEF	LHD2	2.7600e-004	8.7000e-005
tblVehicleEF	LHD2	1.5430e-003	1.9230e-003
tblVehicleEF	LHD2	0.03	0.05
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	9.6300e-004	1.1640e-003
tblVehicleEF	LHD2	0.05	0.05
tblVehicleEF	LHD2	0.07	0.27
tblVehicleEF	LHD2	0.09	0.05
tblVehicleEF	LHD2	3.4800e-003	3.5540e-003
tblVehicleEF	LHD2	3.3280e-003	3.2380e-003
tblVehicleEF	LHD2	6.5580e-003	9.2660e-003
tblVehicleEF	LHD2	0.12	0.15
tblVehicleEF	LHD2	0.29	0.35
tblVehicleEF	LHD2	1.14	0.68
tblVehicleEF	LHD2	13.69	13.29
tblVehicleEF	LHD2	603.39	642.02
tblVehicleEF	LHD2	25.70	8.83
tblVehicleEF	LHD2	0.09	0.08
tblVehicleEF	LHD2	0.57	0.61
tblVehicleEF	LHD2	0.46	0.21
tblVehicleEF	LHD2	1.1460e-003	1.3050e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	8.5600e-003	9.4980e-003
tblVehicleEF	LHD2	4.0500e-004	1.4300e-004
tblVehicleEF	LHD2	1.0960e-003	1.2490e-003
tblVehicleEF	LHD2	2.6750e-003	2.6530e-003
tblVehicleEF	LHD2	8.1770e-003	9.0710e-003

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tblVehicleEF	LHD2	3.7200e-004	1.3200e-004
tblVehicleEF	LHD2	9.5400e-004	1.3330e-003
tblVehicleEF	LHD2	0.03	0.05
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	6.2500e-004	8.1700e-004
tblVehicleEF	LHD2	0.04	0.04
tblVehicleEF	LHD2	0.07	0.31
tblVehicleEF	LHD2	0.09	0.05
tblVehicleEF	LHD2	1.3400e-004	1.2700e-004
tblVehicleEF	LHD2	5.8730e-003	6.2090e-003
tblVehicleEF	LHD2	2.7700e-004	8.7000e-005
tblVehicleEF	LHD2	9.5400e-004	1.3330e-003
tblVehicleEF	LHD2	0.03	0.05
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	6.2500e-004	8.1700e-004
tblVehicleEF	LHD2	0.05	0.05
tblVehicleEF	LHD2	0.07	0.31
tblVehicleEF	LHD2	0.10	0.05
tblVehicleEF	MCY	0.52	0.38
tblVehicleEF	MCY	0.15	0.23
tblVehicleEF	MCY	18.43	18.74
tblVehicleEF	MCY	9.68	8.57
tblVehicleEF	MCY	184.66	224.78
tblVehicleEF	MCY	44.08	58.90
tblVehicleEF	MCY	1.13	1.13
tblVehicleEF	MCY	0.31	0.26
tblVehicleEF	MCY	2.3730e-003	2.5430e-003

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tblVehicleEF	MCY	3.4400e-003	3.0380e-003
tblVehicleEF	MCY	2.2150e-003	2.3740e-003
tblVehicleEF	MCY	3.2290e-003	2.8510e-003
tblVehicleEF	MCY	1.17	1.07
tblVehicleEF	MCY	0.65	0.62
tblVehicleEF	MCY	0.69	0.65
tblVehicleEF	MCY	2.47	2.61
tblVehicleEF	MCY	0.57	1.80
tblVehicleEF	MCY	2.03	1.79
tblVehicleEF	MCY	2.2230e-003	2.2240e-003
tblVehicleEF	MCY	6.5900e-004	5.8300e-004
tblVehicleEF	MCY	1.17	1.07
tblVehicleEF	MCY	0.65	0.62
tblVehicleEF	MCY	0.69	0.65
tblVehicleEF	MCY	3.08	3.26
tblVehicleEF	MCY	0.57	1.80
tblVehicleEF	MCY	2.21	1.95
tblVehicleEF	MCY	0.51	0.38
tblVehicleEF	MCY	0.13	0.21
tblVehicleEF	MCY	17.99	18.05
tblVehicleEF	MCY	8.88	7.79
tblVehicleEF	MCY	184.66	223.47
tblVehicleEF	MCY	44.08	57.01
tblVehicleEF	MCY	0.98	0.99
tblVehicleEF	MCY	0.29	0.25
tblVehicleEF	MCY	2.3730e-003	2.5430e-003
tblVehicleEF	MCY	3.4400e-003	3.0380e-003

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tblVehicleEF	MCY	2.2150e-003	2.3740e-003
tblVehicleEF	MCY	3.2290e-003	2.8510e-003
tblVehicleEF	MCY	1.96	1.70
tblVehicleEF	MCY	0.77	0.68
tblVehicleEF	MCY	1.22	1.04
tblVehicleEF	MCY	2.42	2.56
tblVehicleEF	MCY	0.54	1.68
tblVehicleEF	MCY	1.81	1.60
tblVehicleEF	MCY	2.2140e-003	2.2110e-003
tblVehicleEF	MCY	6.3900e-004	5.6400e-004
tblVehicleEF	MCY	1.96	1.70
tblVehicleEF	MCY	0.77	0.68
tblVehicleEF	MCY	1.22	1.04
tblVehicleEF	MCY	3.02	3.19
tblVehicleEF	MCY	0.54	1.68
tblVehicleEF	MCY	1.98	1.74
tblVehicleEF	MCY	0.52	0.38
tblVehicleEF	MCY	0.15	0.24
tblVehicleEF	MCY	18.45	18.88
tblVehicleEF	MCY	9.79	8.72
tblVehicleEF	MCY	184.66	225.05
tblVehicleEF	MCY	44.08	59.29
tblVehicleEF	MCY	1.10	1.11
tblVehicleEF	MCY	0.31	0.27
tblVehicleEF	MCY	2.3730e-003	2.5430e-003
tblVehicleEF	MCY	3.4400e-003	3.0380e-003
tblVehicleEF	MCY	2.2150e-003	2.3740e-003

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tblVehicleEF	MCY	3.2290e-003	2.8510e-003
tblVehicleEF	MCY	1.25	1.16
tblVehicleEF	MCY	0.83	0.80
tblVehicleEF	MCY	0.65	0.62
tblVehicleEF	MCY	2.48	2.63
tblVehicleEF	MCY	0.66	2.08
tblVehicleEF	MCY	2.06	1.84
tblVehicleEF	MCY	2.2230e-003	2.2270e-003
tblVehicleEF	MCY	6.6100e-004	5.8700e-004
tblVehicleEF	MCY	1.25	1.16
tblVehicleEF	MCY	0.83	0.80
tblVehicleEF	MCY	0.65	0.62
tblVehicleEF	MCY	3.09	3.28
tblVehicleEF	MCY	0.66	2.08
tblVehicleEF	MCY	2.24	2.00
tblVehicleEF	MDV	9.9650e-003	4.9820e-003
tblVehicleEF	MDV	0.01	0.07
tblVehicleEF	MDV	1.07	0.98
tblVehicleEF	MDV	2.07	2.75
tblVehicleEF	MDV	469.02	398.81
tblVehicleEF	MDV	98.01	78.26
tblVehicleEF	MDV	0.11	0.08
tblVehicleEF	MDV	0.18	0.28
tblVehicleEF	MDV	2.0810e-003	1.8650e-003
tblVehicleEF	MDV	2.3810e-003	1.8220e-003
tblVehicleEF	MDV	1.9170e-003	1.7190e-003
tblVehicleEF	MDV	2.1900e-003	1.6760e-003

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tblVehicleEF	MDV	0.07	0.08
tblVehicleEF	MDV	0.15	0.13
tblVehicleEF	MDV	0.07	0.08
tblVehicleEF	MDV	0.02	0.02
tblVehicleEF	MDV	0.09	0.39
tblVehicleEF	MDV	0.15	0.32
tblVehicleEF	MDV	4.6950e-003	3.8640e-003
tblVehicleEF	MDV	1.0160e-003	7.5900e-004
tblVehicleEF	MDV	0.07	0.08
tblVehicleEF	MDV	0.15	0.13
tblVehicleEF	MDV	0.07	0.08
tblVehicleEF	MDV	0.04	0.03
tblVehicleEF	MDV	0.09	0.39
tblVehicleEF	MDV	0.17	0.35
tblVehicleEF	MDV	0.01	5.2990e-003
tblVehicleEF	MDV	9.9740e-003	0.06
tblVehicleEF	MDV	1.20	1.07
tblVehicleEF	MDV	1.78	2.34
tblVehicleEF	MDV	493.01	410.36
tblVehicleEF	MDV	98.01	77.49
tblVehicleEF	MDV	0.10	0.07
tblVehicleEF	MDV	0.17	0.26
tblVehicleEF	MDV	2.0810e-003	1.8650e-003
tblVehicleEF	MDV	2.3810e-003	1.8220e-003
tblVehicleEF	MDV	1.9170e-003	1.7190e-003
tblVehicleEF	MDV	2.1900e-003	1.6760e-003
tblVehicleEF	MDV	0.11	0.12

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tblVehicleEF	MDV	0.16	0.13
tblVehicleEF	MDV	0.10	0.11
tblVehicleEF	MDV	0.03	0.02
tblVehicleEF	MDV	0.08	0.37
tblVehicleEF	MDV	0.13	0.29
tblVehicleEF	MDV	4.9370e-003	3.9760e-003
tblVehicleEF	MDV	1.0110e-003	7.5100e-004
tblVehicleEF	MDV	0.11	0.12
tblVehicleEF	MDV	0.16	0.13
tblVehicleEF	MDV	0.10	0.11
tblVehicleEF	MDV	0.04	0.03
tblVehicleEF	MDV	0.08	0.37
tblVehicleEF	MDV	0.15	0.31
tblVehicleEF	MDV	9.7490e-003	4.8810e-003
tblVehicleEF	MDV	0.01	0.07
tblVehicleEF	MDV	1.03	0.95
tblVehicleEF	MDV	2.13	2.85
tblVehicleEF	MDV	461.13	394.54
tblVehicleEF	MDV	98.01	78.44
tblVehicleEF	MDV	0.11	0.08
tblVehicleEF	MDV	0.18	0.28
tblVehicleEF	MDV	2.0810e-003	1.8650e-003
tblVehicleEF	MDV	2.3810e-003	1.8220e-003
tblVehicleEF	MDV	1.9170e-003	1.7190e-003
tblVehicleEF	MDV	2.1900e-003	1.6760e-003
tblVehicleEF	MDV	0.06	0.07
tblVehicleEF	MDV	0.16	0.13

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tblVehicleEF	MDV	0.07	0.08
tblVehicleEF	MDV	0.02	0.02
tblVehicleEF	MDV	0.10	0.46
tblVehicleEF	MDV	0.16	0.33
tblVehicleEF	MDV	4.6160e-003	3.8230e-003
tblVehicleEF	MDV	1.0170e-003	7.6000e-004
tblVehicleEF	MDV	0.06	0.07
tblVehicleEF	MDV	0.16	0.13
tblVehicleEF	MDV	0.07	0.08
tblVehicleEF	MDV	0.04	0.03
tblVehicleEF	MDV	0.10	0.46
tblVehicleEF	MDV	0.17	0.36
tblVehicleEF	MH	0.02	2.9410e-003
tblVehicleEF	MH	0.02	0.00
tblVehicleEF	MH	1.45	0.24
tblVehicleEF	MH	4.77	0.00
tblVehicleEF	MH	1,101.62	940.74
tblVehicleEF	MH	58.33	0.00
tblVehicleEF	MH	1.06	3.15
tblVehicleEF	MH	0.71	0.00
tblVehicleEF	MH	0.01	0.02
tblVehicleEF	MH	0.02	0.06
tblVehicleEF	MH	9.5800e-004	0.00
tblVehicleEF	MH	3.2210e-003	4.0000e-003
tblVehicleEF	MH	0.02	0.06
tblVehicleEF	MH	8.8100e-004	0.00
tblVehicleEF	MH	0.87	0.00

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tblVehicleEF	MH	0.06	0.00
tblVehicleEF	MH	0.36	0.00
tblVehicleEF	MH	0.06	0.06
tblVehicleEF	MH	0.02	0.00
tblVehicleEF	MH	0.28	0.00
tblVehicleEF	MH	0.01	8.8930e-003
tblVehicleEF	MH	6.6600e-004	0.00
tblVehicleEF	MH	0.87	0.00
tblVehicleEF	MH	0.06	0.00
tblVehicleEF	MH	0.36	0.00
tblVehicleEF	MH	0.08	0.07
tblVehicleEF	MH	0.02	0.00
tblVehicleEF	MH	0.30	0.00
tblVehicleEF	MH	0.02	2.9410e-003
tblVehicleEF	MH	0.02	0.00
tblVehicleEF	MH	1.49	0.24
tblVehicleEF	MH	4.49	0.00
tblVehicleEF	MH	1,101.62	940.74
tblVehicleEF	MH	58.33	0.00
tblVehicleEF	MH	0.98	2.98
tblVehicleEF	MH	0.68	0.00
tblVehicleEF	MH	0.01	0.02
tblVehicleEF	MH	0.02	0.06
tblVehicleEF	MH	9.5800e-004	0.00
tblVehicleEF	MH	3.2210e-003	4.0000e-003
tblVehicleEF	MH	0.02	0.06
tblVehicleEF	MH	8.8100e-004	0.00

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tblVehicleEF	MH	1.34	0.00
tblVehicleEF	MH	0.06	0.00
tblVehicleEF	MH	0.55	0.00
tblVehicleEF	MH	0.06	0.06
tblVehicleEF	MH	0.02	0.00
tblVehicleEF	MH	0.27	0.00
tblVehicleEF	MH	0.01	8.8930e-003
tblVehicleEF	MH	6.6100e-004	0.00
tblVehicleEF	MH	1.34	0.00
tblVehicleEF	MH	0.06	0.00
tblVehicleEF	MH	0.55	0.00
tblVehicleEF	MH	0.09	0.07
tblVehicleEF	MH	0.02	0.00
tblVehicleEF	MH	0.29	0.00
tblVehicleEF	MH	0.02	2.9410e-003
tblVehicleEF	MH	0.02	0.00
tblVehicleEF	MH	1.44	0.24
tblVehicleEF	MH	4.81	0.00
tblVehicleEF	MH	1,101.62	940.74
tblVehicleEF	MH	58.33	0.00
tblVehicleEF	MH	1.04	3.09
tblVehicleEF	MH	0.72	0.00
tblVehicleEF	MH	0.01	0.02
tblVehicleEF	MH	0.02	0.06
tblVehicleEF	MH	9.5800e-004	0.00
tblVehicleEF	MH	3.2210e-003	4.0000e-003
tblVehicleEF	MH	0.02	0.06

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tblVehicleEF	MH	8.8100e-004	0.00
tblVehicleEF	MH	0.94	0.00
tblVehicleEF	MH	0.07	0.00
tblVehicleEF	MH	0.36	0.00
tblVehicleEF	MH	0.06	0.06
tblVehicleEF	MH	0.02	0.00
tblVehicleEF	MH	0.28	0.00
tblVehicleEF	MH	0.01	8.8930e-003
tblVehicleEF	MH	6.6700e-004	0.00
tblVehicleEF	MH	0.94	0.00
tblVehicleEF	MH	0.07	0.00
tblVehicleEF	MH	0.36	0.00
tblVehicleEF	MH	0.08	0.07
tblVehicleEF	MH	0.02	0.00
tblVehicleEF	MH	0.31	0.00
tblVehicleEF	MHD	0.02	4.3420e-003
tblVehicleEF	MHD	3.0460e-003	1.7990e-003
tblVehicleEF	MHD	0.04	0.01
tblVehicleEF	MHD	0.33	0.40
tblVehicleEF	MHD	0.26	0.24
tblVehicleEF	MHD	4.83	1.27
tblVehicleEF	MHD	140.32	63.61
tblVehicleEF	MHD	1,125.35	1,014.00
tblVehicleEF	MHD	57.93	11.48
tblVehicleEF	MHD	0.37	0.34
tblVehicleEF	MHD	0.70	1.09
tblVehicleEF	MHD	10.75	1.60

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tblVehicleEF	MHD	9.0000e-005	2.8200e-004
tblVehicleEF	MHD	2.8360e-003	6.1500e-003
tblVehicleEF	MHD	7.3800e-004	1.2800e-004
tblVehicleEF	MHD	8.6000e-005	2.7000e-004
tblVehicleEF	MHD	2.7090e-003	5.8770e-003
tblVehicleEF	MHD	6.7800e-004	1.1700e-004
tblVehicleEF	MHD	1.0090e-003	5.6700e-004
tblVehicleEF	MHD	0.04	0.02
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	6.5700e-004	3.8100e-004
tblVehicleEF	MHD	0.03	0.01
tblVehicleEF	MHD	0.02	0.13
tblVehicleEF	MHD	0.30	0.06
tblVehicleEF	MHD	1.3500e-003	6.0500e-004
tblVehicleEF	MHD	0.01	9.6930e-003
tblVehicleEF	MHD	6.6400e-004	1.1400e-004
tblVehicleEF	MHD	1.0090e-003	5.6700e-004
tblVehicleEF	MHD	0.04	0.02
tblVehicleEF	MHD	0.03	0.03
tblVehicleEF	MHD	6.5700e-004	3.8100e-004
tblVehicleEF	MHD	0.04	0.02
tblVehicleEF	MHD	0.02	0.13
tblVehicleEF	MHD	0.33	0.07
tblVehicleEF	MHD	0.01	4.1210e-003
tblVehicleEF	MHD	3.0830e-003	1.8350e-003
tblVehicleEF	MHD	0.04	0.01
tblVehicleEF	MHD	0.24	0.33

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tblVehicleEF	MHD	0.26	0.24
tblVehicleEF	MHD	4.60	1.21
tblVehicleEF	MHD	148.62	63.60
tblVehicleEF	MHD	1,125.35	1,014.01
tblVehicleEF	MHD	57.93	11.37
tblVehicleEF	MHD	0.38	0.33
tblVehicleEF	MHD	0.66	1.03
tblVehicleEF	MHD	10.72	1.59
tblVehicleEF	MHD	7.6000e-005	2.4000e-004
tblVehicleEF	MHD	2.8360e-003	6.1500e-003
tblVehicleEF	MHD	7.3800e-004	1.2800e-004
tblVehicleEF	MHD	7.3000e-005	2.3000e-004
tblVehicleEF	MHD	2.7090e-003	5.8770e-003
tblVehicleEF	MHD	6.7800e-004	1.1700e-004
tblVehicleEF	MHD	1.5740e-003	8.4100e-004
tblVehicleEF	MHD	0.04	0.02
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	9.7500e-004	5.3100e-004
tblVehicleEF	MHD	0.03	0.01
tblVehicleEF	MHD	0.02	0.12
tblVehicleEF	MHD	0.29	0.06
tblVehicleEF	MHD	1.4290e-003	6.0500e-004
tblVehicleEF	MHD	0.01	9.6940e-003
tblVehicleEF	MHD	6.6000e-004	1.1200e-004
tblVehicleEF	MHD	1.5740e-003	8.4100e-004
tblVehicleEF	MHD	0.04	0.02
tblVehicleEF	MHD	0.03	0.03

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tblVehicleEF	MHD	9.7500e-004	5.3100e-004
tblVehicleEF	MHD	0.04	0.02
tblVehicleEF	MHD	0.02	0.12
tblVehicleEF	MHD	0.31	0.06
tblVehicleEF	MHD	0.02	4.6590e-003
tblVehicleEF	MHD	3.0340e-003	1.7870e-003
tblVehicleEF	MHD	0.04	0.01
tblVehicleEF	MHD	0.46	0.49
tblVehicleEF	MHD	0.26	0.24
tblVehicleEF	MHD	4.88	1.28
tblVehicleEF	MHD	128.84	63.61
tblVehicleEF	MHD	1,125.35	1,014.00
tblVehicleEF	MHD	57.93	11.50
tblVehicleEF	MHD	0.35	0.35
tblVehicleEF	MHD	0.69	1.07
tblVehicleEF	MHD	10.76	1.60
tblVehicleEF	MHD	1.1000e-004	3.3900e-004
tblVehicleEF	MHD	2.8360e-003	6.1500e-003
tblVehicleEF	MHD	7.3800e-004	1.2800e-004
tblVehicleEF	MHD	1.0500e-004	3.2500e-004
tblVehicleEF	MHD	2.7090e-003	5.8770e-003
tblVehicleEF	MHD	6.7800e-004	1.1700e-004
tblVehicleEF	MHD	9.7000e-004	5.7600e-004
tblVehicleEF	MHD	0.04	0.03
tblVehicleEF	MHD	0.03	0.02
tblVehicleEF	MHD	6.2700e-004	3.7000e-004
tblVehicleEF	MHD	0.03	0.01

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tblVehicleEF	MHD	0.02	0.14
tblVehicleEF	MHD	0.30	0.06
tblVehicleEF	MHD	1.2420e-003	6.0400e-004
tblVehicleEF	MHD	0.01	9.6930e-003
tblVehicleEF	MHD	6.6500e-004	1.1400e-004
tblVehicleEF	MHD	9.7000e-004	5.7600e-004
tblVehicleEF	MHD	0.04	0.03
tblVehicleEF	MHD	0.04	0.03
tblVehicleEF	MHD	6.2700e-004	3.7000e-004
tblVehicleEF	MHD	0.04	0.02
tblVehicleEF	MHD	0.02	0.14
tblVehicleEF	MHD	0.33	0.07
tblVehicleEF	OBUS	0.01	8.2740e-003
tblVehicleEF	OBUS	5.4430e-003	4.4180e-003
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.25	0.62
tblVehicleEF	OBUS	0.40	0.55
tblVehicleEF	OBUS	4.97	2.26
tblVehicleEF	OBUS	92.73	91.17
tblVehicleEF	OBUS	1,224.67	1,333.80
tblVehicleEF	OBUS	68.08	18.57
tblVehicleEF	OBUS	0.19	0.36
tblVehicleEF	OBUS	0.65	1.19
tblVehicleEF	OBUS	2.31	0.85
tblVehicleEF	OBUS	1.8000e-005	1.2100e-004
tblVehicleEF	OBUS	2.6120e-003	7.3390e-003
tblVehicleEF	OBUS	8.6800e-004	2.0100e-004

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tblVehicleEF	OBUS	1.7000e-005	1.1600e-004
tblVehicleEF	OBUS	2.4820e-003	7.0070e-003
tblVehicleEF	OBUS	7.9800e-004	1.8500e-004
tblVehicleEF	OBUS	1.4730e-003	1.8280e-003
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.03	0.05
tblVehicleEF	OBUS	7.7700e-004	9.5200e-004
tblVehicleEF	OBUS	0.04	0.03
tblVehicleEF	OBUS	0.04	0.27
tblVehicleEF	OBUS	0.31	0.11
tblVehicleEF	OBUS	8.9700e-004	8.6700e-004
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	7.6800e-004	1.8400e-004
tblVehicleEF	OBUS	1.4730e-003	1.8280e-003
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.05	0.07
tblVehicleEF	OBUS	7.7700e-004	9.5200e-004
tblVehicleEF	OBUS	0.05	0.04
tblVehicleEF	OBUS	0.04	0.27
tblVehicleEF	OBUS	0.34	0.12
tblVehicleEF	OBUS	0.01	8.3630e-003
tblVehicleEF	OBUS	5.5370e-003	4.5130e-003
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.24	0.61
tblVehicleEF	OBUS	0.41	0.56
tblVehicleEF	OBUS	4.69	2.14
tblVehicleEF	OBUS	97.25	90.13

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tblVehicleEF	OBUS	1,224.67	1,333.81
tblVehicleEF	OBUS	68.08	18.36
tblVehicleEF	OBUS	0.20	0.34
tblVehicleEF	OBUS	0.61	1.11
tblVehicleEF	OBUS	2.28	0.84
tblVehicleEF	OBUS	1.5000e-005	1.0700e-004
tblVehicleEF	OBUS	2.6120e-003	7.3390e-003
tblVehicleEF	OBUS	8.6800e-004	2.0100e-004
tblVehicleEF	OBUS	1.4000e-005	1.0300e-004
tblVehicleEF	OBUS	2.4820e-003	7.0070e-003
tblVehicleEF	OBUS	7.9800e-004	1.8500e-004
tblVehicleEF	OBUS	2.2360e-003	2.6320e-003
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.03	0.05
tblVehicleEF	OBUS	1.1520e-003	1.3140e-003
tblVehicleEF	OBUS	0.04	0.03
tblVehicleEF	OBUS	0.04	0.26
tblVehicleEF	OBUS	0.30	0.10
tblVehicleEF	OBUS	9.4000e-004	8.5700e-004
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	7.6300e-004	1.8200e-004
tblVehicleEF	OBUS	2.2360e-003	2.6320e-003
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.04	0.07
tblVehicleEF	OBUS	1.1520e-003	1.3140e-003
tblVehicleEF	OBUS	0.05	0.04
tblVehicleEF	OBUS	0.04	0.26

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tblVehicleEF	OBUS	0.33	0.11
tblVehicleEF	OBUS	0.01	8.1710e-003
tblVehicleEF	OBUS	5.4190e-003	4.3900e-003
tblVehicleEF	OBUS	0.03	0.02
tblVehicleEF	OBUS	0.25	0.63
tblVehicleEF	OBUS	0.40	0.55
tblVehicleEF	OBUS	5.02	2.29
tblVehicleEF	OBUS	86.49	92.62
tblVehicleEF	OBUS	1,224.67	1,333.79
tblVehicleEF	OBUS	68.08	18.62
tblVehicleEF	OBUS	0.19	0.38
tblVehicleEF	OBUS	0.64	1.16
tblVehicleEF	OBUS	2.32	0.85
tblVehicleEF	OBUS	2.2000e-005	1.3900e-004
tblVehicleEF	OBUS	2.6120e-003	7.3390e-003
tblVehicleEF	OBUS	8.6800e-004	2.0100e-004
tblVehicleEF	OBUS	2.1000e-005	1.3300e-004
tblVehicleEF	OBUS	2.4820e-003	7.0070e-003
tblVehicleEF	OBUS	7.9800e-004	1.8500e-004
tblVehicleEF	OBUS	1.4560e-003	1.8910e-003
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.03	0.05
tblVehicleEF	OBUS	7.5300e-004	9.3100e-004
tblVehicleEF	OBUS	0.04	0.03
tblVehicleEF	OBUS	0.04	0.29
tblVehicleEF	OBUS	0.31	0.11
tblVehicleEF	OBUS	8.3700e-004	8.8100e-004

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tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	7.6900e-004	1.8400e-004
tblVehicleEF	OBUS	1.4560e-003	1.8910e-003
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.05	0.07
tblVehicleEF	OBUS	7.5300e-004	9.3100e-004
tblVehicleEF	OBUS	0.05	0.04
tblVehicleEF	OBUS	0.04	0.29
tblVehicleEF	OBUS	0.34	0.12
tblVehicleEF	SBUS	0.82	0.08
tblVehicleEF	SBUS	0.01	6.3240e-003
tblVehicleEF	SBUS	0.06	7.3230e-003
tblVehicleEF	SBUS	8.15	3.29
tblVehicleEF	SBUS	0.65	0.54
tblVehicleEF	SBUS	7.01	0.99
tblVehicleEF	SBUS	1,104.15	353.50
tblVehicleEF	SBUS	1,075.03	1,068.92
tblVehicleEF	SBUS	56.16	6.19
tblVehicleEF	SBUS	8.02	2.91
tblVehicleEF	SBUS	3.56	4.10
tblVehicleEF	SBUS	11.89	1.01
tblVehicleEF	SBUS	7.1800e-003	3.2480e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.02	0.02
tblVehicleEF	SBUS	8.2000e-004	6.6000e-005
tblVehicleEF	SBUS	6.8690e-003	3.1080e-003
tblVehicleEF	SBUS	2.6680e-003	2.6420e-003

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tblVehicleEF	SBUS	0.02	0.02
tblVehicleEF	SBUS	7.5400e-004	6.0000e-005
tblVehicleEF	SBUS	3.7320e-003	1.0860e-003
tblVehicleEF	SBUS	0.03	9.4900e-003
tblVehicleEF	SBUS	0.97	0.38
tblVehicleEF	SBUS	2.0050e-003	5.9900e-004
tblVehicleEF	SBUS	0.10	0.08
tblVehicleEF	SBUS	0.01	0.06
tblVehicleEF	SBUS	0.37	0.04
tblVehicleEF	SBUS	0.01	3.3780e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	6.8300e-004	6.1000e-005
tblVehicleEF	SBUS	3.7320e-003	1.0860e-003
tblVehicleEF	SBUS	0.03	9.4900e-003
tblVehicleEF	SBUS	1.40	0.55
tblVehicleEF	SBUS	2.0050e-003	5.9900e-004
tblVehicleEF	SBUS	0.12	0.10
tblVehicleEF	SBUS	0.01	0.06
tblVehicleEF	SBUS	0.41	0.05
tblVehicleEF	SBUS	0.82	0.08
tblVehicleEF	SBUS	0.01	6.3970e-003
tblVehicleEF	SBUS	0.05	6.5350e-003
tblVehicleEF	SBUS	8.04	3.26
tblVehicleEF	SBUS	0.66	0.55
tblVehicleEF	SBUS	5.58	0.81
tblVehicleEF	SBUS	1,153.29	359.94
tblVehicleEF	SBUS	1,075.03	1,068.93

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tblVehicleEF	SBUS	56.16	5.88
tblVehicleEF	SBUS	8.27	2.97
tblVehicleEF	SBUS	3.35	3.87
tblVehicleEF	SBUS	11.86	1.00
tblVehicleEF	SBUS	6.0520e-003	2.7460e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.02	0.02
tblVehicleEF	SBUS	8.2000e-004	6.6000e-005
tblVehicleEF	SBUS	5.7910e-003	2.6280e-003
tblVehicleEF	SBUS	2.6680e-003	2.6420e-003
tblVehicleEF	SBUS	0.02	0.02
tblVehicleEF	SBUS	7.5400e-004	6.0000e-005
tblVehicleEF	SBUS	5.8010e-003	1.5690e-003
tblVehicleEF	SBUS	0.03	9.6320e-003
tblVehicleEF	SBUS	0.97	0.38
tblVehicleEF	SBUS	3.0570e-003	8.2600e-004
tblVehicleEF	SBUS	0.10	0.08
tblVehicleEF	SBUS	0.01	0.05
tblVehicleEF	SBUS	0.33	0.04
tblVehicleEF	SBUS	0.01	3.4390e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	6.5900e-004	5.8000e-005
tblVehicleEF	SBUS	5.8010e-003	1.5690e-003
tblVehicleEF	SBUS	0.03	9.6320e-003
tblVehicleEF	SBUS	1.40	0.55
tblVehicleEF	SBUS	3.0570e-003	8.2600e-004
tblVehicleEF	SBUS	0.12	0.10

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tblVehicleEF	SBUS	0.01	0.05
tblVehicleEF	SBUS	0.36	0.04
tblVehicleEF	SBUS	0.83	0.08
tblVehicleEF	SBUS	0.01	6.3020e-003
tblVehicleEF	SBUS	0.06	7.5040e-003
tblVehicleEF	SBUS	8.28	3.34
tblVehicleEF	SBUS	0.65	0.54
tblVehicleEF	SBUS	7.26	1.03
tblVehicleEF	SBUS	1,036.29	344.60
tblVehicleEF	SBUS	1,075.03	1,068.92
tblVehicleEF	SBUS	56.16	6.25
tblVehicleEF	SBUS	7.67	2.84
tblVehicleEF	SBUS	3.50	4.03
tblVehicleEF	SBUS	11.90	1.01
tblVehicleEF	SBUS	8.7360e-003	3.9410e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.02	0.02
tblVehicleEF	SBUS	8.2000e-004	6.6000e-005
tblVehicleEF	SBUS	8.3580e-003	3.7710e-003
tblVehicleEF	SBUS	2.6680e-003	2.6420e-003
tblVehicleEF	SBUS	0.02	0.02
tblVehicleEF	SBUS	7.5400e-004	6.0000e-005
tblVehicleEF	SBUS	3.5530e-003	1.0830e-003
tblVehicleEF	SBUS	0.03	9.8620e-003
tblVehicleEF	SBUS	0.97	0.38
tblVehicleEF	SBUS	1.9330e-003	5.7300e-004
tblVehicleEF	SBUS	0.10	0.08

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tblVehicleEF	SBUS	0.02	0.07
tblVehicleEF	SBUS	0.38	0.04
tblVehicleEF	SBUS	0.01	3.2940e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	6.8700e-004	6.2000e-005
tblVehicleEF	SBUS	3.5530e-003	1.0830e-003
tblVehicleEF	SBUS	0.03	9.8620e-003
tblVehicleEF	SBUS	1.40	0.55
tblVehicleEF	SBUS	1.9330e-003	5.7300e-004
tblVehicleEF	SBUS	0.12	0.10
tblVehicleEF	SBUS	0.02	0.07
tblVehicleEF	SBUS	0.42	0.05
tblVehicleEF	UBUS	2.06	5.85
tblVehicleEF	UBUS	0.06	9.7390e-003
tblVehicleEF	UBUS	9.44	45.43
tblVehicleEF	UBUS	10.08	0.71
tblVehicleEF	UBUS	1,890.04	1,980.90
tblVehicleEF	UBUS	116.31	8.05
tblVehicleEF	UBUS	7.19	0.46
tblVehicleEF	UBUS	14.18	0.07
tblVehicleEF	UBUS	0.57	0.07
tblVehicleEF	UBUS	0.01	0.03
tblVehicleEF	UBUS	0.09	3.2450e-003
tblVehicleEF	UBUS	1.2660e-003	7.1000e-005
tblVehicleEF	UBUS	0.24	0.03
tblVehicleEF	UBUS	3.0000e-003	7.9690e-003
tblVehicleEF	UBUS	0.09	3.0990e-003

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tblVehicleEF	UBUS	1.1640e-003	6.6000e-005
tblVehicleEF	UBUS	4.9890e-003	4.2600e-004
tblVehicleEF	UBUS	0.08	4.8760e-003
tblVehicleEF	UBUS	2.9030e-003	2.9900e-004
tblVehicleEF	UBUS	0.63	0.09
tblVehicleEF	UBUS	0.03	0.03
tblVehicleEF	UBUS	0.79	0.04
tblVehicleEF	UBUS	9.4590e-003	1.3280e-003
tblVehicleEF	UBUS	1.3450e-003	8.0000e-005
tblVehicleEF	UBUS	4.9890e-003	4.2600e-004
tblVehicleEF	UBUS	0.08	4.8760e-003
tblVehicleEF	UBUS	2.9030e-003	2.9900e-004
tblVehicleEF	UBUS	2.77	5.97
tblVehicleEF	UBUS	0.03	0.03
tblVehicleEF	UBUS	0.87	0.05
tblVehicleEF	UBUS	2.06	5.85
tblVehicleEF	UBUS	0.05	9.0510e-003
tblVehicleEF	UBUS	9.49	45.43
tblVehicleEF	UBUS	8.76	0.63
tblVehicleEF	UBUS	1,890.04	1,980.91
tblVehicleEF	UBUS	116.31	7.90
tblVehicleEF	UBUS	6.77	0.46
tblVehicleEF	UBUS	14.12	0.07
tblVehicleEF	UBUS	0.57	0.07
tblVehicleEF	UBUS	0.01	0.03
tblVehicleEF	UBUS	0.09	3.2450e-003
tblVehicleEF	UBUS	1.2660e-003	7.1000e-005

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tblVehicleEF	UBUS	0.24	0.03
tblVehicleEF	UBUS	3.0000e-003	7.9690e-003
tblVehicleEF	UBUS	0.09	3.0990e-003
tblVehicleEF	UBUS	1.1640e-003	6.6000e-005
tblVehicleEF	UBUS	7.4210e-003	6.2300e-004
tblVehicleEF	UBUS	0.08	5.0780e-003
tblVehicleEF	UBUS	4.3000e-003	4.2100e-004
tblVehicleEF	UBUS	0.64	0.09
tblVehicleEF	UBUS	0.02	0.03
tblVehicleEF	UBUS	0.73	0.04
tblVehicleEF	UBUS	9.4610e-003	1.3280e-003
tblVehicleEF	UBUS	1.3230e-003	7.8000e-005
tblVehicleEF	UBUS	7.4210e-003	6.2300e-004
tblVehicleEF	UBUS	0.08	5.0780e-003
tblVehicleEF	UBUS	4.3000e-003	4.2100e-004
tblVehicleEF	UBUS	2.78	5.97
tblVehicleEF	UBUS	0.02	0.03
tblVehicleEF	UBUS	0.80	0.04
tblVehicleEF	UBUS	2.06	5.85
tblVehicleEF	UBUS	0.06	9.8940e-003
tblVehicleEF	UBUS	9.43	45.43
tblVehicleEF	UBUS	10.29	0.73
tblVehicleEF	UBUS	1,890.04	1,980.90
tblVehicleEF	UBUS	116.31	8.08
tblVehicleEF	UBUS	7.06	0.46
tblVehicleEF	UBUS	14.20	0.07
tblVehicleEF	UBUS	0.57	0.07

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tblVehicleEF	UBUS	0.01	0.03
tblVehicleEF	UBUS	0.09	3.2450e-003
tblVehicleEF	UBUS	1.2660e-003	7.1000e-005
tblVehicleEF	UBUS	0.24	0.03
tblVehicleEF	UBUS	3.0000e-003	7.9690e-003
tblVehicleEF	UBUS	0.09	3.0990e-003
tblVehicleEF	UBUS	1.1640e-003	6.6000e-005
tblVehicleEF	UBUS	5.3920e-003	4.3000e-004
tblVehicleEF	UBUS	0.09	5.3040e-003
tblVehicleEF	UBUS	2.9670e-003	2.8700e-004
tblVehicleEF	UBUS	0.63	0.09
tblVehicleEF	UBUS	0.03	0.04
tblVehicleEF	UBUS	0.81	0.04
tblVehicleEF	UBUS	9.4590e-003	1.3280e-003
tblVehicleEF	UBUS	1.3490e-003	8.0000e-005
tblVehicleEF	UBUS	5.3920e-003	4.3000e-004
tblVehicleEF	UBUS	0.09	5.3040e-003
tblVehicleEF	UBUS	2.9670e-003	2.8700e-004
tblVehicleEF	UBUS	2.76	5.97
tblVehicleEF	UBUS	0.03	0.04
tblVehicleEF	UBUS	0.88	0.05
tblVehicleTrips	ST_TR	6.39	3.25
tblVehicleTrips	SU_TR	5.86	2.98
tblVehicleTrips	WD_TR	6.65	3.38
tblWater	IndoorWaterUseRate	22,152,368.71	17,721,894.97
tblWater	OutdoorWaterUseRate	13,965,623.75	11,172,499.00
tblWoodstoves	NumberCatalytic	17.00	0.00

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tblWoodstoves	NumberNoncatalytic	17.00	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

515 Pioneer Dr. - South Coast AQMD Air District, Winter

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					
2022	2.4133	39.0309	24.5897	0.1085	2.5689	0.9551	3.3714	0.6679	0.8932	1.4087	0.0000	11,335.21 31	11,335.21 31	1.6527	0.0000	11,376.53 05
2023	2.0953	29.1770	23.9061	0.1055	5.0620	0.6618	5.7238	1.2798	0.6099	1.8897	0.0000	11,023.87 82	11,023.87 82	1.6062	0.0000	11,064.03 42
2024	36.1796	21.1128	35.2323	0.0871	4.7050	0.7836	5.4886	1.2566	0.7360	1.9926	0.0000	8,647.120 2	8,647.120 2	1.0417	0.0000	8,673.162 5
Maximum	36.1796	39.0309	35.2323	0.1085	5.0620	0.9551	5.7238	1.2798	0.8932	1.9926	0.0000	11,335.21 31	11,335.21 31	1.6527	0.0000	11,376.53 05

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					
2022	2.4133	39.0309	24.5897	0.1085	2.4937	0.9551	3.2963	0.6577	0.8932	1.3985	0.0000	11,335.21 31	11,335.21 31	1.6527	0.0000	11,376.53 05
2023	2.0953	29.1770	23.9061	0.1055	4.9869	0.6618	5.6487	1.2696	0.6099	1.8795	0.0000	11,023.87 82	11,023.87 82	1.6062	0.0000	11,064.03 42
2024	36.1796	21.1128	35.2323	0.0871	4.7050	0.7836	5.4886	1.2566	0.7360	1.9926	0.0000	8,647.120 2	8,647.120 2	1.0417	0.0000	8,673.162 5
Maximum	36.1796	39.0309	35.2323	0.1085	4.9869	0.9551	5.6487	1.2696	0.8932	1.9926	0.0000	11,335.21 31	11,335.21 31	1.6527	0.0000	11,376.53 05

515 Pioneer Dr. - South Coast AQMD Air District, Winter

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	1.22	0.00	1.03	0.64	0.00	0.39	0.00	0.00	0.00	0.00	0.00	0.00

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2.2 Overall Operational**Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	8.2266	0.3234	28.0733	1.4800e-003		0.1555	0.1555		0.1555	0.1555	0.0000	50.5822	50.5822	0.0487	0.0000	51.7986
Energy	0.1070	0.9142	0.3890	5.8400e-003		0.0739	0.0739		0.0739	0.0739		1,167.0553	1,167.0553	0.0224	0.0214	1,173.9906
Mobile	2.6118	5.2487	25.0398	0.0800	8.2652	0.0643	8.3295	2.1977	0.0599	2.2576		8,290.9651	8,290.9651	0.2448		8,297.0843
Total	10.9454	6.4862	53.5021	0.0874	8.2652	0.2937	8.5589	2.1977	0.2894	2.4871	0.0000	9,508.6027	9,508.6027	0.3158	0.0214	9,522.8734

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	8.2266	0.3234	28.0733	1.4800e-003		0.1555	0.1555		0.1555	0.1555	0.0000	50.5822	50.5822	0.0487	0.0000	51.7986
Energy	0.1070	0.9142	0.3890	5.8400e-003		0.0739	0.0739		0.0739	0.0739		1,167.0553	1,167.0553	0.0224	0.0214	1,173.9906
Mobile	2.6118	5.2487	25.0398	0.0800	8.2652	0.0643	8.3295	2.1977	0.0599	2.2576		8,290.9651	8,290.9651	0.2448		8,297.0843
Total	10.9454	6.4862	53.5021	0.0874	8.2652	0.2937	8.5589	2.1977	0.2894	2.4871	0.0000	9,508.6027	9,508.6027	0.3158	0.0214	9,522.8734

515 Pioneer Dr. - South Coast AQMD Air District, Winter

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

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	6/6/2022	10/5/2022	5	88	Demolition
2	Site Preparation	Site Preparation	10/6/2022	1/5/2023	5	66	Offsite Utilities
3	Grading	Grading	10/6/2022	2/6/2023	5	88	Grading
4	Building Construction	Building Construction	2/7/2023	12/13/2024	5	484	
5	Paving	Paving	9/13/2024	12/13/2024	5	66	
6	Architectural Coating	Architectural Coating	9/13/2024	12/13/2024	5	66	

Acres of Grading (Site Preparation Phase): 1

Acres of Grading (Grading Phase): 2.8

Acres of Paving: 0

Residential Indoor: 688,500; Residential Outdoor: 229,500; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 9,120 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	0	0.00	81	0.73
Demolition	Crushing/Proc. Equipment	1	8.00	85	0.78
Demolition	Excavators	2	8.00	158	0.38
Demolition	Other Construction Equipment	2	8.00	172	0.42

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Demolition	Rubber Tired Dozers	0	0.00	247	0.40
Demolition	Rubber Tired Loaders	2	8.00	203	0.36
Demolition	Tractors/Loaders/Backhoes	0	0.00	97	0.37
Site Preparation	Graders	0	8.00	187	0.41
Site Preparation	Scrapers	0	8.00	367	0.48
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	0	0.00	187	0.41
Grading	Rubber Tired Dozers	0	0.00	247	0.40
Grading	Rubber Tired Loaders	2	8.00	203	0.36
Grading	Tractors/Loaders/Backhoes	0	0.00	97	0.37
Building Construction	Cranes	0	0.00	231	0.29
Building Construction	Forklifts	2	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Skid Steer Loaders	3	8.00	65	0.37
Building Construction	Tractors/Loaders/Backhoes	0	0.00	97	0.37
Building Construction	Welders	0	0.00	46	0.45
Paving	Cement and Mortar Mixers	1	8.00	9	0.56
Paving	Pavers	1	8.00	130	0.42
Paving	Paving Equipment	1	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

515 Pioneer Dr. - South Coast AQMD Air District, Winter

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	7	18.00	0.00	94.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	4	10.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	8,444.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	6	309.00	61.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	62.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Demolition - 2022**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.2316	0.0000	0.2316	0.0351	0.0000	0.0351			0.0000			0.0000
Off-Road	2.2190	20.4592	21.9445	0.0422		0.9530	0.9530		0.8911	0.8911		4,072.5518	4,072.5518	1.1455		4,101.1890
Total	2.2190	20.4592	21.9445	0.0422	0.2316	0.9530	1.1845	0.0351	0.8911	0.9262		4,072.5518	4,072.5518	1.1455		4,101.1890

515 Pioneer Dr. - South Coast AQMD Air District, Winter

3.2 Demolition - 2022**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	7.5700e-003	0.2524	0.0606	7.9000e-004	0.0187	7.3000e-004	0.0194	5.1200e-003	7.0000e-004	5.8200e-003		85.9313	85.9313	6.0400e-003		86.0824
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0781	0.0487	0.5625	1.8000e-003	0.2012	1.4400e-003	0.2026	0.0534	1.3200e-003	0.0547		179.7366	179.7366	4.5100e-003		179.8494
Total	0.0856	0.3011	0.6230	2.5900e-003	0.2199	2.1700e-003	0.2220	0.0585	2.0200e-003	0.0605		265.6679	265.6679	0.0106		265.9317

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					0.1042	0.0000	0.1042	0.0158	0.0000	0.0158			0.0000			0.0000
Off-Road	2.2190	20.4592	21.9445	0.0422		0.9530	0.9530		0.8911	0.8911	0.0000	4,072.5518	4,072.5518	1.1455		4,101.1890
Total	2.2190	20.4592	21.9445	0.0422	0.1042	0.9530	1.0572	0.0158	0.8911	0.9069	0.0000	4,072.5518	4,072.5518	1.1455		4,101.1890

515 Pioneer Dr. - South Coast AQMD Air District, Winter

3.2 Demolition - 2022**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	7.5700e-003	0.2524	0.0606	7.9000e-004	0.0187	7.3000e-004	0.0194	5.1200e-003	7.0000e-004	5.8200e-003		85.9313	85.9313	6.0400e-003		86.0824
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0781	0.0487	0.5625	1.8000e-003	0.2012	1.4400e-003	0.2026	0.0534	1.3200e-003	0.0547		179.7366	179.7366	4.5100e-003		179.8494
Total	0.0856	0.3011	0.6230	2.5900e-003	0.2199	2.1700e-003	0.2220	0.0585	2.0200e-003	0.0605		265.6679	265.6679	0.0106		265.9317

3.3 Site Preparation - 2022**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0161	0.0000	0.0161	1.7300e-003	0.0000	1.7300e-003			0.0000			0.0000
Off-Road	0.6588	6.7026	8.9518	0.0124		0.3605	0.3605		0.3316	0.3316		1,204.9558	1,204.9558	0.3897		1,214.6985
Total	0.6588	6.7026	8.9518	0.0124	0.0161	0.3605	0.3766	1.7300e-003	0.3316	0.3334		1,204.9558	1,204.9558	0.3897		1,214.6985

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3.3 Site Preparation - 2022**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0434	0.0271	0.3125	1.0000e-003	0.1118	8.0000e-004	0.1126	0.0296	7.4000e-004	0.0304		99.8537	99.8537	2.5100e-003		99.9163
Total	0.0434	0.0271	0.3125	1.0000e-003	0.1118	8.0000e-004	0.1126	0.0296	7.4000e-004	0.0304		99.8537	99.8537	2.5100e-003		99.9163

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					7.2300e-003	0.0000	7.2300e-003	7.8000e-004	0.0000	7.8000e-004			0.0000			0.0000
Off-Road	0.6588	6.7026	8.9518	0.0124		0.3605	0.3605		0.3316	0.3316	0.0000	1,204.9558	1,204.9558	0.3897		1,214.6985
Total	0.6588	6.7026	8.9518	0.0124	7.2300e-003	0.3605	0.3677	7.8000e-004	0.3316	0.3324	0.0000	1,204.9558	1,204.9558	0.3897		1,214.6985

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3.3 Site Preparation - 2022**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0434	0.0271	0.3125	1.0000e-003	0.1118	8.0000e-004	0.1126	0.0296	7.4000e-004	0.0304		99.8537	99.8537	2.5100e-003		99.9163
Total	0.0434	0.0271	0.3125	1.0000e-003	0.1118	8.0000e-004	0.1126	0.0296	7.4000e-004	0.0304		99.8537	99.8537	2.5100e-003		99.9163

3.3 Site Preparation - 2023**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0161	0.0000	0.0161	1.7300e-003	0.0000	1.7300e-003			0.0000			0.0000
Off-Road	0.6054	6.1427	8.9253	0.0125		0.3033	0.3033		0.2790	0.2790		1,206.3060	1,206.3060	0.3901		1,216.0596
Total	0.6054	6.1427	8.9253	0.0125	0.0161	0.3033	0.3193	1.7300e-003	0.2790	0.2807		1,206.3060	1,206.3060	0.3901		1,216.0596

515 Pioneer Dr. - South Coast AQMD Air District, Winter

3.3 Site Preparation - 2023**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0409	0.0245	0.2880	9.6000e-004	0.1118	7.8000e-004	0.1126	0.0296	7.2000e-004	0.0304		96.1296	96.1296	2.2600e-003		96.1861
Total	0.0409	0.0245	0.2880	9.6000e-004	0.1118	7.8000e-004	0.1126	0.0296	7.2000e-004	0.0304		96.1296	96.1296	2.2600e-003		96.1861

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					7.2300e-003	0.0000	7.2300e-003	7.8000e-004	0.0000	7.8000e-004			0.0000			0.0000
Off-Road	0.6054	6.1427	8.9253	0.0125		0.3033	0.3033		0.2790	0.2790	0.0000	1,206.3060	1,206.3060	0.3901		1,216.0596
Total	0.6054	6.1427	8.9253	0.0125	7.2300e-003	0.3033	0.3105	7.8000e-004	0.2790	0.2798	0.0000	1,206.3060	1,206.3060	0.3901		1,216.0596

515 Pioneer Dr. - South Coast AQMD Air District, Winter

3.3 Site Preparation - 2023**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0409	0.0245	0.2880	9.6000e-004	0.1118	7.8000e-004	0.1126	0.0296	7.2000e-004	0.0304		96.1296	96.1296	2.2600e-003		96.1861
Total	0.0409	0.0245	0.2880	9.6000e-004	0.1118	7.8000e-004	0.1126	0.0296	7.2000e-004	0.0304		96.1296	96.1296	2.2600e-003		96.1861

3.4 Grading - 2022**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.1206	0.0000	0.1206	0.0168	0.0000	0.0168			0.0000			0.0000
Off-Road	0.9876	9.6039	9.5727	0.0228		0.3748	0.3748		0.3448	0.3448		2,211.359 2	2,211.359 2	0.7152		2,229.239 1
Total	0.9876	9.6039	9.5727	0.0228	0.1206	0.3748	0.4953	0.0168	0.3448	0.3616		2,211.359 2	2,211.359 2	0.7152		2,229.239 1

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3.4 Grading - 2022**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.6801	22.6703	5.4402	0.0712	2.2087	0.0657	2.2744	0.5901	0.0629	0.6530		7,719.1908	7,719.1908	0.5428		7,732.7603
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0434	0.0271	0.3125	1.0000e-003	0.1118	8.0000e-004	0.1126	0.0296	7.4000e-004	0.0304		99.8537	99.8537	2.5100e-003		99.9163
Total	0.7235	22.6974	5.7527	0.0722	2.3205	0.0665	2.3870	0.6197	0.0636	0.6833		7,819.0445	7,819.0445	0.5453		7,832.6766

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					0.0543	0.0000	0.0543	7.5500e-003	0.0000	7.5500e-003			0.0000			0.0000
Off-Road	0.9876	9.6039	9.5727	0.0228		0.3748	0.3748		0.3448	0.3448	0.0000	2,211.3592	2,211.3592	0.7152		2,229.2391
Total	0.9876	9.6039	9.5727	0.0228	0.0543	0.3748	0.4290	7.5500e-003	0.3448	0.3523	0.0000	2,211.3592	2,211.3592	0.7152		2,229.2391

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3.4 Grading - 2022**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.6801	22.6703	5.4402	0.0712	2.2087	0.0657	2.2744	0.5901	0.0629	0.6530		7,719.1908	7,719.1908	0.5428		7,732.7603
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0434	0.0271	0.3125	1.0000e-003	0.1118	8.0000e-004	0.1126	0.0296	7.4000e-004	0.0304		99.8537	99.8537	2.5100e-003		99.9163
Total	0.7235	22.6974	5.7527	0.0722	2.3205	0.0665	2.3870	0.6197	0.0636	0.6833		7,819.0445	7,819.0445	0.5453		7,832.6766

3.4 Grading - 2023**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.1206	0.0000	0.1206	0.0168	0.0000	0.0168			0.0000			0.0000
Off-Road	0.9184	8.4066	9.5351	0.0229		0.3294	0.3294		0.3030	0.3030		2,211.3336	2,211.3336	0.7152		2,229.2133
Total	0.9184	8.4066	9.5351	0.0229	0.1206	0.3294	0.4500	0.0168	0.3030	0.3198		2,211.3336	2,211.3336	0.7152		2,229.2133

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3.4 Grading - 2023**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.4502	14.5787	4.8698	0.0683	4.7018	0.0276	4.7295	1.2020	0.0264	1.2285		7,413.979 4	7,413.979 4	0.4964		7,426.389 2
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0409	0.0245	0.2880	9.6000e-004	0.1118	7.8000e-004	0.1126	0.0296	7.2000e-004	0.0304		96.1296	96.1296	2.2600e-003		96.1861
Total	0.4911	14.6032	5.1578	0.0692	4.8136	0.0284	4.8420	1.2317	0.0271	1.2588		7,510.109 0	7,510.109 0	0.4987		7,522.575 3

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					0.0543	0.0000	0.0543	7.5500e-003	0.0000	7.5500e-003			0.0000			0.0000
Off-Road	0.9184	8.4066	9.5351	0.0229		0.3294	0.3294		0.3030	0.3030	0.0000	2,211.333 6	2,211.333 6	0.7152		2,229.213 3
Total	0.9184	8.4066	9.5351	0.0229	0.0543	0.3294	0.3837	7.5500e-003	0.3030	0.3106	0.0000	2,211.333 6	2,211.333 6	0.7152		2,229.213 3

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3.4 Grading - 2023**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.4502	14.5787	4.8698	0.0683	4.7018	0.0276	4.7295	1.2020	0.0264	1.2285		7,413.979 4	7,413.979 4	0.4964		7,426.389 2
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0409	0.0245	0.2880	9.6000e-004	0.1118	7.8000e-004	0.1126	0.0296	7.2000e-004	0.0304		96.1296	96.1296	2.2600e-003		96.1861
Total	0.4911	14.6032	5.1578	0.0692	4.8136	0.0284	4.8420	1.2317	0.0271	1.2588		7,510.109 0	7,510.109 0	0.4987		7,522.575 3

3.5 Building Construction - 2023**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.7062	7.2290	10.1151	0.0159		0.3346	0.3346		0.3181	0.3181		1,520.554 9	1,520.554 9	0.3177		1,528.497 0
Total	0.7062	7.2290	10.1151	0.0159		0.3346	0.3346		0.3181	0.3181		1,520.554 9	1,520.554 9	0.3177		1,528.497 0

515 Pioneer Dr. - South Coast AQMD Air District, Winter

3.5 Building Construction - 2023**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.1251	4.1483	1.2918	0.0145	0.3904	4.9200e-003	0.3953	0.1124	4.7100e-003	0.1171		1,551.6061	1,551.6061	0.0899		1,553.8543
Worker	1.2640	0.7564	8.8990	0.0298	3.4539	0.0241	3.4780	0.9160	0.0222	0.9381		2,970.4060	2,970.4060	0.0698		2,972.1505
Total	1.3891	4.9047	10.1908	0.0443	3.8443	0.0290	3.8733	1.0284	0.0269	1.0552		4,522.0121	4,522.0121	0.1597		4,526.0048

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	0.7062	7.2290	10.1151	0.0159		0.3346	0.3346		0.3181	0.3181	0.0000	1,520.5549	1,520.5549	0.3177		1,528.4970
Total	0.7062	7.2290	10.1151	0.0159		0.3346	0.3346		0.3181	0.3181	0.0000	1,520.5549	1,520.5549	0.3177		1,528.4970

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3.5 Building Construction - 2023**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.1251	4.1483	1.2918	0.0145	0.3904	4.9200e-003	0.3953	0.1124	4.7100e-003	0.1171		1,551.6061	1,551.6061	0.0899		1,553.8543
Worker	1.2640	0.7564	8.8990	0.0298	3.4539	0.0241	3.4780	0.9160	0.0222	0.9381		2,970.4060	2,970.4060	0.0698		2,972.1505
Total	1.3891	4.9047	10.1908	0.0443	3.8443	0.0290	3.8733	1.0284	0.0269	1.0552		4,522.0121	4,522.0121	0.1597		4,526.0048

3.5 Building Construction - 2024**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6604	6.7910	10.0960	0.0159		0.2925	0.2925		0.2779	0.2779		1,520.7980	1,520.7980	0.3156		1,528.6872
Total	0.6604	6.7910	10.0960	0.0159		0.2925	0.2925		0.2779	0.2779		1,520.7980	1,520.7980	0.3156		1,528.6872

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3.5 Building Construction - 2024**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.1224	4.1392	1.2548	0.0145	0.3904	4.8500e-003	0.3953	0.1124	4.6400e-003	0.1170		1,546.3289	1,546.3289	0.0885		1,548.5400
Worker	1.1998	0.6890	8.2970	0.0288	3.4539	0.0237	3.4776	0.9160	0.0219	0.9378		2,872.5336	2,872.5336	0.0639		2,874.1308
Total	1.3222	4.8283	9.5517	0.0433	3.8443	0.0286	3.8729	1.0284	0.0265	1.0549		4,418.8624	4,418.8624	0.1523		4,422.6708

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	0.6604	6.7910	10.0960	0.0159		0.2925	0.2925		0.2779	0.2779	0.0000	1,520.7980	1,520.7980	0.3156		1,528.6872
Total	0.6604	6.7910	10.0960	0.0159		0.2925	0.2925		0.2779	0.2779	0.0000	1,520.7980	1,520.7980	0.3156		1,528.6872

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3.5 Building Construction - 2024**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.1224	4.1392	1.2548	0.0145	0.3904	4.8500e-003	0.3953	0.1124	4.6400e-003	0.1170		1,546.3289	1,546.3289	0.0885		1,548.5400
Worker	1.1998	0.6890	8.2970	0.0288	3.4539	0.0237	3.4776	0.9160	0.0219	0.9378		2,872.5336	2,872.5336	0.0639		2,874.1308
Total	1.3222	4.8283	9.5517	0.0433	3.8443	0.0286	3.8729	1.0284	0.0265	1.0549		4,418.8624	4,418.8624	0.1523		4,422.6708

3.6 Paving - 2024**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.8425	8.1030	11.7069	0.0179		0.3957	0.3957		0.3652	0.3652		1,710.2024	1,710.2024	0.5420		1,723.7529
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.8425	8.1030	11.7069	0.0179		0.3957	0.3957		0.3652	0.3652		1,710.2024	1,710.2024	0.5420		1,723.7529

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3.6 Paving - 2024**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0582	0.0335	0.4028	1.4000e-003	0.1677	1.1500e-003	0.1688	0.0445	1.0600e-003	0.0455		139.4434	139.4434	3.1000e-003		139.5209
Total	0.0582	0.0335	0.4028	1.4000e-003	0.1677	1.1500e-003	0.1688	0.0445	1.0600e-003	0.0455		139.4434	139.4434	3.1000e-003		139.5209

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	0.8425	8.1030	11.7069	0.0179		0.3957	0.3957		0.3652	0.3652	0.0000	1,710.2024	1,710.2024	0.5420		1,723.7529
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.8425	8.1030	11.7069	0.0179		0.3957	0.3957		0.3652	0.3652	0.0000	1,710.2024	1,710.2024	0.5420		1,723.7529

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3.6 Paving - 2024**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0582	0.0335	0.4028	1.4000e-003	0.1677	1.1500e-003	0.1688	0.0445	1.0600e-003	0.0455		139.4434	139.4434	3.1000e-003		139.5209
Total	0.0582	0.0335	0.4028	1.4000e-003	0.1677	1.1500e-003	0.1688	0.0445	1.0600e-003	0.0455		139.4434	139.4434	3.1000e-003		139.5209

3.7 Architectural Coating - 2024**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	32.8748					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443
Total	33.0556	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443

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3.7 Architectural Coating - 2024**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.2407	0.1383	1.6648	5.7800e-003	0.6930	4.7600e-003	0.6978	0.1838	4.3800e-003	0.1882		576.3660	576.3660	0.0128		576.6864
Total	0.2407	0.1383	1.6648	5.7800e-003	0.6930	4.7600e-003	0.6978	0.1838	4.3800e-003	0.1882		576.3660	576.3660	0.0128		576.6864

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	32.8748					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443
Total	33.0556	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443

515 Pioneer Dr. - South Coast AQMD Air District, Winter

3.7 Architectural Coating - 2024**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.2407	0.1383	1.6648	5.7800e-003	0.6930	4.7600e-003	0.6978	0.1838	4.3800e-003	0.1882		576.3660	576.3660	0.0128		576.6864
Total	0.2407	0.1383	1.6648	5.7800e-003	0.6930	4.7600e-003	0.6978	0.1838	4.3800e-003	0.1882		576.3660	576.3660	0.0128		576.6864

4.0 Operational Detail - Mobile**4.1 Mitigation Measures Mobile**

515 Pioneer Dr. - South Coast AQMD Air District, Winter

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	2.6118	5.2487	25.0398	0.0800	8.2652	0.0643	8.3295	2.1977	0.0599	2.2576		8,290.965 1	8,290.965 1	0.2448		8,297.084 3
Unmitigated	2.6118	5.2487	25.0398	0.0800	8.2652	0.0643	8.3295	2.1977	0.0599	2.2576		8,290.965 1	8,290.965 1	0.2448		8,297.084 3

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	1,149.20	1,105.00	1,013.20	3,839,024	3,839,024
Enclosed Parking with Elevator	0.00	0.00	0.00		
Total	1,149.20	1,105.00	1,013.20	3,839,024	3,839,024

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
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

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.566410	0.042438	0.211914	0.113919	0.012927	0.005887	0.002249	0.039214	0.000000	0.000000	0.005042	0.000000	0.000000
Enclosed Parking with Elevator	0.566410	0.042438	0.211914	0.113919	0.012927	0.005887	0.002249	0.039214	0.000000	0.000000	0.005042	0.000000	0.000000

515 Pioneer Dr. - South Coast AQMD Air District, Winter

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	0.1070	0.9142	0.3890	5.8400e-003		0.0739	0.0739		0.0739	0.0739		1,167.0553	1,167.0553	0.0224	0.0214	1,173.9906
NaturalGas Unmitigated	0.1070	0.9142	0.3890	5.8400e-003		0.0739	0.0739		0.0739	0.0739		1,167.0553	1,167.0553	0.0224	0.0214	1,173.9906

515 Pioneer Dr. - South Coast AQMD Air District, Winter

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 Mid Rise	9919.97	0.1070	0.9142	0.3890	5.8400e-003		0.0739	0.0739		0.0739	0.0739		1,167.0553	1,167.0553	0.0224	0.0214	1,173.9906
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		0.1070	0.9142	0.3890	5.8400e-003		0.0739	0.0739		0.0739	0.0739		1,167.0553	1,167.0553	0.0224	0.0214	1,173.9906

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 Mid Rise	9.91997	0.1070	0.9142	0.3890	5.8400e-003		0.0739	0.0739		0.0739	0.0739		1,167.0553	1,167.0553	0.0224	0.0214	1,173.9906
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		0.1070	0.9142	0.3890	5.8400e-003		0.0739	0.0739		0.0739	0.0739		1,167.0553	1,167.0553	0.0224	0.0214	1,173.9906

6.0 Area Detail**6.1 Mitigation Measures Area**

515 Pioneer Dr. - South Coast AQMD Air District, Winter

	ROG	NOx	CO	SO2	Fugitive 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	8.2266	0.3234	28.0733	1.4800e-003		0.1555	0.1555		0.1555	0.1555	0.0000	50.5822	50.5822	0.0487	0.0000	51.7986
Unmitigated	8.2266	0.3234	28.0733	1.4800e-003		0.1555	0.1555		0.1555	0.1555	0.0000	50.5822	50.5822	0.0487	0.0000	51.7986

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	0.5945					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	6.7858					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.8463	0.3234	28.0733	1.4800e-003		0.1555	0.1555		0.1555	0.1555		50.5822	50.5822	0.0487		51.7986
Total	8.2266	0.3234	28.0733	1.4800e-003		0.1555	0.1555		0.1555	0.1555	0.0000	50.5822	50.5822	0.0487	0.0000	51.7986

515 Pioneer Dr. - South Coast AQMD Air District, Winter

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	0.5945					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	6.7858					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.8463	0.3234	28.0733	1.4800e-003		0.1555	0.1555		0.1555	0.1555		50.5822	50.5822	0.0487		51.7986
Total	8.2266	0.3234	28.0733	1.4800e-003		0.1555	0.1555		0.1555	0.1555	0.0000	50.5822	50.5822	0.0487	0.0000	51.7986

7.0 Water Detail**7.1 Mitigation Measures Water****8.0 Waste Detail****8.1 Mitigation Measures Waste****9.0 Operational Offroad**

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Stationary Equipment

515 Pioneer Dr. - South Coast AQMD Air District, Winter

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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User Defined Equipment

Equipment Type	Number
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11.0 Vegetation

ATTACHMENT B:

EMFAC 2017 EMISSION RATES

EMFAC2017 Derived CalEEMod Annual Emission Rates: Year 2024^{1,2}

Season	Pollutant	LDA	LDL	LDL2	MDV	LHDT1	LHDT2	MHDT	HHDT	OBUS	UBUS	MCY	SBUS	MH
Annual	CH4_IDLEX	0	0	0	0	0.0051328	0.003555657	0.004341561	0.027155994	0.0082738	0	0	0.0819325	0
Annual	CH4_RUNEX	0.0023644	0.0059376	0.0040133	0.0049822	0.0044577	0.003246367	0.001798809	0.081543595	0.0044178	5.8485375	0.3822794	0.006324	0.0029414
Annual	CH4_STREX	0.0424184	0.0587686	0.0574875	0.0668463	0.0134571	0.009198317	0.011420024	4.83947E-07	0.0207173	0.0097385	0.2320069	0.0073229	0
Annual	CO_IDLEX	0	0	0	0	0.185433	0.147749892	0.398038457	6.706313366	0.618036	0	0	3.2941474	0
Annual	CO_RUNEX	0.6270088	1.1806117	0.8795426	0.9817525	0.5019029	0.348445274	0.240119487	0.473570942	0.5494871	45.433003	18.742509	0.539895	0.2432903
Annual	CO_STREX	1.9613928	2.1091504	2.4658161	2.7501754	1.0327596	0.675670399	1.270198945	0.008766713	2.2632731	0.7116805	8.5657765	0.9931927	0
Annual	CO2_NBIO_IDLEX	0	0	0	0	8.7403133	13.28641015	63.60979183	1109.72436	91.173114	0	0	353.50111	0
Annual	CO2_NBIO_RUNEX	260.14631	308.10048	324.46913	398.80934	641.00541	642.0256419	1014.001318	1379.15077	1333.7965	1980.9043	224.78301	1068.9208	940.74329
Annual	CO2_NBIO_STREX	51.03173	60.851383	64.523691	78.260118	11.651954	8.819330503	11.4769055	0.079266822	18.571082	8.0471833	58.902915	6.1866555	0
Annual	NOX_IDLEX	0	0	0	0	0.0504264	0.078666188	0.340177916	5.705593705	0.3579349	0	0	2.9147139	0
Annual	NOX_RUNEX	0.0319645	0.091847	0.0662416	0.0831684	0.4835885	0.617245862	1.090710456	2.723037975	1.1862263	0.4649838	1.1319879	4.1020028	3.1534728
Annual	NOX_STREX ³	0.1600953	0.2186369	0.2319512	0.2784592	0.2963143	0.203313978	1.5987152	2.348466238	0.8491737	0.07384	0.2637385	1.0077839	0
Annual	PM10_IDLEX	0	0	0	0	0.0008154	0.001305187	0.000281915	0.003055593	0.0001209	0	0	0.0032483	0
Annual	PM10_PMBW	0.03675	0.03675	0.03675	0.03675	0.07644	0.089180026	0.130340037	0.061072705	0.13034	0.0726803	0.01176	0.7448002	0.13034
Annual	PM10_PMTW	0.008	0.008	0.008	0.008	0.0097826	0.010613742	0.012000003	0.035597425	0.012	0.0318756	0.004	0.0105681	0.016
Annual	PM10_RUNEX	0.0016549	0.0023497	0.0017734	0.0018649	0.0057485	0.009497977	0.006149675	0.018629596	0.0073393	0.0032446	0.0025427	0.0232618	0.063099
Annual	PM10_STREX	0.0016911	0.0022896	0.0017548	0.0018223	0.0002537	0.000143133	0.000127756	1.19274E-06	0.0002013	7.137E-05	0.0030379	6.573E-05	0
Annual	PM25_IDLEX	0	0	0	0	0.0007801	0.001248725	0.000269719	0.002923754	0.0001157	0	0	0.0031078	0
Annual	PM25_PMBW	0.01575	0.01575	0.01575	0.01575	0.03276	0.038220011	0.055860016	0.026174016	0.05586	0.0311487	0.00504	0.3192001	0.05586
Annual	PM25_PMTW	0.002	0.002	0.002	0.002	0.0024456	0.002653436	0.003000001	0.008899356	0.003	0.0079689	0.001	0.002642	0.004
Annual	PM25_RUNEX	0.0015241	0.002162	0.0016322	0.0017191	0.0054721	0.009071327	0.00587713	0.017823648	0.0070068	0.0030994	0.0023736	0.02224	0.0603693
Annual	PM25_STREX	0.0015549	0.0021052	0.0016135	0.0016756	0.0002332	0.000131606	0.000117467	1.09668E-06	0.0001851	6.562E-05	0.0028511	6.043E-05	0
Annual	ROG_DIURN	0.0451648	0.1063922	0.0664425	0.0758462	0.00217	0.001307187	0.000566979	5.04678E-06	0.0018278	0.0004257	1.0684946	0.0010858	0
Annual	ROG_HTSK	0.0896574	0.1686495	0.1096474	0.1253928	0.0697001	0.045712951	0.024180777	0.000197192	0.0222388	0.0048757	0.622239	0.0094905	0
Annual	ROG_IDLEX	0	0	0	0	0.0205969	0.016675535	0.0020243064	0.452258038	0.0524679	0	0	3.78439	0
Annual	ROG_RESTL	0.0438581	0.0921476	0.0686875	0.0819337	0.0013577	0.000845306	0.000381329	3.58903E-06	0.000952	0.0002987	0.6453375	0.0005989	0
Annual	ROG_RUNEX	0.0089785	0.025918	0.016317	0.0209424	0.0416605	0.04470595	0.013747459	0.024588966	0.0265004	0.0852165	2.6138297	0.0821524	0.0633266
Annual	ROG_RUNLS	0.1954861	0.5982111	0.3762795	0.3941717	0.4821155	0.282830305	0.126061832	0.001005903	0.2680832	0.0297869	1.8004575	0.0584963	0
Annual	ROG_STREX	0.1855494	0.2856925	0.2617772	0.3212914	0.065955	0.04493744	0.05952009	2.55594E-06	0.1087473	0.0418314	1.793	0.0422551	0
Annual	SO2_IDLEX	0	0	0	0	8.484E-05	0.000127303	0.000604609	0.010301554	0.0008673	0	0	0.0033779	0
Annual	SO2_RUNEX	0.0025217	0.002987	0.0031452	0.0038643	0.0062544	0.006209093	0.009693464	0.012508611	0.0128878	0.0013278	0.0022244	0.0102346	0.0088934
Annual	SO2_STREX	0.0004948	0.00059	0.0006256	0.0007587	0.0001153	8.72744E-05	0.000113573	7.84409E-07	0.0001838	7.963E-05	0.0005829	6.122E-05	0
Annual	TOG_DIURN	0.0452098	0.1064985	0.0665089	0.075922	0.00217	0.001307187	0.000566979	5.04678E-06	0.0018278	0.0004257	1.0684946	0.0010858	0
Annual	TOG_HTSK	0.0897469	0.1688181	0.1097569	0.1255181	0.0697001	0.045712951	0.024180777	0.000197192	0.0222388	0.0048757	0.622239	0.0094905	0
Annual	TOG_IDLEX	0	0	0	0	0.0290167	0.022705025	0.027993093	0.521050121	0.0683123	0	0	0.5455629	0
Annual	TOG_RESTL	0.0439019	0.0922397	0.0687562	0.0820156	0.0013577	0.000845306	0.000381329	3.58903E-06	0.000952	0.0002987	0.6453375	0.0005989	0
Annual	TOG_RUNEX	0.0130642	0.037839	0.0237769	0.0304482	0.052357	0.052934898	0.017911791	0.109017824	0.0364481	5.9707523	3.2618613	0.0986482	0.0720932
Annual	TOG_RUNLS	0.1956815	0.5988093	0.3766558	0.3945658	0.4821155	0.282830305	0.126061832	0.001005903	0.2680832	0.0297869	1.8004575	0.0584963	0
Annual	TOG_STREX	0.2033767	0.3131412	0.2869282	0.3521592	0.0722124	0.04920084	0.065167007	2.79843E-06	0.1190646	0.0458002	1.9520879	0.046264	0
Summer	CH4_IDLEX	0	0	0	0	0.0051438	0.003563274	0.004121412	0.028580964	0.0083628	0	0	0.0820028	0
Summer	CH4_RUNEX	0.002527	0.0062921	0.0042736	0.0052986	0.0045391	0.003278828	0.001834652	0.081545223	0.0045133	5.8485473	0.3758074	0.006397	0.0029414
Summer	CH4_STREX	0.0382283	0.0526759	0.0517379	0.060127	0.0129998	0.008886785	0.011011396	4.63615E-07	0.0199283	0.0090511	0.2077612	0.0065347	0
Summer	CO_IDLEX	0	0	0	0	0.185433	0.147749892	0.333992393	6.610735457	0.6126896	0	0	3.2615278	0
Summer	CO_RUNEX	0.6876964	1.2824599	0.9609334	1.0705645	0.5103804	0.351732563	0.243890192	0.474174569	0.5597892	45.433435	18.045998	0.5474738	0.2432903
Summer	CO_STREX	1.6760992	1.7990599	2.1042638	2.3431728	9.8760777	0.646199033	1.206465564	0.008326866	2.1406236	0.6264149	7.785139	0.8104097	0
Summer	CO2_NBIO_IDLEX	0	0	0	0	8.7403133	13.28641015	63.60441837	1097.043282	90.125572	0	0	359.94324	0
Summer	CO2_NBIO_RUNEX	271.50767	319.70451	335.59977	410.35967	641.02065	642.0314565	1014.007986	1379.151768	1333.8148	1980.9051	223.46906	1068.9344	940.74329
Summer	CO2_NBIO_STREX	50.50451	60.243995	63.84514	77.485944	11.572311	8.767114848	11.36803721	0.078569293	18.362052	7.9016327	57.008382	5.8815732	0
Summer	NOX_IDLEX	0	0	0	0	0.0504264	0.078666188	0.331847022	5.453136701	0.3401299	0	0	2.9661387	0
Summer	NOX_RUNEX	0.0281103	0.0802682	0.0580758	0.0729375	0.4536312	0.582307956	1.026682091	2.576356568	1.1107476	0.4630982	0.9893295	3.8688278	2.9785726
Summer	NOX_STREX ³	0.1482284	0.2024721	0.2147719	0.257826	0.2839042	0.194799389	1.593999277	2.348427542	0.8392167	0.0706152	0.2501135	1.0036425	0
Summer	PM10_IDLEX	0	0	0	0	0.0008154	0.001305187	0.000240409	0.002664213	0.0001074	0	0	0.0027465	0
Summer	PM10_PMBW	0.03675	0.03675	0.03675	0.03675	0.07644	0.089180026	0.130340037	0.061072705	0.13034	0.0726803	0.01176	0.7448002	0.13034
Summer	PM10_PMTW	0.008	0.008	0.008	0.008	0.0097826	0.010613742	0.012000003	0.035597425	0.012	0.0318756	0.004	0.0105681	0.016
Summer	PM10_RUNEX	0.0016549	0.0023497	0.0017734	0.0018649	0.0057485	0.009497977	0.006149675	0.018629596	0.0073393	0.0032446	0.0025427	0.0232618	0.063099
Summer	PM10_STREX	0.0016911	0.0022896	0.0017548	0.0018223	0.0002537	0.000143133	0.000127756	1.19274E-06	0.0002013	7.137E-05	0.0030379	6.573E-05	0
Summer	PM25_IDLEX	0	0	0	0	0.0007801	0.001248725	0.000230009	0.00254896	0.0001028	0	0	0.0026277	0
Summer	PM25_PMBW	0.01575	0.01575	0.01575	0.01575	0.03276	0.038220011	0.055860016	0.026174016	0.05586	0.0311487	0.00504	0.3192001	0.05586
Summer	PM25_PMTW	0.002	0.002	0.002	0.002	0.0024456	0.002653436	0.003000001	0.008899356	0.003	0.0079689	0.001	0.002642	0.004
Summer	PM25_RUNEX	0.0015241	0.002162	0.0016322	0.0017191	0.0054721	0.009071327	0.00587713	0.017823648	0.0070068	0.0030994	0.0023736	0.02224	0.0603693
Summer	PM25_STREX	0.0015549	0.0021052	0.0016135	0.0016756	0.0002332	0.000131606	0.000117467	1.09668E-06	0.0001851	6.562E-05	0.0028511	6.043E-05	0
Summer	ROG_DIURN	0.0693989	0.1632301	0.1020331	0.116444	0.0031859	0.001923388	0.000841336	7.87354E-06	0.0026323	0.000623	1.6973785	0.001569	0
Summer	ROG_HTSK	0.0922308	0.1750631	0.1130728	0.1289523	0.0712998	0.047090624	0.024889998	0.000201189	0.0226825	0.0050779	0.6801437	0.0096318	0
Summer	ROG_IDLEX	0	0	0	0	0.0205969	0.016675535	0.019532359	0.478467867	0.0540099	0	0	3.784537	0
Summer	ROG_RESTL	0.060445	0.12753	0.0941859	0.1122584	0.0018617	0.001163571	0.000530925	5.3773E-06	0.001				

Winter	CH4_IDLEX	0	0	0	0	0.0051306	0.003554097	0.004659413	0.019312298	0.008171	0	0	0.081917	0
Winter	CH4_RUNEX	0.0023135	0.005825	0.0039315	0.0048813	0.0044356	0.003237606	0.001787223	0.000986559	0.0043905	5.8485351	0.3837084	0.0063019	0.0029414
Winter	CH4_STREX	0.0433662	0.0601486	0.0587898	0.0683684	0.0135565	0.009265994	0.011492988	4.88737E-07	0.0209078	0.0098939	0.2371877	0.0075038	0
Winter	CO_IDLEX	0	0	0	0	0.185433	0.147749892	0.487629697	6.732125113	0.6254191	0	0	3.3391935	0
Winter	CO_RUNEX	0.604776	1.143058	0.8496768	0.9489649	0.4996213	0.347556079	0.239037575	0.244241578	0.5465322	45.432896	18.880669	0.5375686	0.2432903
Winter	CO_STREX	2.0273722	2.1809113	2.5499806	2.845045	1.0409911	0.681093419	1.282834255	0.008854017	2.2887679	0.7286724	8.7178404	1.0278341	0
Winter	CO2_NBIO_IDLEX	0	0	0	0	8.7403133	13.28641015	63.61070858	1107.92682	92.619721	0	0	344.60484	0
Winter	CO2_NBIO_RUNEX	255.94564	303.81004	320.35387	394.5386	641.00129	642.0240661	1013.999403	1323.932382	1333.7913	1980.9041	225.04832	1068.9167	940.74329
Winter	CO2_NBIO_STREX	51.153242	60.991179	64.680907	78.439615	11.666748	8.829115837	11.49874034	0.079405284	18.615013	8.0764708	59.28547	6.2450882	0
Winter	NOX_IDLEX	0	0	0	0	0.0504264	0.078666188	0.351681562	5.942391904	0.3825227	0	0	2.8436986	0
Winter	NOX_RUNEX	0.0309987	0.089235	0.0642864	0.0807205	0.4748469	0.606181131	1.069974893	2.635382723	1.1639329	0.4645819	1.105315	4.0303783	3.0943798
Winter	NOX_STREX ²	0.1627322	0.2222478	0.2357723	0.2830551	0.2991327	0.205247274	1.599836786	2.348475437	0.8515676	0.0745839	0.266952	1.0089948	0
Winter	PM10_IDLEX	0	0	0	0	0.0008154	0.001305187	0.000339232	0.003388778	0.0001395	0	0	0.0039414	0
Winter	PM10_PMBW	0.03675	0.03675	0.03675	0.03675	0.07644	0.089180026	0.130340037	0.060040493	0.13034	0.0726803	0.01176	0.7448002	0.13034
Winter	PM10_PMTW	0.008	0.008	0.008	0.008	0.0097826	0.010613742	0.012000003	0.034995553	0.012	0.0318756	0.004	0.0105681	0.016
Winter	PM10_RUNEX	0.0016549	0.0023497	0.0017734	0.0018649	0.0057485	0.009497977	0.006149675	0.018533919	0.0073393	0.0032446	0.0025427	0.0232618	0.063099
Winter	PM10_STREX	0.0016911	0.0022896	0.0017548	0.0018223	0.0002537	0.000143133	0.000127756	1.19274E-06	0.0002013	7.137E-05	0.0030379	6.573E-05	0
Winter	PM25_IDLEX	0	0	0	0	0.0007801	0.001248725	0.000324557	0.003242181	0.0001335	0	0	0.0037709	0
Winter	PM25_PMBW	0.01575	0.01575	0.01575	0.01575	0.03276	0.038220011	0.055860016	0.02573164	0.05586	0.0311487	0.00504	0.3192001	0.05586
Winter	PM25_PMTW	0.002	0.002	0.002	0.002	0.0024456	0.002653436	0.003000001	0.008748888	0.003	0.0079689	0.001	0.002642	0.004
Winter	PM25_RUNEX	0.0015241	0.002162	0.0016322	0.0017191	0.0054721	0.009071327	0.00587713	0.01773211	0.0070068	0.0030994	0.0023736	0.02224	0.0603693
Winter	PM25_STREX	0.0015549	0.0021052	0.0016135	0.0016756	0.0002332	0.000131606	0.000117467	1.09668E-06	0.0001851	6.562E-05	0.0028511	6.043E-05	0
Winter	ROG_DIURN	0.0436642	0.1056625	0.063257	0.0715025	0.0022616	0.001333347	0.000575907	5.21496E-06	0.0018913	0.0004301	1.1615661	0.0010829	0
Winter	ROG_HTSK	0.0961593	0.1877728	0.1178909	0.1335295	0.0793122	0.050800702	0.025927166	0.000222087	0.0235071	0.0053044	0.7986776	0.0098617	0
Winter	ROG_IDLEX	0	0	0	0	0.0205969	0.016675535	0.02124214	0.41578849	0.0503383	0	0	0.3784186	0
Winter	ROG_RESTL	0.0418364	0.0880264	0.0655275	0.0782448	0.0013351	0.000816929	0.000370195	3.56311E-06	0.0009307	0.0002873	0.61772	0.0005729	0
Winter	ROG_RUNEX	0.0088006	0.0254447	0.0160044	0.0205486	0.0415449	0.044667386	0.01370095	0.019986164	0.0263693	0.0852095	2.6266291	0.0820404	0.0633266
Winter	ROG_RUNLS	0.223471	0.7071284	0.4417558	0.4593162	0.5223102	0.30839326	0.13862171	0.001071914	0.2871505	0.0362962	2.0840824	0.0718164	0
Winter	ROG_STREX	0.1899953	0.2927571	0.2680946	0.3290791	0.0664751	0.045291801	0.060058414	2.57905E-06	0.1097961	0.0425328	1.8355521	0.0433048	0
Winter	SO2_IDLEX	0	0	0	0	8.484E-05	0.000127303	0.000604403	0.010467143	0.000881	0	0	0.0032939	0
Winter	SO2_RUNEX	0.002481	0.0029454	0.0031053	0.0038228	0.0062543	0.006209077	0.009693445	0.012508608	0.0128878	0.0013278	0.002227	0.0102345	0.0088934
Winter	SO2_STREX	0.0004959	0.0005913	0.0006271	0.0007605	0.0001155	8.73713E-05	0.000113789	7.8578E-07	0.0001842	7.992E-05	0.0005867	6.18E-05	0
Winter	TOG_DIURN	0.0437078	0.1057681	0.0633202	0.071574	0.0022616	0.001333347	0.000575907	5.21496E-06	0.0018913	0.0004301	1.1615661	0.0010829	0
Winter	TOG_HTSK	0.0962553	0.1879605	0.1180087	0.133663	0.0793122	0.050800702	0.025927166	0.000222087	0.0235071	0.0053044	0.7986776	0.0098617	0
Winter	TOG_IDLEX	0	0	0	0	0.0290167	0.022705025	0.029546064	0.473343546	0.065888	0	0	0.5455397	0
Winter	TOG_RESTL	0.0418782	0.0881144	0.065593	0.078323	0.0013351	0.000816929	0.000370195	3.56311E-06	0.0009307	0.0002873	0.61772	0.0005729	0
Winter	TOG_RUNEX	0.0128043	0.0371477	0.0233203	0.0298733	0.0521883	0.052878625	0.017843927	0.02287013	0.0362568	5.9707421	3.2774427	0.0984848	0.0720932
Winter	TOG_RUNLS	0.2236945	0.7078356	0.4421976	0.4597755	0.5223102	0.30839326	0.13862171	0.001071914	0.2871505	0.0362962	2.0840824	0.0718164	0
Winter	TOG_STREX	0.2082498	0.3208845	0.2938526	0.360695	0.0727819	0.049588822	0.065756404	2.82374E-06	0.1202129	0.046568	1.9984049	0.0474133	0

1 Source: California Air Resources Board. EMFAC2017 Web Database. <https://www.arb.ca.gov/emfac/2017/>; California Air Pollution Control Officers Association (CAPCOA). 2017, November. California Emissions Estimator Model User's Guide, Version 2016.3.2, Appendix A.

2 Unless otherwise noted, per CalEEMod methodology, the calculated CalEEMod emission rates are derived from the emission rates obtained using the EMFAC2017 Web Database for the Los Angeles (SC) region.

3 Because EMFAC2017 provides vehicle trips data for MHD and HHDT diesel trucks, the formula provided in Appendix A of the CalEEMod User's Guide in calculating the NO_x STREX emission rates are utilized.



City of Glendale
Glendale Water & Power
Water Engineering

141 N. Glendale Ave., Level 4, Room 420
Glendale, CA 91206-4975
Tel: (818) 548-2062 Fax: (818) 240-4754
www.glendaleca.gov

June 29, 2021

Mr. Michael Fortney
Principal Housing Project Manager
City of Glendale Community Development – Housing
141 N. Glendale Avenue, Suite 202
Glendale, California 91206

**Subject: "Will Serve" Letter for 515 Pioneer Drive Avenue
Proposed 340 Unit Affordable Housing Project**

Dear Mr. Fortney,


In response to your request, this letter will serve as confirmation that the City of Glendale has sufficient potable water supply to serve the proposed 340-unit affordable housing project development at 515 Pioneer Avenue in the City of Glendale, California.

The City's potable water system fronting the subject property has a static pressure of approximately 80 psi. An onsite booster pump system may be required for all water services to the proposed site, at the owner's expense. The booster pump system shall provide the appropriate amount of pressure to meet fire flow requirements determined by the Glendale Fire Department.

Water supply conditions change over time and this Will Serve letter is valid for 90 calendar days from the issuance date and is subject to the requirements given for the development. If the development design changes, this letter is void and a new Will Serve letter must be issued. Additionally, this letter is not transferable to another owner.

If you have any questions or need more information, please call me at (818) 551-6906.

Sincerely yours,


Digitally signed by Gerald
Tom
Date: 2021.06.29 17:11:51
-07'00'

Gerald Tom, P.E.
Senior Civil Engineer

cc: Michael De Ghetto, Chief Assistant General Manager
Richard Ruyle, Water Services Administrator
Gillian van Muyden, Chief Assistant City Attorney



City of Glendale
Glendale Water & Power
Electric Engineering

141 N. Glendale Ave., Suite 420
Glendale, CA 91206-4975
Tel: (818) 548-3921 Fax: (818) 240-4754
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July 19, 2021

Mike Fortney
Principal Housing Project Manager

Subject: Project at 515 E. Pioneer Drive, Glendale, CA

Dear Mike:

Permanent three-phase electric service will be made available for your project in accordance with service regulations and requirements of the City of Glendale and the City of Glendale Water & Power Department.


If you need further information regarding this matter, please contact Paul Meza, Senior Electrical Service Planner, at (818) 548-3921.

Very Truly Yours,
Catherine Babakhanlou, P.E.
Senior Electrical Engineer

By: 
Paul Meza
Senior Electrical Service Planner

PM/CB:fg
cc: CB, Correspondence File, File

MEMORANDUM

To:	Pastor Casanova, P.E. City of Glendale	Date:	June 3, 2021
From:	Clare M. Look-Jaeger, P.E.  LLG Engineers	LLG Ref:	1-21-4429-1
Subject:	Trip Generation and Vehicle Miles Traveled Assessment for the Proposed 515 Pioneer Drive Affordable Housing Project		

Engineers & Planners
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This memorandum has been prepared by Linscott, Law & Greenspan, Engineers (LLG) to provide a trip generation and Vehicle Miles Traveled (VMT) assessment for the proposed 515 Pioneer Drive Affordable Housing (Apartments) project (the “Project”) located in the City of Glendale (the “City”). The Project consists of a mix of family-type and Senior-type affordable housing/apartment dwelling units.

The purpose of this memorandum is to confirm that the forecast of net new vehicular trip generation associated with the Project would require the preparation of a Local Transportation Analysis per the City of Glendale’s Transportation Impact Analysis Guidelines¹ (TIAG). This memorandum also provides confirmation that the Project would screen out from a VMT analysis.

Existing Setting

The proposed project site is located in the City of Glendale at 515 Pioneer Drive and is situated immediately south of the State Route 134 (SR-134) Freeway near the northwest corner of the Pioneer Drive/Pacific Avenue intersection. The site is bordered by bordered by SR-134 to the north, Pioneer Drive to the south, North Pacific Avenue to the east, and North Kenilworth Avenue to the east. The existing project site comprises 2.81 acres and was/is occupied by a 3,000 square-foot auto repair building, an 8,400 square-foot office building and a 6,800 square-foot office/warehouse building. The office space is (or was) occupied by AT&T. LLG understands that in October 2019, the City’s Housing Authority acquired the project site using Low and Moderate Housing Asset Funds to make the acquisition and that the intent of the purchase was for the development of affordable housing. See attached **Figure A – Vicinity Map**. An aerial photograph of the existing site is attached as **Figure B**.

Proposed Project Description

Based on review of the proposed project plans, a total of 340 units are proposed with an average unit size of 595 square feet each. Vehicular access to the project site and parking is planned via the Pioneer Drive property frontage, and traffic calming measures may be included as part of the proposed project. In addition, a fire lane is planned to run along the north side of the project site, just south of the SR-134

¹ *Transportation Impact Analysis Guidelines*, City of Glendale, October 2020.

Freeway. Full build-out of the proposed project is expected to occur by year 2024. The conceptual site plan is presented in **Figure C – Site Plan**.

Project Trip Generation

Traffic volumes expected to be generated by the proposed project were forecast for the weekday AM and PM peak hours, and over a 24-hour period. Trip generation rates provided in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*² were utilized to forecast project traffic generation for the existing site uses. The Los Angeles Department of Transportation's (LADOT's) derived affordable trip generation rates were employed for the affordable housing units (i.e., Family-type and Senior-type). Trip generation forecasts were also prepared for the existing components which are to be removed in order to accommodate the proposed project. These existing trips were applied as a credit towards the proposed project's trip generation forecast.

The trip generation forecast for the proposed project is summarized in **Table A – Project Trip Generation Forecast**. As presented in *Table A*, the proposed project is expected to generate 112 net new vehicle trips (33 inbound trips and 79 outbound trips) during the weekday AM peak hour. During the weekday PM peak hour, the proposed project is expected to generate 75 net new vehicle trips (48 inbound trips and 27 outbound trips). Over a 24-hour period, the proposed project is forecast to generate a net increase of 957 daily trip ends during a typical weekday (approximately 479 inbound trips and approximately 479 outbound trips).

The City's TIAG states that "a local transportation analysis is required for projects generating at least 50 net new peak hour vehicle trips, using ITE trip generation rates or local rates (if available)." As noted above, the Project is forecast to generate more than 50 net new peak hour vehicle trips during both the AM and PM peak hours. Therefore, as you are aware, a local transportation analysis will be required for the Project based on the City's TIAG.

Vehicle Miles Traveled

In 2018, the State of California amended the California Environmental Quality Act (CEQA) Guidelines Appendix G question for transportation impacts to delete reference to vehicle delay and level of service and instead refer to Section 15064.3, subdivision (b)(1) of the CEQA Guidelines asking if the project will result in a substantial increase in VMT. Accordingly, the City of Glendale adopted VMT as the metric for assessing transportation impacts for land use projects.

The City's TIAG states that "residential projects with 100 percent deed restricted affordable housing can be presumed to have a less-than-significant transportation impact and would not require a detailed VMT analysis." In addition, the City's TIAG

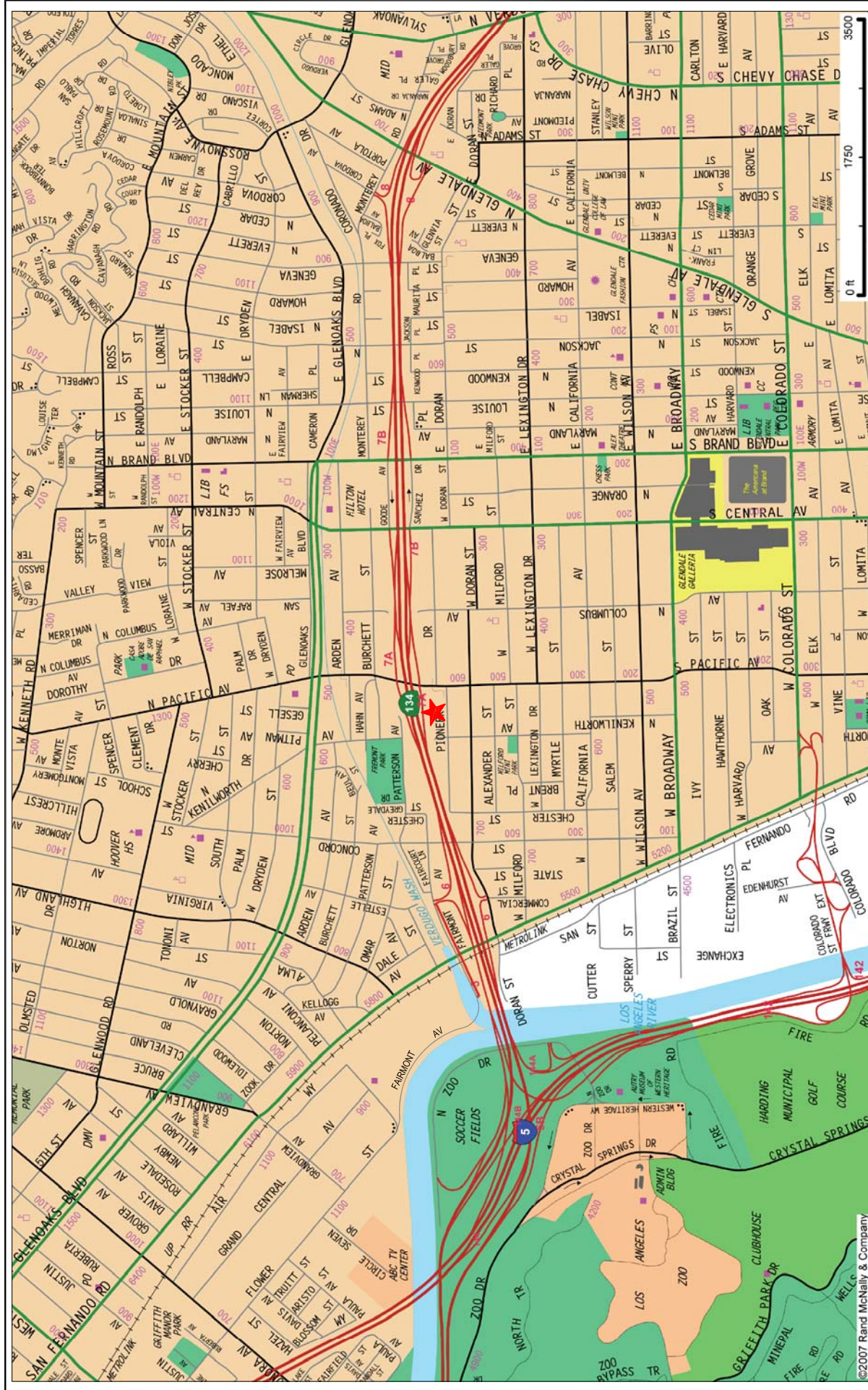
² Institute of Transportation Engineers *Trip Generation Manual*, 10th Edition, Washington, D.C., 2017.

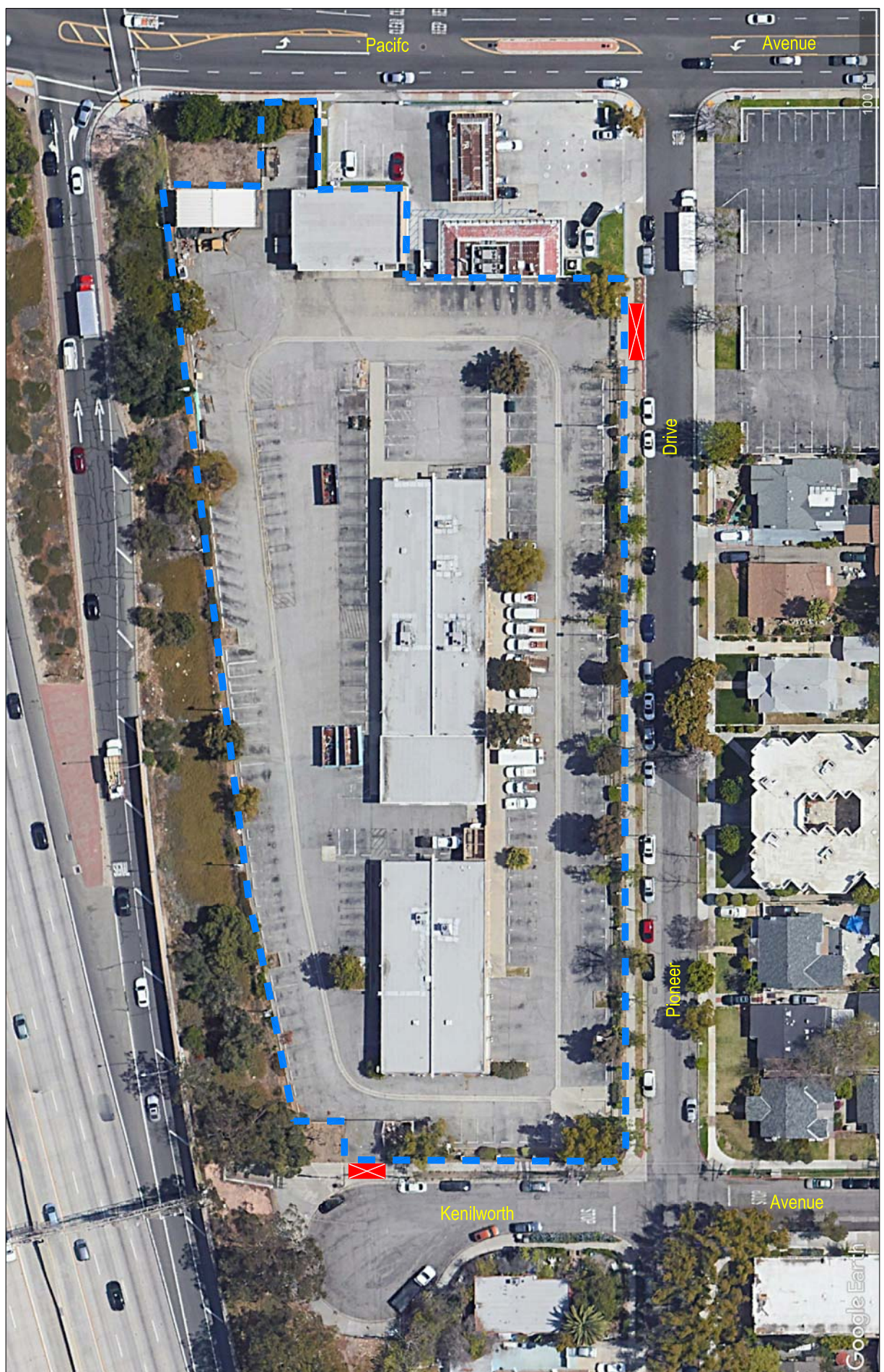
states that affordable housing projects would only be screened out from a VMT analysis if they are located in a high-quality transit area or within walking distance (a half-mile radius) of non-residential uses.

Based on *Attachment A* in the City's TIAG, the Project is located immediately adjacent to an existing high-quality transit area and also falls directly within a future high-quality transit area. The Project is also located within walking distance (a half-mile radius) of non-residential uses. Further, the Project proposes the development of both affordable family and senior housing dwelling units. Thus, in accordance with the City's TIAG, the Project is screened-out from a VMT analysis and therefore deemed to have a less-than-significant transportation impact.

cc: File

c: Luis Rodriguez, Linc Housing
Kevin C. Jaeger, LLG Engineers
File





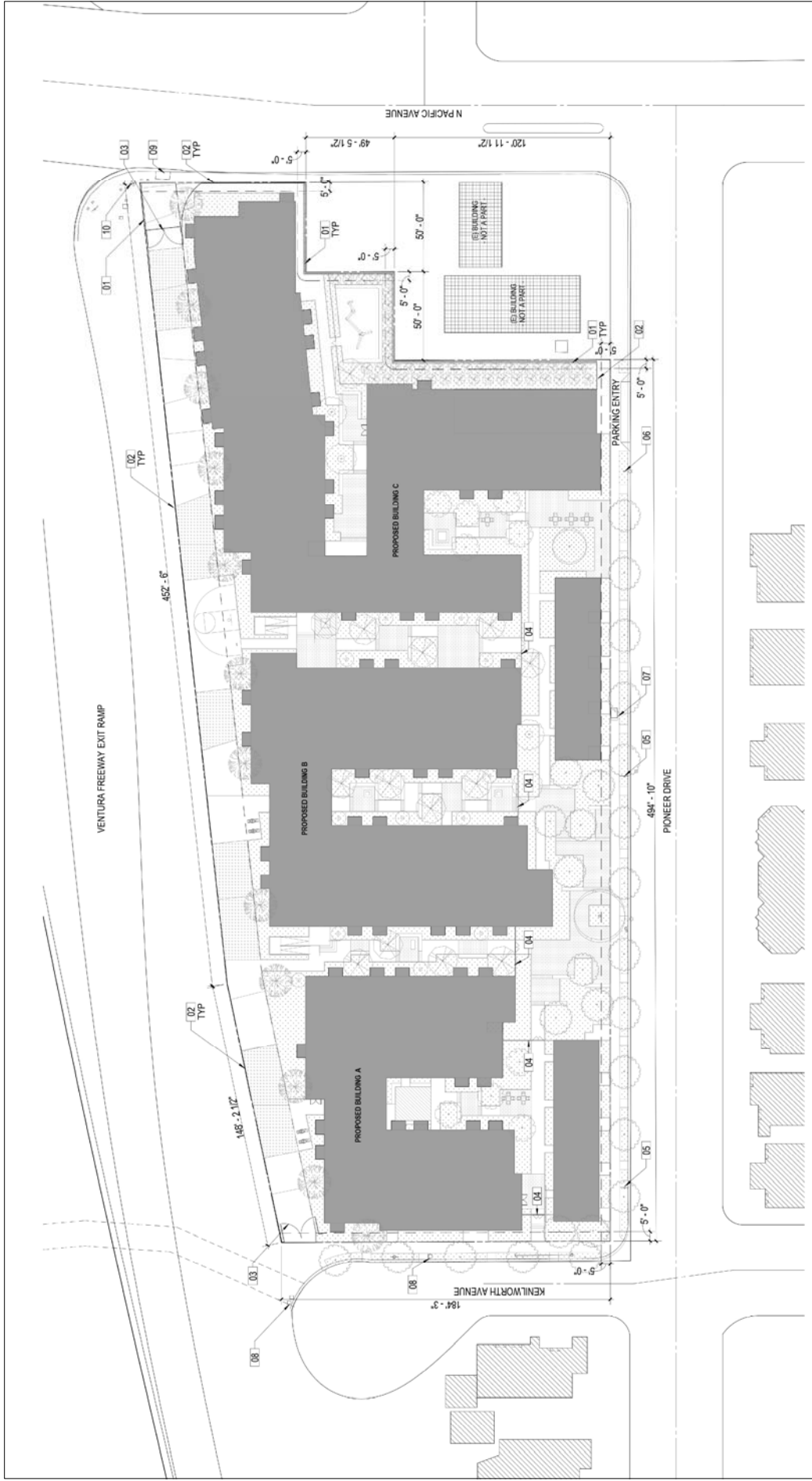
N MAP SOURCE: GOOGLE EARTH



- Project Site
- Existing Driveway

Figure B
Aerial Photograph of Existing Site

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MAP SOURCE: KFA, LLP



Figure C
Site Plan

Table A
PROJECT TRIP GENERATION FORECAST

DRAFT
NOT FOR PUBLIC RELEASE

TRIP GENERATION RATES [1]									
ITE LAND USE CATEGORY	ITE LAND USE CODE	VARIABLE	WEEKDAY DAILY	WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
				IN (%)	OUT (%)	TOTAL	IN (%)	OUT (%)	TOTAL
Family Affordable Housing [2]	LADOT1	Per Dwelling Unit	4.16	37%	63%	0.49	56%	44%	0.35
Senior Affordable Housing [3]	LADOT1	Per Dwelling Unit	1.31	38%	62%	0.13	47%	53%	0.13
Warehouse [4]	150	Per 1,000 SF	1.74	77%	23%	0.17	27%	73%	0.19
General Office [5]	710	Per 1,000 SF	9.74	86%	14%	1.16	16%	84%	1.15
Auto Repair [6]	942	Per 1,000 SF	26.80	66%	34%	2.25	48%	52%	3.11

PROJECT TRIP GENERATION FORECAST									
LAND USE	ITE LAND USE CODE	SIZE	DAILY TRIP ENDS [7] VOLUMES	AM PEAK HOUR VOLUMES [7]			PM PEAK HOUR VOLUMES [7]		
				IN	OUT	TOTAL	IN	OUT	TOTAL
Affordable Housing - Family [2]	LADOT1	247 DU	1,028	45	76	121	48	38	86
Affordable Housing - Senior [3]	LADOT1	93 DU	122	5	7	12	6	6	12
Subtotal Proposed Project			1,150	50	83	133	54	44	98
EXISTING SITE TRIP GENERATION FORECAST									
Warehouse [4]	150	(3,400) GSF	(6)	(1)	0	(1)	0	(1)	(1)
General Office [5]	710	(11,800) GSF	(115)	(12)	(2)	(14)	(2)	(12)	(14)
Auto Repair [6]	942	(3,000) GSF	(80)	(5)	(2)	(7)	(4)	(5)	(9)
Less 10% Adjustment [8]			8	1	0	1	0	1	1
Subtotal Existing Site			(193)	(17)	(4)	(21)	(6)	(17)	(23)
NET NEW PROJECT TRIPS			957	33	79	112	48	27	75

[1] Source: City of Los Angeles Department of Transportation (LADOT), July 2020; and ITE "Trip Generation Manual", 10th Edition, 2017.

[2] Source: LADOT's "Transportation Assessment Guidelines", July 2020. LADOT trip generation rates (i.e., inside a Transit Priority Area) are utilized herein.

[3] Source: LADOT's "Transportation Assessment Guidelines", July 2020. LADOT trip generation rates (i.e., inside a Transit Priority Area) are utilized herein.

[4] ITE Land Use Code 150 (Warehouse) trip generation average rates for General Urban/Suburban.

[5] ITE Land Use Code 710 (General Office Building) trip generation average rates for General Urban/Suburban.

[6] ITE Land Use Code 942 (Automobile Care Center) trip generation average rates for General Urban/Suburban. As no daily rate is provided in the ITE Publication for ITE Land Use Code 942, it is assumed that the average of the weekday AM and PM peak hour rates represents 10 percent (10%) of the daily rate.

[7] Trips are one-way traffic movements, entering or leaving.

[8] Sources: LADOT Policy of Pass-by Trips. Pass-by trips are made as intermediate stops on the way from an origin to a primary trip destination without a route diversion. Pass-by trips are attracted from traffic passing the site on an adjacent street or roadway that offers direct access to the site.



515 Pioneer Drive Apartments

**DIESEL PARTICULATE MATTER (DPM) HEALTH RISK ASSESSMENT
CITY OF GLENDALE**

PREPARED BY:

William Maddux
bmaddux@urbanxroads.com
(619) 778-1971

JULY 26, 2021

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LIST OF ABBREVIATED TERMS

(1)	Reference
AADT	Annual Average Daily Traffic Volumes
CARB	California Air Resources Board
CAAQS	California Ambient Air Quality Standards
Caltrans	California Department of Transportation
CEQA	California Environmental Quality Act
CO	Carbon Monoxide
CPF	Cancer Potency Factor
EPA	Environmental Protection Agency
HRA	Health Risk Assessment
LDA	Light Duty Auto
LDT	Light Duty Truck
LHD	Light Heavy Duty
MCY	Motorcycle
MDV	Medium Duty Vehicle
NHAPS	National Human Activity Pattern Survey
NO ₂	Nitrogen Dioxide
OBUS	Other Bus
OLM	Ozone Limiting
PM ₁₀	Particulate Matter 10 microns in diameter or less
PM _{2.5}	Particulate Matter 2.5 microns in diameter or less
PPM	Parts per Million
Project	515 Pioneer Drive Apartments
PVMMR	Plume Volume Molar Ratio Methods
REL	Reference Exposure Level
RME	Reasonable Maximum Exposure
SBUS	School Bus
SCAQMD	South Coast Air Quality Management District
TACs	Toxic Air Contaminants
UBUS	Urban Bus
URF	Unit Risk Factor
UTM	Universal Traverse Mercator

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EXECUTIVE SUMMARY

In 2005, the California Air Resources Board promulgated an advisory recommendation to avoid setting air quality 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. In 2005 CARB indicated that due to traffic-generated pollutants, there is an estimated increased cancer risk incidence of 300 to 1,700 per million in within this domain. At some point however, the increased cancer risk incidence due the effects of freeway/roadway corridor pollutants become indistinguishable from the ambient air quality condition. In this regard, the effects of freeway/roadway-source pollutants that may impact the Project site are already acknowledged. More specifically, the MATES-IV Study data for the Project site comprehensively reflects increased TAC-source cancer risks affecting the City of Glendale and Project site, inclusive of increased cancer risks due to freeway sources. Therefore, this health risk assessment has been prepared for the Project and is intended to:

- Comply with and support CEQA Section 15003 (i) policies addressing adequacy, completeness, and a good-faith effort at full disclosure;
- Disclose potential freeway-source air pollutant health effects; and
- Identify means to reduce the specific effects of freeway-source pollutants at the Project site, as necessary.

Findings and conclusions of this Assessment are summarized below.

SUMMARY OF FINDINGS

The maximum exposed residential 30-year carcinogenic risk is 7.9 in one million, which represents a worst-case scenario and may not be representative of actual exposure. When considering the air filtration requirements of the 2019 California Building Code (Title 24) the carcinogenic risk is reduced to 3.95 in a million. However, even when not considering the effect of these the Project will not exceed the SCAQMD significance threshold of 10 in one million.

For chronic noncarcinogenic effects, the hazard index is less than one. Therefore, noncarcinogenic hazards are calculated to be within acceptable limits and a less than significant impact would occur.

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1 INTRODUCTION

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

In consideration of the above referenced requirement, the assessment and dispersion modeling methodologies used in the preparation of this report were composed of all relevant and appropriate procedures presented by the U.S. Environmental Protection Agency (EPA), California Environmental Protection Agency, and South Coast Air Quality Management District (SCAQMD). The methodologies and assumptions offered under this regulatory guidance were used to ensure that the assessment effectively quantified residential exposures associated with the generation of contaminant emissions from adjacent mobile source activity.

This report summarizes the protocol used to evaluate contaminant exposures and presents the results of the health risk assessment (HRA) prepared by Urban Crossroads, Inc., for the proposed 515 Pioneer Drive Apartments (referred to as “Project”).

1.1 SITE LOCATION

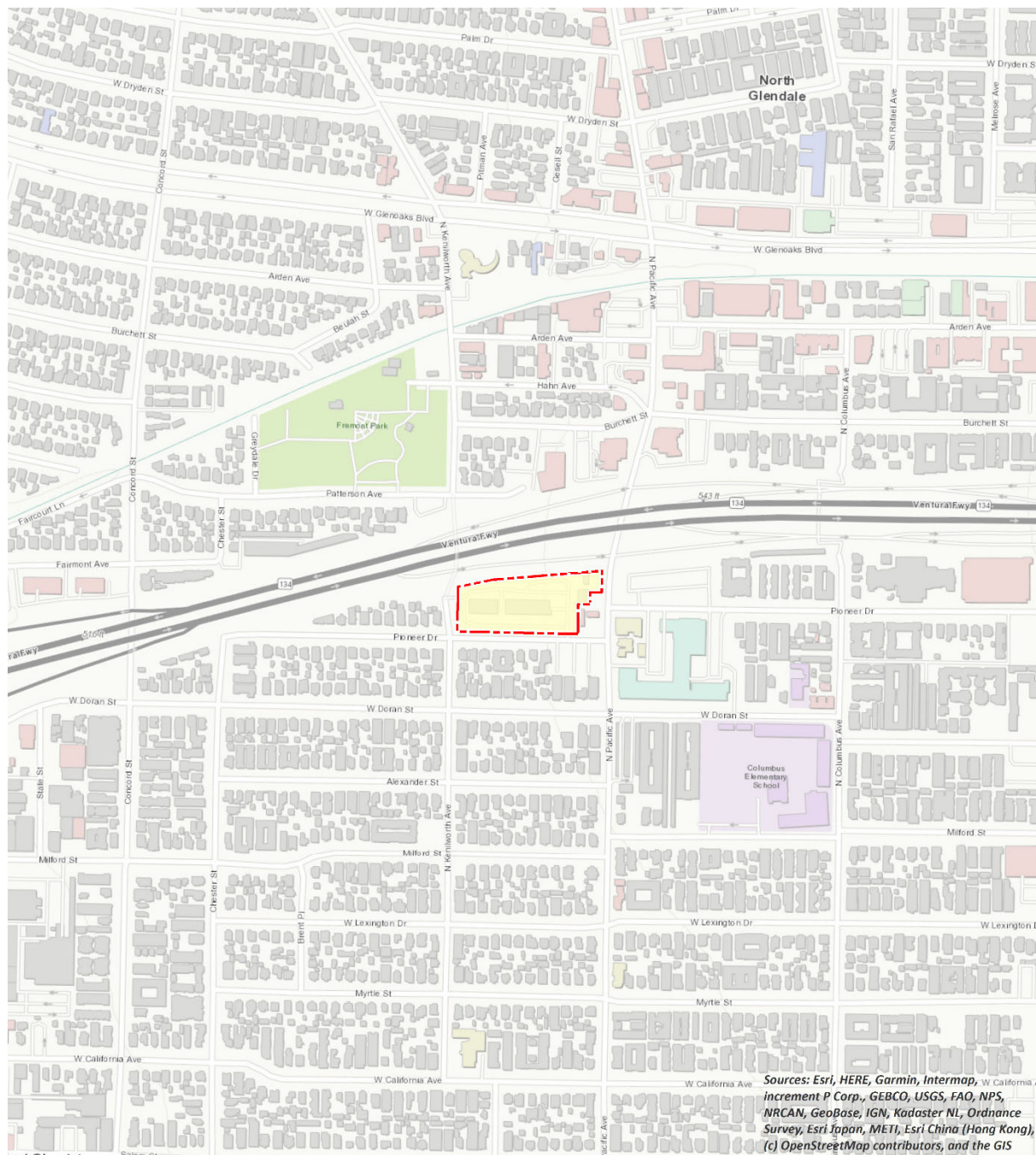
The Project site is located at 515 Pioneer Drive in the City of Glendale, California. The Project Site is approximately one and a half mile northwest of Downtown Glendale. The Project site is bordered by the Ventura Freeway to the north, N. Kenilworth Avenue to the west, N. Pacific Avenue to the east, and Pioneer Drive to the south as shown on the Exhibit 1-A. The Project Site is surrounded by existing urban uses, including low-scale commercial properties and multifamily residential structures. To the east of the project site is a gas station, to the south of the Project Site (across Pioneer Drive) are multifamily residential buildings, to the north of the Project Site is the Ventura Freeway, and to the west (across N. Kenilworth Avenue) are multifamily residential buildings.

The Project Site is zoned R-3050 (Moderate Density Residential Zone). The General Plan designation for the Project site is Moderate Density.

1.2 PROJECT DESCRIPTION

The Project is a 340-unit affordable housing project located in the City of Glendale. The Project site is 121,967 square feet and is currently improved with three masonry buildings that were previously occupied as a commercial use by AT&T. The Project would demolish the existing structures and parking lot and redevelop the Project site with three new 5-story, residential buildings with 337 for-rent dwelling units reserved for low-income households and three manager’s units, with a mix of 32 studio units, 260 one-bedroom units, 45 two-bedroom units, and 3 two-bedroom manager’s units. The Project will provide approximately 13,600 square feet of private open space and approximately 37,750 square feet of common open space, including

multiple interior ground floor courtyards and multiple roof decks totaling appx. 7,284 square feet. The Project will consist of approximately 298,018 square feet of floor area for residential uses, including community rooms, lobby/mail rooms, and office/service space within the ground floor of each of the three buildings for use by the residents. Three hundred forty-two (342) automobile stalls will be provided in a two-level subterranean parking garage, including 35 EV ready stalls. The project is providing the required amount of parking per Glendale Municipal Code. The Project's main pedestrian access points will be on Pioneer Drive, with vehicular access to the subterranean parking garage via Pioneer Drive as well. The Project's site plan is illustrated on Exhibit B.



LEGEND:

Site Boundary

Sources: Esri, HERE, Garmin, Intermap, W. California, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS

4



2 SOURCE IDENTIFICATION

The California Department of Transportation (Caltrans), Traffic and Vehicle Data Systems Unit collects and maintains traffic volume counts for vehicles traversing the California state highway system. The Caltrans traffic count data was increased 0.6% per year consistent with SCAG growth projections between 2020 and 2045 (1). Table 2-1 presents the annual average daily traffic volumes (AADT) for the freeway segment considered in the assessment.

TABLE 2-1 FREEWAY TRAFFIC VOLUMES

Roadway Segment	AADT	Vehicles Per Hour		
		Total	Gasoline	Diesel
SR-134 (Ventura Freeway)	250,000	10,417	9,978	439

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3 SOURCE CHARACTERIZATION

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

Currently, emission factors are generated from a series of computer-based programs to produce a composite emission rate for vehicles traveling at various speeds within a defined geographical area or along a discrete roadway segment. To account for the emission standards imposed on the California fleet, CARB has developed the EMFAC2017 emission factor model. EMFAC2017 was utilized to identify pollutant emission rates for diesel-exhaust particulate matter (DPM) (2). To produce a representative vehicle fleet distribution, the assessment utilized CARB's Los Angeles County vehicle miles traveled (VMT) estimates for the 2025 calendar year. This approach provides an estimate of vehicle mix and activity associated with operational profiles at the link level. Table 3-1 lists the identified fleet mix considered in the assessment.

Based upon the freeway traffic volumes and activity profiles noted above, discrete traffic counts were identified for each roadway segment. Diesel vehicles account for 4.22 percent of the total on-road mobile fleet. For chronic (long term) exposures, AADT values were averaged to produce representative hourly traffic volumes. An average observed route speed of 65 miles per hour was assumed for vehicles traversing the main highway link (SR-134).

The focus of this HRA is on DPM associated with vehicular activity on SR-134 as DPM represents the majority (70 percent) of the risk from on-road sources (3). Appendix 3.1 presents the on-road emission rate calculation worksheets for the freeway segment considered in the assessment.

TABLE 3-1: VEHICLE FLEET MIX PROFILE

Vehicle class	Los Angeles County		
	Fuel	VMT	Percent
HHDT	Gasoline	6,279	0.002
HHDT	Diesel	7,210,429	2.529
HHDT	Natural Gas	127,328	0.045
LDA	Gasoline	148,167,345	51.968
LDA	Diesel	1,525,959	0.535
LDA	Electricity	5,311,624	1.863
LDT1	Gasoline	17,936,853	6.291
LDT1	Diesel	5,299	0.002
LDT1	Electricity	319,788	0.112
LDT2	Gasoline	52,839,723	18.533
LDT2	Diesel	447,478	0.157
LDT2	Electricity	833,022	0.292
LHDT1	Gasoline	3,739,638	1.312
LHDT1	Diesel	3,150,817	1.105
LHDT2	Gasoline	625,282	0.219
LHDT2	Diesel	1,228,534	0.431
MCY	Gasoline	1,308,121	0.459
MDV	Gasoline	32,309,578	11.332
MDV	Diesel	911,875	0.320
MDV	Electricity	536,507	0.188
MH	Gasoline	192,125	0.067
MH	Diesel	68,685	0.024
MHDT	Gasoline	806,296	0.283
MHDT	Diesel	4,438,143	1.557
OBUS	Gasoline	153,093	0.054
OBUS	Diesel	252,475	0.089
SBUS	Gasoline	65,361	0.023
SBUS	Diesel	112,277	0.039
UBUS	Gasoline	33,573	0.012
UBUS	Diesel	752	0.000
UBUS	Electricity	1,070	0.000
UBUS	Natural Gas	445,327	0.156

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

4 EXPOSURE QUANTIFICATION

In order to assess the impact of emitted compounds on individuals who reside at the proposed apartment complex, air quality modeling utilizing the AMS/EPA Regulatory Model AERMOD was performed to assess the downwind extent of mobile source emissions. AERMOD's air dispersion algorithms are based upon a planetary boundary layer turbulence structure and scaling concepts, including the treatment of surface and elevated sources in simple and complex terrain.

The model offers additional flexibility by allowing the user to assign initial vertical and lateral dispersion parameters for sources representative of a localized mobile fleet. For this assessment, the volume source algorithm was utilized to model the emissions generated from on-road mobile source activity.

Air dispersion models require additional input parameters including pollutant emission data and local meteorology. Due to the sensitivity to individual meteorological parameters such as wind speed and direction, the EPA recommends that meteorological data used as input into dispersion models be selected on the basis of relative spatial and temporal conditions that exist in the area of concern. In response to this recommendation, the nearest meteorological data available from the SCAQMD Burbank Airport Meteorological Data Station (Source Receptor Area 7), was used to represent local weather conditions and prevailing winds. Five years (2012-2016) of available AERMOD meteorological data was utilized in the modeling.

The modeling analysis also considered the spatial distribution of mobile source activity on the freeway in relation to the Project site. To accommodate a Cartesian grid format, direction dependent calculations were obtained by identifying the universal transverse mercator (UTM) coordinates for each volume source location. On-site receptors were placed in a grid to provide coverage across the Project site. A flag-pole receptor height of 5 feet was assumed as a conservative measure. A graphical representation of the source-receptor grid network is presented in Exhibit 4-A.

A dispersion model input summary table is provided in Appendix 4.1. A complete listing of model input/output files are provided in electronic format in Appendix 4.2.

EXHIBIT 4-A: SOURCE RECEPTOR GRID NETWORK



LEGEND:

 Site Boundary

5 RISK CHARACTERIZATION

The exposure assessment determines the quantities or concentrations of the risk agents received by the potentially exposed populations and receptors. The exposure assessment's emphasis is on calculating risk to maximally exposed individuals or small populations. This assessment is performed by determining the concentrations of chemicals at a location of interest and combining this information with the time that individuals or populations are exposed to the chemicals.

According to the Office of Environmental Health Hazard Assessment (OEHHA) guidelines, an inhalation pathway cancer risk analysis must be evaluated for every HRA (4). Exposure through inhalation is a function of the breathing rate, the exposure frequency, and the concentration of a substance in the air (4). A first tier (Tier 1) evaluation uses the high-end point estimate (i.e., the 95th percentiles) breathing rates for the inhalation.

5.1 CARCINOGENIC

The SCAQMD *CEQA Air Quality Handbook* (1993) states that emissions of toxic air contaminants (TACs) are considered significant if a HRA shows an increased risk of greater than ten in one million. Based on guidance from the SCAQMD in the document *Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis* (5), for purposes of this analysis, ten (10) in one million is used as the cancer risk threshold for the proposed Project.

A source of uncertainty in calculating exposures is the assumption that individuals within a particular receptor population (or subpopulation) will receive the same intake doses. Variability in parameters such as absorption rates, breathing rates, body weight, skin surface area, and frequency of exposure will exist even in a narrowly defined age group or sensitive receptor subpopulation. This range of uncertainty and variability is difficult to assess. In this analysis, OEHHA standard default factors representing the upper limit of these exposure parameters will generally overestimate risks. Thus, the risks reported in this analysis represent an upper-bound of estimated risk.

Excess cancer risks are the incremental probability that an individual will develop cancer over a lifetime as a direct result of exposure to potential carcinogens over a specified exposure duration. The estimated risk is expressed as a unitless probability. The cancer risk attributed to a chemical is calculated by multiplying the chemical intake or dose at the human exchange boundaries (e.g., lungs) by the chemical-specific cancer potency factor (CPF). A risk level of 1 in a million implies a likelihood that up to one person, out of one million equally exposed people would contract cancer if exposed continuously (i.e., 24-hours per day) to the levels of toxic air contaminants over a specified duration of time (e.g., 9, 30, or 70 years). This risk would be an excess cancer risk that is in addition to any cancer risk borne by a person not exposed to these air toxics.

Health risks associated with exposure to carcinogenic compounds can be defined in terms of the probability of developing cancer as a result of exposure to a chemical at a given concentration. Under a deterministic approach (i.e., point estimate methodology), the cancer risk probability is

determined by multiplying the chemical's annual concentration by its unit risk factor (URF). The URF is a measure of the carcinogenic potential of a chemical when a dose is received through the inhalation pathway. It represents an upper bound estimate of the probability of contracting cancer as a result of continuous exposure to an ambient concentration of one microgram per cubic meter ($\mu\text{g}/\text{m}^3$). The URFs utilized in the assessment and corresponding cancer potency factors were obtained from the *Consolidated Table of OEHHA/CARB Approved Risk Assessment Health Values*.

Notwithstanding, it is the intent of the HRA to provide risk estimates from near-field on-road sources that are reflective of anticipated exposures experienced at a given residential occupancy. As such, a review of relevant guidance was conducted to determine applicability of the use of early life exposure adjustments to identified carcinogens. For risk assessments conducted under the auspices of The Air Toxics "Hot Spots" Information and Assessment Act (AB 2588, Connolly, Statutes of 1987; Health and Safety Code Section 44300 et seq.) a weighting factor is applied to all carcinogens regardless of purported mechanism of action. However, for this assessment, the HRA relied upon EPA guidance relating to the use of early life exposure adjustment factors whereby adjustment factors are only considered when carcinogens act "through the mutagenic mode of action" (6). The EPA has identified 19 compounds that elicit a mutagenic mode of action for carcinogenesis. DPM is a complex mixture consisting of solid carbon spheres with adsorbed compounds that include organics, metals, and sulfate. The portion of DPM that is mutagenic are the polycyclic aromatic hydrocarbons (PAHs) and their derivatives, which are known to exhibit a mutagenic mode of action but comprise less than 1% of the DPM mass. To date, the EPA reports that whole diesel engine exhaust has not been shown to elicit a mutagenic mode of action. Therefore, early life exposure adjustments were not considered in this HRA.

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

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

Where:

CDI	=	chronic daily intake ($\text{mg}/\text{kg}/\text{day}$)
C_{air}	=	concentration of contaminant in air (mg/m^3)
EF	=	exposure frequency (days/year)
ED	=	exposure duration (years)
IR	=	inhalation rate (m^3/day)
BW	=	body weight (kg)
AT	=	averaging time (days)

To represent residential exposures, the assessment employed the EPA Agency's guidance to develop viable dose estimates based on reasonable maximum exposures (RME). Specifically, activity patterns for population mobility recommended by the EPA and presented in the *Exposure*

Factors Handbook were utilized. As a result, lifetime risk values for residents were adjusted to account for an exposure duration of 350 days per year for 30 years.

OEHHA recommends that an HRA should account for the actual time spent indoors to determine a more realistic exposure (4). This assessment of risk includes the accounting for time spent indoors as identified in the National Human Activity Pattern Survey (NHAPS) and the study *Activity Patterns of California Residents* (7) to account for the exposure of DPM inside and outside the residence. The NHAPS and the *Activity Patterns of California Residents* showed that on average people spend 87% of their time in enclosed buildings and 6% of their time in enclosed vehicles (8).

Additionally, as required by Title 24, the Project will include air filters with a minimum efficiency reporting value (MERV) rating 13. MERV13 filtration systems have been shown to reduce DPM. The average particle size efficiency (PSE) removal for MERV 13 as required by the 2019 Title 24 standards is approximately 50% for 0.3 to 1.0 $\mu\text{g}/\text{m}^3$, 85% for 1.0 to 3.0 $\mu\text{g}/\text{m}^3$ ($\text{PM}_{2.5}$), and 90% for 3.0 to 10.0 $\mu\text{g}/\text{m}^3$ (PM_{10}) (9). As DPM is predominately in the range of 0.3 to 1.0 $\mu\text{g}/\text{m}^3$. The air filtration would reduce carcinogenic risk by approximately 50% to 3.95 in one million.

Even without consideration of the time spent indoors with air filtration, the carcinogenic risk resulting from exposure to DPM from traffic on SR-134 at the maximum exposed residential receptor on-site is 7.90 in one million. This is less than the SCAQMD's 10 in one million threshold for TAC exposure and impacts under CEQA would be less than significant.

5.2 NON-CARCINOGENIC

An evaluation of the potential noncancerous effects of exposure to DPM was also conducted. Under the point estimate approach, adverse health effects are evaluated by comparing the concentration of each compound with the appropriate Reference Exposure Level (REL). Available REL's presented in the *Consolidated Table of OEHHA/CARB Approved Risk Assessment Health Values* were considered in the assessment (10).

To quantify noncarcinogenic impacts, the hazard index approach was used. The hazard index assumes that subthreshold exposures adversely affect a specific organ or organ system (i.e., toxicological endpoint). For each discrete pollutant exposure, target organs presented in regulatory guidance were utilized. To calculate the hazard index, the pollutant concentration or dose is divided by the appropriate toxicity value. For compounds affecting the same toxicological endpoint, this ratio is summed. Where the total equals or exceeds one (i.e., unity), a health hazard is presumed to exist. For chronic exposures, REL's were converted to units expressed in $\text{mg}/\text{kg}/\text{day}$ to accommodate the above referenced intake algorithm.

Appendix 3.2 summarizes the REL's and corresponding reference dose values used in the evaluation of chronic noncarcinogenic exposures. For chronic noncarcinogenic effects, the hazard index identified toxicological endpoint totaled 0.011, which is less than the threshold of 1.0. Therefore, the chronic non-carcinogenic hazards were predicted to be within acceptable limits and are less than significant.

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6 REFERENCES

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9. **American Society of Heating, Refrigerating and Air-Conditioning Engineers, Inc.** *Method of Testing General Ventilation Air Cleaning Devices for Removal by Particle Size*. 2017. ANSI/ASHRAE Standard 52.2.2017.
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7 CERTIFICATION

The contents of this air study report represent an accurate depiction of the environmental impacts associated with the proposed 515 Pioneer Drive Apartments Project. The information contained in this air quality impact assessment report is based on the best available data at the time of preparation. If you have any questions, please contact me directly at (619) 788-1971.

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California Polytechnic State University, Pomona • June 2000

PROFESSIONAL AFFILIATIONS

ASA – Acoustical Society of America
APA – American Planning Association
AWMA – Air and Waste Management Association

PROFESSIONAL CERTIFICATIONS``

HARP Model Training – Bluescape Environmental • 2004
Air Dispersion Modeling – Lakes Environmental • 2008
2007
AB2588 Regulatory Standards – Trinity Consultants • November 2006
Air Dispersion Modeling – Lakes Environmental • June 2006

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APPENDIX 3.1:

EMISSION RATE CALCULATION WORKSHEETS

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EMFAC Worksheet
(65 mph)

Source: EMFAC2017 (v1.0.3) Emission Rates

Region Type: Sub-Area

Region: Los Angeles (SC)

Calendar Year: 2025

Season: Annual

Vehicle Classification: EMFAC2007 Categories

Units: miles/day for VMT, g/mile for RUNEX, PMBW and PMTW, mph for Speed

Region	Calendar Year	Vehicle Category	Model Year	Speed	Fuel	VMT	NOx_RUNEX	PM2.5_RUNEX	PM10_RUNEX	CO2_RUNEX	CH4_RUNEX	N2O_RUNEX	ROG_RUNEX	TOG_RUNEX	CO_RUNEX	SOx_RUNEX
Los Angeles	2025	HHDT	Aggregate	65	Gasoline	424.81525	3.466161977	0.000979467	0.001065259	1946.040695	0.070345186	0.134159327	0.338064767	0.493303315	23.04430085	0.01925765
Los Angeles	2025	HHDT	Aggregate	65	Diesel	736699.913	2.001240127	0.034031531	0.035570286	1253.363743	0.000921823	0.197011326	0.019846593	0.022593835	0.13427973	0.011841159
Los Angeles	2025	HHDT	Aggregate	65	Natural Gas	0	0	0	0	0	0	0	0	0	0	0
Los Angeles	2025	LDA	Aggregate	65	Gasoline	4799352.53	0.028661716	0.001059957	0.0011528	245.6774516	0.001535111	0.003656974	0.005632434	0.008218834	0.380685776	0.002431178
Los Angeles	2025	LDA	Aggregate	65	Diesel	49428.0018	0.042910176	0.004594255	0.004801987	199.6092788	0.000340922	0.031375799	0.007339855	0.008355937	0.112333353	0.001887026
Los Angeles	2025	LDT1	Aggregate	65	Gasoline	581000.356	0.085908559	0.001431494	0.00155688	287.0068593	0.003636128	0.006724672	0.015649027	0.022835024	0.705198096	0.002840166
Los Angeles	2025	LDT1	Aggregate	65	Diesel	171.639486	1.081956037	0.107647368	0.112514705	445.6168646	0.006876859	0.070044766	0.148054717	0.168550452	1.315081802	0.004212682
Los Angeles	2025	LDT2	Aggregate	65	Gasoline	1711554.31	0.060177864	0.001128388	0.001227225	300.2262936	0.002569904	0.005290944	0.010205997	0.014892567	0.528368873	0.002970983
Los Angeles	2025	LDT2	Aggregate	65	Diesel	14494.4463	0.026361476	0.003438253	0.003593716	269.0373999	0.000342143	0.042288933	0.007366144	0.008385865	0.068524935	0.002543371
Los Angeles	2025	LHDT1	Aggregate	65	Gasoline	308873.179	0.148453933	0.00100091	0.001088581	782.402999	0.004485677	0.009210663	0.021427072	0.031266333	0.627388445	0.007742512
Los Angeles	2025	LHDT1	Aggregate	65	Diesel	475877.023	0.847164374	0.009055681	0.009465139	447.2446857	0.001775187	0.070300636	0.03821873	0.043509484	0.249800634	0.004228071
Los Angeles	2025	LHDT2	Aggregate	65	Gasoline	51644.8286	0.144334025	0.000906967	0.000986409	898.3804658	0.003133971	0.009710386	0.01364475	0.019910387	0.362707659	0.008890203
Los Angeles	2025	LHDT2	Aggregate	65	Diesel	185549.018	0.829180934	0.011510291	0.012030735	479.3299436	0.001765739	0.075343992	0.038015315	0.043277909	0.246435938	0.004531392
Los Angeles	2025	MCY	Aggregate	65	Gasoline	42371.8972	1.198133795	0.001923206	0.002060191	223.6750523	0.314769122	0.069181237	2.154057558	2.687862886	21.56910293	0.002213446
Los Angeles	2025	MDV	Aggregate	65	Gasoline	1046553.5	0.075064266	0.001151513	0.001252358	370.6079917	0.003211562	0.006335851	0.013141154	0.019167241	0.597735365	0.003667467
Los Angeles	2025	MDV	Aggregate	65	Diesel	29536.9389	0.026624121	0.002900851	0.003032014	353.03599	0.000236569	0.055492341	0.005093202	0.005798272	0.095479557	0.00333746
Los Angeles	2025	MH	Aggregate	65	Gasoline	12998.0317	0.234215861	0.001028344	0.001118418	1609.952949	0.007173315	0.017265857	0.029595669	0.043185931	0.901835006	0.01593179
Los Angeles	2025	MH	Aggregate	65	Diesel	6275.80084	2.452606271	0.071876001	0.075125915	844.5476698	0.001757645	0.132751133	0.037841067	0.043079539	0.158784635	0.007984013
Los Angeles	2025	MHDT	Aggregate	65	Gasoline	54549.2075	0.272555983	0.000857228	0.000932314	1615.940506	0.006645927	0.015587404	0.031112961	0.04539996	0.687475051	0.015991041
Los Angeles	2025	MHDT	Aggregate	65	Diesel	405515.986	0.990609944	0.014221995	0.01486505	886.7301105	0.00038458	0.139381625	0.008279899	0.009426035	0.049823543	0.008377386
Los Angeles	2025	OBUS	Aggregate	65	Gasoline	10357.3445	0.356551642	0.000809914	0.000880855	1638.175342	0.007961246	0.01815304	0.038110142	0.05561023	0.849243466	0.016211073
Los Angeles	2025	OBUS	Aggregate	65	Diesel	26409.5614	1.451735877	0.022880363	0.023914912	1153.703639	0.000600789	0.181346146	0.012934813	0.0147253	0.086110442	0.01089962
Los Angeles	2025	SBUS	Aggregate	65	Diesel	0	0	0	0	0	0	0	0	0	0	0
Los Angeles	2025	UBUS	Aggregate	65	Gasoline	888.182858	0.095062619	0.00092976	0.001011199	1143.073259	0.001807155	0.009099018	0.005892929	0.008598949	0.114254032	0.011311637
Los Angeles	2025	UBUS	Aggregate	65	Diesel	10.294097	0.264685169	0.020292618	0.02121016	1322.251506	0.03467026	0.207839523	0.00049537	0.035383544	0.04306466	0.012500032
Los Angeles	2025	UBUS	Aggregate	65	Natural Gas	6314.94207	0.25933102	0.001993484	0.00208362	1316.424202	3.505354314	0.268361685	0.050849623	3.578306407	35.9909787	0

On-Road Mobile Sources
Emission Rate Computation

Wt Frac	NOx_RUNEX (gms/mile)	PM2.5_RUNEX (gms/mile)	PM10_RUNEX (gms/mile)	CO2_RUNEX (gms/mile)	CH4_RUNEX (gms/mile)	N2O_RUNEX (gms/mile)	ROG_RUNEX (gms/mile)	TOG_RUNEX (gms/mile)	CO_RUNEX (gms/mile)	SOx_RUNEX (gms/mile)
0.00402%	0.00013948	0.00000004	0.00000004	0.07831007	0.00000283	0.00000540	0.00001360	0.00001985	0.00092732	0.00000077
6.97841%	0.13965465	0.00237486	0.00248224	87.46480316	0.00006433	0.01374825	0.00138498	0.00157669	0.00937058	0.00082632
0.00000%	0.00000000	0.00000000	0.00000000	0.00000000	0.00000000	0.00000000	0.00000000	0.00000000	0.00000000	0.00000000
45.46197%	0.01303018	0.00048188	0.00052409	111.68980369	0.00069789	0.00166253	0.00256062	0.00373644	0.17306724	0.00110526
0.46821%	0.00020091	0.00002151	0.00002248	0.93458618	0.00000160	0.00014690	0.00003437	0.00003912	0.00052595	0.00000884
5.50354%	0.00472801	0.00007878	0.00008568	15.79553179	0.00020012	0.00037009	0.00086125	0.00125673	0.03881085	0.00015631
0.00163%	0.00001759	0.00000175	0.00000183	0.00724510	0.00000011	0.00000114	0.00000241	0.00000274	0.00002138	0.00000007
16.21273%	0.00975648	0.00018294	0.00019897	48.67489089	0.00041665	0.00085781	0.00165467	0.00241449	0.08566304	0.00048168
0.13730%	0.00003619	0.00000472	0.00000493	0.36938552	0.00000047	0.00005806	0.00001011	0.00001151	0.00009408	0.00000349
2.92581%	0.00434348	0.00002928	0.00003185	22.89160699	0.00013124	0.00026949	0.00062691	0.00091479	0.01835618	0.00022653
4.50776%	0.03818810	0.00040821	0.00042667	20.16069512	0.00008002	0.00316898	0.00172281	0.00196130	0.01126040	0.00019059
0.48921%	0.00070609	0.00000444	0.00000483	4.39493765	0.00001533	0.00004750	0.00006675	0.00009740	0.00177439	0.00004349
1.75762%	0.01457382	0.00020231	0.00021145	8.42478445	0.00003103	0.00132426	0.00066816	0.00076066	0.00433140	0.00007964
0.40137%	0.00480893	0.00000772	0.00000827	0.89776162	0.00126338	0.00027767	0.00864571	0.01078824	0.08657163	0.00000888
9.91350%	0.00744150	0.00011416	0.00012415	36.74022329	0.00031838	0.00062810	0.00130275	0.00190014	0.05925650	0.00036357
0.27979%	0.00007449	0.00000812	0.00000848	0.98775683	0.00000066	0.00015526	0.00001425	0.00001622	0.00026714	0.00000934
0.12312%	0.00028838	0.00000127	0.00000138	1.98224054	0.00000883	0.00002126	0.00003644	0.00005317	0.00111038	0.00001962
0.05945%	0.00145802	0.00004273	0.00004466	0.50206379	0.00000104	0.00007892	0.00002250	0.00002561	0.00009439	0.00000475
0.51672%	0.00140835	0.00000443	0.00000482	8.34986377	0.00003434	0.00008054	0.00016077	0.00023459	0.00355231	0.00008263
3.84126%	0.03805189	0.00054630	0.00057101	34.06159747	0.00001477	0.00535401	0.00031805	0.00036208	0.00191385	0.00032180
0.09811%	0.00034981	0.00000079	0.00000086	1.60721651	0.00000781	0.00001781	0.00003739	0.00005456	0.00083319	0.00001590
0.25017%	0.00363174	0.00005724	0.00005983	2.88616415	0.00000150	0.00045366	0.00003236	0.00003684	0.00021542	0.00002727
0.00000%	0.00000000	0.00000000	0.00000000	0.00000000	0.00000000	0.00000000	0.00000000	0.00000000	0.00000000	0.00000000
0.00841%	0.00000800	0.00000008	0.00000009	0.09617053	0.00000015	0.00000077	0.00000050	0.00000072	0.00000961	0.00000095
0.00010%	0.00000026	0.00000002	0.00000002	0.00128934	0.00000003	0.00000020	0.00000000	0.00000003	0.00000004	0.00000001
0.05982%	0.00015513	0.00000119	0.00000125	0.78746418	0.00209685	0.00016053	0.00003042	0.00214049	0.02152924	0.00000000
0.2830515	0.0045748	0.0048199	409.7863926	0.0053894	0.0288892	0.0202078	0.0284044	0.5195565	0.0039777	

On-Road Mobile Sources Emission Rate Computation

Pollutant Classification: TOG GAS

Region	Calendar Year	Vehicle Category	Model Year	Speed	Fuel	VMT	TOG_RUNEX (gms/mile)	Wt Frac	TOG_RUNEX AVE (gms/mile)
Los Angeles (SC)	2025	HHDT	Aggregate	65	Gasoline	424.82	0.493303	0.0000	0.0000
Los Angeles (SC)	2025	LDA	Aggregate	65	Gasoline	4,799,352.53	0.008219	0.5567	0.0046
Los Angeles (SC)	2025	LDT1	Aggregate	65	Gasoline	581,000.36	0.022835	0.0674	0.0015
Los Angeles (SC)	2025	LDT2	Aggregate	65	Gasoline	1,711,554.31	0.014893	0.1985	0.0030
Los Angeles (SC)	2025	LHDT1	Aggregate	65	Gasoline	308,873.18	0.031266	0.0358	0.0011
Los Angeles (SC)	2025	LHDT2	Aggregate	65	Gasoline	51,644.83	0.019910	0.0060	0.0001
Los Angeles (SC)	2025	MCY	Aggregate	65	Gasoline	42,371.90	2.687863	0.0049	0.0132
Los Angeles (SC)	2025	MDV	Aggregate	65	Gasoline	1,046,553.50	0.019167	0.1214	0.0023
Los Angeles (SC)	2025	MH	Aggregate	65	Gasoline	12,998.03	0.043186	0.0015	0.0001
Los Angeles (SC)	2025	MHDT	Aggregate	65	Gasoline	54,549.21	0.045400	0.0063	0.0003
Los Angeles (SC)	2025	OBUS	Aggregate	65	Gasoline	10,357.34	0.055610	0.0012	0.0001
Los Angeles (SC)	2025	UBUS	Aggregate	65	Gasoline	888.18	0.008599	0.0001	0.0000
						8,620,568.19			0.0000
								1.0	0.0263

Pollutant Classification: TOG DSL

Region	Calendar Year	Vehicle Category	Model Year	Speed	Fuel	VMT	TOG_RUNEX (gms/mile)	Wt Frac	TOG_RUNEX AVE (gms/mile)
Los Angeles (SC)	2025	HHDT	Aggregate	65	Diesel	736,699.91	0.022594	0.3817	0.0086
Los Angeles (SC)	2025	LDA	Aggregate	65	Diesel	49,428.00	0.008356	0.0256	0.0002
Los Angeles (SC)	2025	LDT1	Aggregate	65	Diesel	171.64	0.168550	0.0001	0.0000
Los Angeles (SC)	2025	LDT2	Aggregate	65	Diesel	14,494.45	0.008386	0.0075	0.0001
Los Angeles (SC)	2025	LHDT1	Aggregate	65	Diesel	475,877.02	0.043509	0.2466	0.0107
Los Angeles (SC)	2025	LHDT2	Aggregate	65	Diesel	185,549.02	0.043278	0.0961	0.0042
Los Angeles (SC)	2025	MDV	Aggregate	65	Diesel	29,536.94	0.005798	0.0153	0.0001
Los Angeles (SC)	2025	MH	Aggregate	65	Diesel	6,275.80	0.043080	0.0033	0.0001
Los Angeles (SC)	2025	MHDT	Aggregate	65	Diesel	405,515.99	0.009426	0.2101	0.0020
Los Angeles (SC)	2025	OBUS	Aggregate	65	Diesel	26,409.56	0.014725	0.0137	0.0002
Los Angeles (SC)	2025	SBUS	Aggregate	65	Diesel	0.00	0.000000	0.0000	0.0000
Los Angeles (SC)	2025	UBUS	Aggregate	65	Diesel	10.29	0.035384		
						1,929,968.62		1.0	0.0262

On-Road Mobile Sources Emission Rate Computation

Pollutant Classification: DSL Particulate

Region	CalYr	Veh_Class	Fuel	MdlYr	Speed (miles/hr)	VMT	PM10_RUNEX (gms/mile)	Wt Frac	DPM_RUNEX AVE (gms/mile)
Los Angeles (SC)	2025	HHDT	Aggregate	65	Diesel	736,699.91	0.035570	0.3817	0.0136
Los Angeles (SC)	2025	LDA	Aggregate	65	Diesel	49,428.00	0.004802	0.0256	0.0001
Los Angeles (SC)	2025	LDT1	Aggregate	65	Diesel	171.64	0.112515	0.0001	0.0000
Los Angeles (SC)	2025	LDT2	Aggregate	65	Diesel	14,494.45	0.003594	0.0075	0.0000
Los Angeles (SC)	2025	LHDT1	Aggregate	65	Diesel	475,877.02	0.009465	0.2466	0.0023
Los Angeles (SC)	2025	LHDT2	Aggregate	65	Diesel	185,549.02	0.012031	0.0961	0.0012
Los Angeles (SC)	2025	MDV	Aggregate	65	Diesel	29,536.94	0.003032	0.0153	0.0000
Los Angeles (SC)	2025	MH	Aggregate	65	Diesel	6,275.80	0.075126	0.0033	0.0002
Los Angeles (SC)	2025	MHDT	Aggregate	65	Diesel	405,515.99	0.014865	0.2101	0.0031
Los Angeles (SC)	2025	OBUS	Aggregate	65	Diesel	26,409.56	0.023915	0.0137	0.0003
Los Angeles (SC)	2025	SBUS	Aggregate	65	Diesel	0.00	0.000000	0.0000	0.0000
Los Angeles (SC)	2025	UBUS	Aggregate	65	Diesel	10.29	0.021210	0.0000	0.0000
						1,929,968.62			
								1.0	0.020970

On-Road Mobile Sources
Emission Rate Computation

WB SR 134

DSL Particulate Emissions

Number of Sources	53
Link Length (meters)	1449.0
Volume/Baseline (VPH)	219.6
Pollutant Mass Emission Rate (gr/mi)	0.021

Emission Rate (gr/sec) = ((Mass Emission Rate x Volume/Baseline)/(1609.3 m/mile) x (3600 sec/hr)) x (Link Length)

Pollutant Emission Rate (gr/sec)	0.00115
Pollutant Emission Rate (gr/sec/source)	2.17E-05

EB SR 134

DSL Particulate Emissions

Number of Sources	53
Link Length (meters)	1449.0
Volume/Baseline (VPH)	219.6
Pollutant Mass Emission Rate (gr/mi)	0.021

Emission Rate (gr/sec) = ((Mass Emission Rate x Volume/Baseline)/(1609.3 m/mile) x (3600 sec/hr)) x (Link Length)

Pollutant Emission Rate (gr/sec)	0.00115
Pollutant Emission Rate (gr/sec/source)	2.17E-05

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APPENDIX 3.2:

RISK CALCULATION WORKSHEETS

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

Source (a)	Concentration		Weight Fraction (d)	Contaminant (e)	Carcinogenic Risk			Noncarcinogenic Hazards / Toxicological Endpoints*									
	(ug/m3) (b)	(mg/m3) (c)			URF (ug/m3) (f)	CPF (mg/kg/day) (g)	RISK (h)	REL (ug/m3) (i)	RfD (mg/kg/day) (j)	RESP (k)	CNS/PNS (l)	CV/BL (m)	IMMUN (n)	KIDN (o)	GI/LV (p)	REPRO (q)	EYES (r)
SR-134	0.06408	6.4E-05	1.00E+00	DPM	3.0E-04	1.1E+00	7.9E-06	5.0E+00	1.4E-03	1.2E-02							
SR-134&MERV13	0.03204	3.2E-05	1.00E+00	DPM	3.0E-04	1.1E+00	4.0E-06	5.0E+00	1.4E-03	6.1E-03							

* Key to Toxicological Endpoints

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

Note: Exposure factors used to calculate contaminant intake

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

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APPENDIX 4.1:

AERMOD MODEL OUTPUT SUMMARY FILE

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*** AERMOD - VERSION 21112 *** *** C:\AERMOD\14022-Pioneer\515_Pioneer_2025_PM10\515_Pioneer_2025_PM10. *** 07/24/21
*** AERMET - VERSION 16216 *** *** 17:50:32
                                                                                                     PAGE 1

*** MODELOPTs:      RegDEFAULT CONC ELEV FLGPOL 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 106 Source(s),
for Total of 1 Urban Area(s):
Urban Population = 16770.0 ; 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 - Meteorolo_gical data includes CCVR substitutions
TEMP_Sub - Meteorolo_gical data includes TEMP substitutions

**Model Accepts FLAGPOLE Receptor Heights.

**The User Specified a Pollutant Type of: PM_10

**Model Calculates 3 Short Term Average(s) of: 1-HR 8-HR 24-HR
and Calculates ANNUAL Averages

**This Run Includes: 106 Source(s); 1 Source Group(s); and 456 Receptor(s)

with: 0 POINT(s), including
      0 POINTCAP(s) and 0 POINTHOR(s)
and: 106 VOLUME source(s)
and: 0 AREA type source(s)
and: 0 LINE source(s)
and: 0 RLINE/RLINEXT source(s)
and: 0 OPENPIT source(s)
and: 0 BUOYANT LINE source(s) with a total of 0 line(s)

**Model Set To Continue RUNning After the Setup Testing.

**The AERMET Input Meteorological Data Version Date: 16216

**Output Options Selected:
Model Outputs Tables of ANNUAL Averages by Receptor
Model Outputs Tables of Highest Short Term Values by Receptor (RECTABLE Keyword)
Model Outputs External File(s) of Concurrent Values for Postprocessing (POSTFILE Keyword)
Model Outputs External File(s) of High Values for Plotting (PLOTFILE Keyword)
Model Outputs Separate Summary File of High Ranked Values (SUMMFILE Keyword)

NOTE: Option for EXponential format used in formatted output result files (FILEFORM 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) = 222.50 ; Decay Coef. = 0.000 ; Rot. Angle = 0.0
Emission Units = GRAMS/SEC ; Emission Rate Unit Factor = 0.10000E+07
Output Units = MICROGRAMS/M**3

**Approximate Storage Requirements of Model = 3.6 MB of RAM.

**Input Runstream File: aermod.inp
**Output Print File: aermod.out

**Detailed Error/Message File: 515_Pioneer_2025_PM10.err
**File for Summary of Results: 515_Pioneer_2025_PM10.sum

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07/24/21
17:50:32
PAGE 2

*** MODELOPTs: RegDFault CONC ELEV FLGPOL URBAN ADJ U*

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

[illegible]

NOTE: METEOROLOGICAL DATA ACTUALLY PROCESSED WILL ALSO DEPEND ON WHAT IS INCLUDED IN THE DATA FILE.

*** UPPER BOUND OF FIRST THROUGH FIFTH WIND SPEED CATEGORIES ***
(METERS/SEC)

1.54, 3.09, 5.14, 8.23, 10.80,

*** MODELOPTs: RegDEFAULT CONC ELEV FLGPOL URBAN ADJ_U*

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

Surface file: Z:\Shared\UcJobs\13600-14000\14000\14022\05_HRA\Met Data\KBUR_V9_ADJU\KBUR_v9. Met Version: 16216
 Profile file: Z:\Shared\UcJobs\13600-14000\14000\14022\05_HRA\Met Data\KBUR_V9_ADJU\KBUR_v9.
 Surface format: FREE
 Profile format: FREE
 Surface station no.: 23152 Upper air station no.: 3190
 Name: BURBANK_AIRPORT 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	-23.4	0.241	-9.000	-9.000	-999.	285.	64.1	0.16	3.02	1.00	2.45	359.	7.9	286.4	2.0			
12	01	01	1	02	-11.3	0.143	-9.000	-9.000	-999.	134.	23.1	0.16	3.02	1.00	1.50	289.	7.9	284.9	2.0			
12	01	01	1	03	-4.8	0.092	-9.000	-9.000	-999.	68.	14.5	0.16	3.02	1.00	0.99	300.	7.9	283.8	2.0			
12	01	01	1	04	-8.1	0.121	-9.000	-9.000	-999.	100.	19.1	0.16	3.02	1.00	1.28	295.	7.9	284.2	2.0			
12	01	01	1	05	-2.9	0.074	-9.000	-9.000	-999.	49.	12.3	0.16	3.02	1.00	0.75	323.	7.9	282.5	2.0			
12	01	01	1	06	-11.3	0.143	-9.000	-9.000	-999.	130.	23.0	0.16	3.02	1.00	1.50	306.	7.9	283.1	2.0			
12	01	01	1	07	-16.9	0.176	-9.000	-9.000	-999.	178.	34.3	0.16	3.02	1.00	1.82	315.	7.9	284.9	2.0			
12	01	01	1	08	-8.8	0.134	-9.000	-9.000	-999.	118.	24.3	0.16	3.02	0.55	1.40	323.	7.9	287.0	2.0			
12	01	01	1	09	36.3	0.171	0.339	0.008	38.	169.	-12.2	0.16	3.02	0.32	1.31	23.	7.9	288.8	2.0			
12	01	01	1	10	110.9	0.119	0.729	0.009	124.	99.	-1.4	0.16	3.02	0.24	0.62	163.	7.9	292.0	2.0			
12	01	01	1	11	165.2	0.157	1.185	0.005	358.	149.	-2.1	0.16	3.02	0.21	0.89	112.	7.9	296.4	2.0			
12	01	01	1	12	192.9	0.184	1.540	0.005	672.	189.	-2.8	0.16	3.02	0.20	1.11	225.	7.9	299.2	2.0			
12	01	01	1	13	192.1	0.199	1.840	0.005	1152.	213.	-3.6	0.16	3.02	0.20	1.26	250.	7.9	299.9	2.0			
12	01	01	1	14	164.6	0.270	1.886	0.005	1447.	337.	-10.6	0.16	3.02	0.21	2.03	273.	7.9	300.4	2.0			
12	01	01	1	15	111.1	0.289	1.699	0.005	1566.	373.	-19.3	0.16	3.02	0.25	2.35	270.	7.9	300.4	2.0			
12	01	01	1	16	35.3	0.338	1.167	0.005	1596.	472.	-96.9	0.16	3.02	0.33	3.12	289.	7.9	298.8	2.0			
12	01	01	1	17	-20.8	0.255	-9.000	-9.000	-999.	312.	71.4	0.16	3.02	0.60	2.57	318.	7.9	296.4	2.0			
12	01	01	1	18	-35.0	0.369	-9.000	-9.000	-999.	538.	149.9	0.16	3.02	1.00	3.68	320.	7.9	293.8	2.0			
12	01	01	1	19	-27.7	0.291	-9.000	-9.000	-999.	380.	93.2	0.16	3.02	1.00	2.93	345.	7.9	292.0	2.0			
12	01	01	1	20	-20.7	0.216	-9.000	-9.000	-999.	243.	51.2	0.16	3.02	1.00	2.20	325.	7.9	290.4	2.0			
12	01	01	1	21	-8.5	0.124	-9.000	-9.000	-999.	108.	19.8	0.16	3.02	1.00	1.31	359.	7.9	288.1	2.0			
12	01	01	1	22	-7.4	0.116	-9.000	-9.000	-999.	94.	18.4	0.16	3.02	1.00	1.23	304.	7.9	287.5	2.0			
12	01	01	1	23	-6.3	0.106	-9.000	-9.000	-999.	82.	16.7	0.16	3.02	1.00	1.13	314.	7.9	285.9	2.0			
12	01	01	1	24	-19.7	0.203	-9.000	-9.000	-999.	220.	45.5	0.16	3.02	1.00	2.08	319.	7.9	287.0	2.0			

First hour of profile data

YR MO DY HR HEIGHT F WDIR WSPD AMB TMP sigmaA sigmaW sigmaV
 12 01 01 01 7.9 1 359. 2.45 286.5 99.0 -99.00 -99.00

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

*** AERMOD - VERSION 21112 *** *** C:\AERMOD\14022-Pioneer\515_Pioneer_2025_PM10\515_Pioneer_2025_PM10. ***
 *** AERMET - VERSION 16216 *** ***

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

*** THE SUMMARY OF MAXIMUM ANNUAL RESULTS AVERAGED OVER 5 YEARS ***

** CONC OF PM_10 IN MICROGRAMS/M**3 **

GROUP ID		AVERAGE CONC	RECEPTOR (XR, YR, ZELEV, ZHILL, ZFLAG)	OF TYPE	NETWORK GRID-ID
ALL	1ST HIGHEST VALUE IS	0.05684 AT (383270.87,	3780120.57,	155.72,	953.00, 5.00) DC
	2ND HIGHEST VALUE IS	0.05681 AT (383245.87,	3780115.57,	155.40,	953.00, 5.00) DC
	3RD HIGHEST VALUE IS	0.05622 AT (383275.87,	3780120.57,	155.80,	953.00, 5.00) DC
	4TH HIGHEST VALUE IS	0.05605 AT (383250.87,	3780115.57,	155.52,	953.00, 5.00) DC
	5TH HIGHEST VALUE IS	0.05561 AT (383280.87,	3780120.57,	155.88,	953.00, 5.00) DC
	6TH HIGHEST VALUE IS	0.05532 AT (383255.87,	3780115.57,	155.64,	953.00, 5.00) DC
	7TH HIGHEST VALUE IS	0.05503 AT (383285.87,	3780120.57,	155.95,	953.00, 5.00) DC
	8TH HIGHEST VALUE IS	0.05502 AT (383235.87,	3780110.57,	155.20,	953.00, 5.00) DC
	9TH HIGHEST VALUE IS	0.05419 AT (383310.87,	3780125.57,	156.73,	953.00, 5.00) DC
	10TH HIGHEST VALUE IS	0.05417 AT (383260.87,	3780115.57,	155.73,	953.00, 5.00) DC

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

*** MODELOPTs: RegDFault CONC ELEV FLGPOL URBAN ADJ U*

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

** CONC OF PM 10 IN MICROGRAMS/M**3 **

DATE _____

NETWORK GROUP ID GRID-ID	AVERAGE CONC	DATE (YYMMDDHH)	RECEPTOR (XR, YR, ZELEV, ZHILL, ZFLAG)	OF TYPE
-----	-----	-----	-----	-----

ALL HIGH 1ST HIGH VALUE IS 0.38874 ON 15032707: AT (383245.87, 3780115.57, 155.40, 953.00, 5.00) DC

```

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

```

*** MODELOPTs: RegDFault CONC ELEV FLGPOL URBAN ADJ U*

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*** THE SUMMARY OF HIGHEST 8-HR RESULTS ***

** CONC OF PM 10 IN MICROGRAMS/M**3 **

DATE _____

NETWORK GROUP ID GRID-ID	AVERAGE CONC	DATE (YYMMDDHH)	RECEPTOR	(XR, YR, ZELEV, ZHILL, ZFLAG)	OF TYPE
--------------------------------	--------------	--------------------	----------	-------------------------------	---------

ALL HIGH 1ST HIGH VALUE IS 0.26909 ON 14112608: AT (383245.87, 3780115.57, 155.40, 953.00, 5.00) DC
p

```

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

```

*** AERMOD - VERSION 21112 *** *** C:\AERMOD\14022-Pioneer\515_Pioneer_2025_PM10\515_Pioneer_2025_PM10. ***
*** AERMET - VERSION 16216 *** ***

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

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

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

A Total of 0 Fatal Error Message(s)
A Total of 4 Warning Message(s)
A Total of 713 Informational Message(s)

A Total of 43848 Hours Were Processed

A Total of 519 Calm Hours Identified

A Total of 194 Missing Hours Identified (0.44 Percent)

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

***** WARNING MESSAGES *****
CO W320 22 URBOP: Input Parameter May Be Out-of-Range for Parameter URB-POP
ME W186 319 MEOPEN: THRESH_1MIN 1-min ASOS wind speed threshold used 0.50
ME W187 319 MEOPEN: ADJ_U* Option for Stable Low Winds used in AERMET
OU W540 336 OUTQA: No RECTABLE/MAXTABLE/DAYTABLE for Average Period 024-HR

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APPENDIX 4.2:

AERMOD MODEL INPUT/OUTPUT FILES

(Electronic Format, available on request)

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**
*****
**
** AERMOD Input Produced by:
** AERMOD View Ver. 10.0.1
** Lakes Environmental Software Inc.
** Date: 7/24/2021
** File: C:\AERMOD\14022-Pioneer\515_Pioneer_2025_PM10\515_Pioneer_2025_PM10.ADI
**
*****
**
**
*****
** AERMOD Control Pathway
*****
**
**
CO STARTING
TITLEONE C:\AERMOD\14022-Pioneer\515_Pioneer_2025_PM10\515_Pioneer_2025_PM10.
MODELOPT DFAULT CONC
AVERTIME 1 8 24 ANNUAL
URBANOPT 16770 Based_on_200_Census
POLLUTID PM 10
FLAGPOLE 1.54
RUNORNOT RUN
ERRORFIL 515_Pioneer_2025_PM10.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 = 134EB
** DESCRSRC SE-134 EB
** PREFIX
** Length of Side = 27.34
** Configuration = Adjacent
** Emission Rate = 0.00115
** Vertical Dimension = 5.44
** SZINIT = 2.53
** Nodes = 8
** 382641.586, 3779994.532, 145.94, 2.72, 12.71
** 383244.466, 3780152.762, 155.35, 2.72, 12.71
** 383344.774, 3780173.797, 157.92, 2.72, 12.71
** 383418.263, 3780186.417, 158.94, 2.72, 12.71
** 383531.955, 3780196.303, 160.99, 2.72, 12.71
** 383596.823, 3780199.789, 161.96, 2.72, 12.71
** 383699.692, 3780200.253, 163.97, 2.72, 12.71
** 384068.061, 3780202.139, 171.03, 2.72, 12.71
** -----
LOCATION L0001441 VOLUME 382654.806 3779998.001 146.00
LOCATION L0001442 VOLUME 382681.246 3780004.941 146.75
LOCATION L0001443 VOLUME 382707.687 3780011.881 147.00
LOCATION L0001444 VOLUME 382734.127 3780018.820 146.97
LOCATION L0001445 VOLUME 382760.568 3780025.760 147.39
LOCATION L0001446 VOLUME 382787.008 3780032.699 148.00
LOCATION L0001447 VOLUME 382813.449 3780039.639 148.15
LOCATION L0001448 VOLUME 382839.889 3780046.578 149.00
LOCATION L0001449 VOLUME 382866.330 3780053.518 149.00
LOCATION L0001450 VOLUME 382892.770 3780060.457 149.80
LOCATION L0001451 VOLUME 382919.211 3780067.397 150.00
LOCATION L0001452 VOLUME 382945.651 3780074.336 150.56
LOCATION L0001453 VOLUME 382972.092 3780081.276 151.00
LOCATION L0001454 VOLUME 382998.532 3780088.215 151.32
LOCATION L0001455 VOLUME 383024.973 3780095.155 152.00
LOCATION L0001456 VOLUME 383051.413 3780102.094 152.09
LOCATION L0001457 VOLUME 383077.854 3780109.034 152.97
LOCATION L0001458 VOLUME 383104.294 3780115.973 153.00
LOCATION L0001459 VOLUME 383130.735 3780122.913 153.73
LOCATION L0001460 VOLUME 383157.175 3780129.852 154.00
LOCATION L0001461 VOLUME 383183.616 3780136.792 154.49
LOCATION L0001462 VOLUME 383210.056 3780143.731 155.00
LOCATION L0001463 VOLUME 383236.497 3780150.671 155.12
LOCATION L0001464 VOLUME 383263.156 3780156.682 155.71
LOCATION L0001465 VOLUME 383289.911 3780162.292 156.04
LOCATION L0001466 VOLUME 383316.665 3780167.902 156.93
LOCATION L0001467 VOLUME 383343.419 3780173.512 157.82
LOCATION L0001468 VOLUME 383370.351 3780178.189 158.00
LOCATION L0001469 VOLUME 383397.292 3780182.816 158.62
LOCATION L0001470 VOLUME 383424.299 3780186.942 159.00
LOCATION L0001471 VOLUME 383451.532 3780189.310 159.42
LOCATION L0001472 VOLUME 383478.765 3780191.678 160.00
LOCATION L0001473 VOLUME 383505.998 3780194.046 160.24
LOCATION L0001474 VOLUME 383533.235 3780196.371 161.00
LOCATION L0001475 VOLUME 383560.531 3780197.839 161.06

```

LOCATION	L0001476	VOLUME	383587.828	3780199.306	161.97
LOCATION	L0001477	VOLUME	383615.151	3780199.872	162.00
LOCATION	L0001478	VOLUME	383642.486	3780199.995	162.79
LOCATION	L0001479	VOLUME	383669.822	3780200.119	163.70
LOCATION	L0001480	VOLUME	383697.158	3780200.242	164.00
LOCATION	L0001481	VOLUME	383724.493	3780200.380	164.52
LOCATION	L0001482	VOLUME	383751.829	3780200.520	165.05
LOCATION	L0001483	VOLUME	383779.165	3780200.660	165.43
LOCATION	L0001484	VOLUME	383806.500	3780200.800	166.26
LOCATION	L0001485	VOLUME	383833.836	3780200.940	167.02
LOCATION	L0001486	VOLUME	383861.172	3780201.080	167.21
LOCATION	L0001487	VOLUME	383888.507	3780201.220	167.99
LOCATION	L0001488	VOLUME	383915.843	3780201.360	168.90
LOCATION	L0001489	VOLUME	383943.179	3780201.500	169.81
LOCATION	L0001490	VOLUME	383970.514	3780201.639	170.12
LOCATION	L0001491	VOLUME	383997.850	3780201.779	170.70
LOCATION	L0001492	VOLUME	384025.185	3780201.919	171.00
LOCATION	L0001493	VOLUME	384052.521	3780202.059	171.08
** End of LINE VOLUME Source ID = 134EB					
** -----					
** Line Source Represented by Adjacent Volume Sources					
** LINE VOLUME Source ID = 134WB					
** DESCRSRC SR-134 WB					
** PREFIX					
** Length of Side = 27.34					
** Configuration = Adjacent					
** Emission Rate = 0.00115					
** Vertical Dimension = 5.44					
** SZINIT = 2.53					
** Nodes = 7					
** 384067.231, 3780217.047, 171.76, 2.72, 12.71					
** 383627.406, 3780216.816, 162.17, 2.72, 12.71					
** 383504.262, 3780209.535, 160.17, 2.72, 12.71					
** 383388.563, 3780199.312, 158.17, 2.72, 12.71					
** 383265.505, 3780176.290, 155.87, 2.72, 12.71					
** 383122.378, 3780141.517, 153.36, 2.72, 12.71					
** 382637.162, 3780013.614, 145.96, 2.72, 12.71					
** -----					
LOCATION	L0001494	VOLUME	384053.563	3780217.040	171.33
LOCATION	L0001495	VOLUME	384026.227	3780217.026	171.00
LOCATION	L0001496	VOLUME	383998.891	3780217.011	170.89
LOCATION	L0001497	VOLUME	383971.555	3780216.997	170.51
LOCATION	L0001498	VOLUME	383944.219	3780216.983	169.85
LOCATION	L0001499	VOLUME	383916.883	3780216.968	168.93
LOCATION	L0001500	VOLUME	383889.547	3780216.954	168.02
LOCATION	L0001501	VOLUME	383862.211	3780216.939	167.71
LOCATION	L0001502	VOLUME	383834.875	3780216.925	167.14
LOCATION	L0001503	VOLUME	383807.539	3780216.911	166.29
LOCATION	L0001504	VOLUME	383780.203	3780216.896	165.80
LOCATION	L0001505	VOLUME	383752.867	3780216.882	165.31
LOCATION	L0001506	VOLUME	383725.531	3780216.868	164.56
LOCATION	L0001507	VOLUME	383698.195	3780216.853	164.00
LOCATION	L0001508	VOLUME	383670.859	3780216.839	163.73
LOCATION	L0001509	VOLUME	383643.523	3780216.825	162.82
LOCATION	L0001510	VOLUME	383616.207	3780216.154	162.00
LOCATION	L0001511	VOLUME	383588.919	3780214.540	162.00
LOCATION	L0001512	VOLUME	383561.630	3780212.927	161.09
LOCATION	L0001513	VOLUME	383534.342	3780211.313	161.00
LOCATION	L0001514	VOLUME	383507.054	3780209.700	160.27
LOCATION	L0001515	VOLUME	383479.818	3780207.375	160.00
LOCATION	L0001516	VOLUME	383452.588	3780204.969	159.46
LOCATION	L0001517	VOLUME	383425.358	3780202.563	159.00
LOCATION	L0001518	VOLUME	383398.128	3780200.157	158.64
LOCATION	L0001519	VOLUME	383371.132	3780196.051	158.00
LOCATION	L0001520	VOLUME	383344.262	3780191.024	157.85
LOCATION	L0001521	VOLUME	383317.392	3780185.997	156.95
LOCATION	L0001522	VOLUME	383290.522	3780180.970	156.06
LOCATION	L0001523	VOLUME	383263.673	3780175.845	156.00
LOCATION	L0001524	VOLUME	383237.110	3780169.392	155.28
LOCATION	L0001525	VOLUME	383210.547	3780162.938	155.00
LOCATION	L0001526	VOLUME	383183.984	3780156.484	154.50
LOCATION	L0001527	VOLUME	383157.420	3780150.030	154.00
LOCATION	L0001528	VOLUME	383130.857	3780143.577	153.73
LOCATION	L0001529	VOLUME	383104.382	3780136.773	153.00
LOCATION	L0001530	VOLUME	383077.949	3780129.805	152.97
LOCATION	L0001531	VOLUME	383051.516	3780122.837	152.09
LOCATION	L0001532	VOLUME	383025.083	3780115.870	152.00
LOCATION	L0001533	VOLUME	382998.650	3780108.902	151.33
LOCATION	L0001534	VOLUME	382972.217	3780101.934	151.00
LOCATION	L0001535	VOLUME	382945.784	3780094.966	150.57
LOCATION	L0001536	VOLUME	382919.351	3780087.999	150.00
LOCATION	L0001537	VOLUME	382892.918	3780081.031	149.80
LOCATION	L0001538	VOLUME	382866.485	3780074.063	149.00
LOCATION	L0001539	VOLUME	382840.052	3780067.095	149.00
LOCATION	L0001540	VOLUME	382813.619	3780060.128	148.16
LOCATION	L0001541	VOLUME	382787.186	3780053.160	148.00
LOCATION	L0001542	VOLUME	382760.753	3780046.192	147.40
LOCATION	L0001543	VOLUME	382734.319	3780039.224	146.64
LOCATION	L0001544	VOLUME	382707.886	3780032.257	146.48
LOCATION	L0001545	VOLUME	382681.453	3780025.289	146.54
LOCATION	L0001546	VOLUME	382655.020	3780018.321	146.00


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SRCPARAM L0001527    0.0000216981    2.72    12.71    2.53
SRCPARAM L0001528    0.0000216981    2.72    12.71    2.53
SRCPARAM L0001529    0.0000216981    2.72    12.71    2.53
SRCPARAM L0001530    0.0000216981    2.72    12.71    2.53
SRCPARAM L0001531    0.0000216981    2.72    12.71    2.53
SRCPARAM L0001532    0.0000216981    2.72    12.71    2.53
SRCPARAM L0001533    0.0000216981    2.72    12.71    2.53
SRCPARAM L0001534    0.0000216981    2.72    12.71    2.53
SRCPARAM L0001535    0.0000216981    2.72    12.71    2.53
SRCPARAM L0001536    0.0000216981    2.72    12.71    2.53
SRCPARAM L0001537    0.0000216981    2.72    12.71    2.53
SRCPARAM L0001538    0.0000216981    2.72    12.71    2.53
SRCPARAM L0001539    0.0000216981    2.72    12.71    2.53
SRCPARAM L0001540    0.0000216981    2.72    12.71    2.53
SRCPARAM L0001541    0.0000216981    2.72    12.71    2.53
SRCPARAM L0001542    0.0000216981    2.72    12.71    2.53
SRCPARAM L0001543    0.0000216981    2.72    12.71    2.53
SRCPARAM L0001544    0.0000216981    2.72    12.71    2.53
SRCPARAM L0001545    0.0000216981    2.72    12.71    2.53
SRCPARAM L0001546    0.0000216981    2.72    12.71    2.53
** -----
  URBANSRC ALL
  SRCGROUP ALL
SO FINISHED
**
*****
** AERMOD Receptor Pathway
*****
**
**
RE STARTING
  INCLUDED 515_Pioneer_2025_PM10.rou
RE FINISHED
**
*****
** AERMOD Meteorology Pathway
*****
**
**
ME STARTING
  SURFFILE "Z:\Shared\UcJobs\_13600-14000\_14000\14022\05_HRA\Met Data\KBUR_V9_ADJU\KBUR_v9.SFC"
  PROFFILE "Z:\Shared\UcJobs\_13600-14000\_14000\14022\05_HRA\Met Data\KBUR_V9_ADJU\KBUR_v9.PFL"
  SURFDATA 23152 2012 Burbank_Airport
  UAIRDATA 3190 2012
  PROFBASE 730.0 FEET
ME FINISHED
**
*****
** AERMOD Output Pathway
*****
**
**
OU STARTING
  RECTABLE 1 1ST
  RECTABLE 8 1ST
  POSTFILE ANNUAL ALL UNIFORM 515_PIONEER_2025_PM10.AD\AN_GALL.POS 31
** Auto-Generated Plotfiles
  PLOTFILE 1 ALL 1ST 515_PIONEER_2025_PM10.AD\01H1GALL.PLT 32
  PLOTFILE 8 ALL 1ST 515_PIONEER_2025_PM10.AD\08H1GALL.PLT 33
  PLOTFILE ANNUAL ALL 515_PIONEER_2025_PM10.AD\AN00GALL.PLT 34
  FILEFORM EXP
  SUMMFILE 515_Pioneer_2025_PM10.sum
OU FINISHED

*** Message Summary For AERMOD Model Setup ***

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

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

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

***** WARNING MESSAGES *****
CO W320      22      URBOP: Input Parameter May Be Out-of-Range for Parameter      URB-POP
ME W186      319      MEOPEN: THRESH 1MIN 1-min ASOS wind speed threshold used      0.50
ME W187      319      MEOPEN: ADJ U* Option for Stable Low Winds used in AERMET
OU W540      336      OUTQA: No RECTABLE/MAXTABLE/DAYTABLE for Average Period      024-HR

*****
*** SETUP Finishes Successfully ***
*****

```

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*** AERMOD - VERSION 21112 *** *** C:\AERMOD\14022-Pioneer\515_Pioneer_2025_PM10\515_Pioneer_2025_PM10. *** 07/24/21
*** AERMET - VERSION 16216 *** *** 17:50:32
                                                                                                     PAGE 1

*** MODELOPTs:   RegDEFAULT CONC ELEV FLGPOL 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 106 Source(s),
for Total of 1 Urban Area(s):
Urban Population = 16770.0 ; 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 Accepts FLAGPOLE Receptor Heights.

**The User Specified a Pollutant Type of: PM_10

**Model Calculates 3 Short Term Average(s) of: 1-HR 8-HR 24-HR
and Calculates ANNUAL Averages

**This Run Includes: 106 Source(s); 1 Source Group(s); and 456 Receptor(s)

with: 0 POINT(s), including
      0 POINTCAP(s) and 0 POINTHOR(s)
and: 106 VOLUME source(s)
and: 0 AREA type source(s)
and: 0 LINE source(s)
and: 0 RLINE/RLINEXT source(s)
and: 0 OPENPIT source(s)
and: 0 BUOYANT LINE source(s) with a total of 0 line(s)

**Model Set To Continue RUNning After the Setup Testing.

**The AERMET Input Meteorological Data Version Date: 16216

**Output Options Selected:
Model Outputs Tables of ANNUAL Averages by Receptor
Model Outputs Tables of Highest Short Term Values by Receptor (RECTABLE Keyword)
Model Outputs External File(s) of Concurrent Values for Postprocessing (POSTFILE Keyword)
Model Outputs External File(s) of High Values for Plotting (PLOTFILE Keyword)
Model Outputs Separate Summary File of High Ranked Values (SUMMFILE Keyword)

NOTE: Option for EXponential format used in formatted output result files (FILEFORM 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) = 222.50 ; Decay Coef. = 0.000 ; Rot. Angle = 0.0
Emission Units = GRAMS/SEC ; Emission Rate Unit Factor = 0.10000E+07
Output Units = MICROGRAMS/M**3

**Approximate Storage Requirements of Model = 3.6 MB of RAM.

**Input Runstream File: aermmod.inp
**Output Print File: aermmod.out

**Detailed Error/Message File: 515_Pioneer_2025_PM10.err
**File for Summary of Results: 515_Pioneer_2025_PM10.sum

```

*** AERMOD - VERSION 21112 *** *** C:\AERMOD\14022-Pioneer\515_Pioneer_2025_PM10\515_Pioneer_2025_PM10. ***
 *** AERMET - VERSION 16216 *** ***
 *** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN ADJ_U*

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*** 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
L0001441	0	0.21698E-04	382654.8	3779998.0	146.0	2.72	12.71	2.53	YES	
L0001442	0	0.21698E-04	382681.2	3780004.9	146.8	2.72	12.71	2.53	YES	
L0001443	0	0.21698E-04	382707.7	3780011.9	147.0	2.72	12.71	2.53	YES	
L0001444	0	0.21698E-04	382734.1	3780018.8	147.0	2.72	12.71	2.53	YES	
L0001445	0	0.21698E-04	382760.6	3780025.8	147.4	2.72	12.71	2.53	YES	
L0001446	0	0.21698E-04	382787.0	3780032.7	148.0	2.72	12.71	2.53	YES	
L0001447	0	0.21698E-04	382813.4	3780039.6	148.2	2.72	12.71	2.53	YES	
L0001448	0	0.21698E-04	382839.9	3780046.6	149.0	2.72	12.71	2.53	YES	
L0001449	0	0.21698E-04	382866.3	3780053.5	149.0	2.72	12.71	2.53	YES	
L0001450	0	0.21698E-04	382892.8	3780060.5	149.8	2.72	12.71	2.53	YES	
L0001451	0	0.21698E-04	382919.2	3780067.4	150.0	2.72	12.71	2.53	YES	
L0001452	0	0.21698E-04	382945.7	3780074.3	150.6	2.72	12.71	2.53	YES	
L0001453	0	0.21698E-04	382972.1	3780081.3	151.0	2.72	12.71	2.53	YES	
L0001454	0	0.21698E-04	382998.5	3780088.2	151.3	2.72	12.71	2.53	YES	
L0001455	0	0.21698E-04	383025.0	3780095.2	152.0	2.72	12.71	2.53	YES	
L0001456	0	0.21698E-04	383051.4	3780102.1	152.1	2.72	12.71	2.53	YES	
L0001457	0	0.21698E-04	383077.9	3780109.0	153.0	2.72	12.71	2.53	YES	
L0001458	0	0.21698E-04	383104.3	3780116.0	153.0	2.72	12.71	2.53	YES	
L0001459	0	0.21698E-04	383130.7	3780122.9	153.7	2.72	12.71	2.53	YES	
L0001460	0	0.21698E-04	383157.2	3780129.9	154.0	2.72	12.71	2.53	YES	
L0001461	0	0.21698E-04	383183.6	3780136.8	154.5	2.72	12.71	2.53	YES	
L0001462	0	0.21698E-04	383210.1	3780143.7	155.0	2.72	12.71	2.53	YES	
L0001463	0	0.21698E-04	383236.5	3780150.7	155.1	2.72	12.71	2.53	YES	
L0001464	0	0.21698E-04	383263.2	3780156.7	155.7	2.72	12.71	2.53	YES	
L0001465	0	0.21698E-04	383289.9	3780162.3	156.0	2.72	12.71	2.53	YES	
L0001466	0	0.21698E-04	383316.7	3780167.9	156.9	2.72	12.71	2.53	YES	
L0001467	0	0.21698E-04	383343.4	3780173.5	157.8	2.72	12.71	2.53	YES	
L0001468	0	0.21698E-04	383370.4	3780178.2	158.0	2.72	12.71	2.53	YES	
L0001469	0	0.21698E-04	383397.3	3780182.8	158.6	2.72	12.71	2.53	YES	
L0001470	0	0.21698E-04	383424.3	3780186.9	159.0	2.72	12.71	2.53	YES	
L0001471	0	0.21698E-04	383451.5	3780189.3	159.4	2.72	12.71	2.53	YES	
L0001472	0	0.21698E-04	383478.8	3780191.7	160.0	2.72	12.71	2.53	YES	
L0001473	0	0.21698E-04	383506.0	3780194.0	160.2	2.72	12.71	2.53	YES	
L0001474	0	0.21698E-04	383533.2	3780196.4	161.0	2.72	12.71	2.53	YES	
L0001475	0	0.21698E-04	383560.5	3780197.8	161.1	2.72	12.71	2.53	YES	
L0001476	0	0.21698E-04	383587.8	3780199.3	162.0	2.72	12.71	2.53	YES	
L0001477	0	0.21698E-04	383615.2	3780199.9	162.0	2.72	12.71	2.53	YES	
L0001478	0	0.21698E-04	383642.5	3780200.0	162.8	2.72	12.71	2.53	YES	
L0001479	0	0.21698E-04	383669.8	3780200.1	163.7	2.72	12.71	2.53	YES	
L0001480	0	0.21698E-04	383697.2	3780200.2	164.0	2.72	12.71	2.53	YES	

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 *** AERMET - VERSION 16216 *** ***

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*** MODELOPTs: RegDFAULT CONC ELEV FLGPOL 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
L0001481	0	0.21698E-04	383724.5	3780200.4	164.5	2.72	12.71	2.53	YES	
L0001482	0	0.21698E-04	383751.8	3780200.5	165.1	2.72	12.71	2.53	YES	
L0001483	0	0.21698E-04	383779.2	3780200.7	165.4	2.72	12.71	2.53	YES	
L0001484	0	0.21698E-04	383806.5	3780200.8	166.3	2.72	12.71	2.53	YES	
L0001485	0	0.21698E-04	383833.8	3780200.9	167.0	2.72	12.71	2.53	YES	
L0001486	0	0.21698E-04	383861.2	3780201.1	167.2	2.72	12.71	2.53	YES	
L0001487	0	0.21698E-04	383888.5	3780201.2	168.0	2.72	12.71	2.53	YES	
L0001488	0	0.21698E-04	383915.8	3780201.4	168.9	2.72	12.71	2.53	YES	
L0001489	0	0.21698E-04	383943.2	3780201.5	169.8	2.72	12.71	2.53	YES	
L0001490	0	0.21698E-04	383970.5	3780201.6	170.1	2.72	12.71	2.53	YES	
L0001491	0	0.21698E-04	383997.8	3780201.8	170.7	2.72	12.71	2.53	YES	
L0001492	0	0.21698E-04	384025.2	3780201.9	171.0	2.72	12.71	2.53	YES	
L0001493	0	0.21698E-04	384052.5	3780202.1	171.1	2.72	12.71	2.53	YES	
L0001494	0	0.21698E-04	384053.6	3780217.0	171.3	2.72	12.71	2.53	YES	
L0001495	0	0.21698E-04	384026.2	3780217.0	171.0	2.72	12.71	2.53	YES	
L0001496	0	0.21698E-04	383998.9	3780217.0	170.9	2.72	12.71	2.53	YES	
L0001497	0	0.21698E-04	383971.6	3780217.0	170.5	2.72	12.71	2.53	YES	
L0001498	0	0.21698E-04	383944.2	3780217.0	169.9	2.72	12.71	2.53	YES	
L0001499	0	0.21698E-04	383916.9	3780217.0	168.9	2.72	12.71	2.53	YES	
L0001500	0	0.21698E-04	383889.5	3780217.0	168.0	2.72	12.71	2.53	YES	
L0001501	0	0.21698E-04	383862.2	3780216.9	167.7	2.72	12.71	2.53	YES	
L0001502	0	0.21698E-04	383834.9	3780216.9	167.1	2.72	12.71	2.53	YES	
L0001503	0	0.21698E-04	383807.5	3780216.9	166.3	2.72	12.71	2.53	YES	
L0001504	0	0.21698E-04	383780.2	3780216.9	165.8	2.72	12.71	2.53	YES	
L0001505	0	0.21698E-04	383752.9	3780216.9	165.3	2.72	12.71	2.53	YES	
L0001506	0	0.21698E-04	383725.5	3780216.9	164.6	2.72	12.71	2.53	YES	
L0001507	0	0.21698E-04	383698.2	3780216.9	164.0	2.72	12.71	2.53	YES	
L0001508	0	0.21698E-04	383670.9	3780216.8	163.7	2.72	12.71	2.53	YES	
L0001509	0	0.21698E-04	383643.5	3780216.8	162.8	2.72	12.71	2.53	YES	
L0001510	0	0.21698E-04	383616.2	3780216.2	162.0	2.72	12.71	2.53	YES	
L0001511	0	0.21698E-04	383588.9	3780214.5	162.0	2.72	12.71	2.53	YES	
L0001512	0	0.21698E-04	383561.6	3780212.9	161.1	2.72	12.71	2.53	YES	
L0001513	0	0.21698E-04	383534.3	3780211.3	161.0	2.72	12.71	2.53	YES	
L0001514	0	0.21698E-04	383507.1	3780209.7	160.3	2.72	12.71	2.53	YES	
L0001515	0	0.21698E-04	383479.8	3780207.4	160.0	2.72	12.71	2.53	YES	
L0001516	0	0.21698E-04	383452.6	3780205.0	159.5	2.72	12.71	2.53	YES	
L0001517	0	0.21698E-04	383425.4	3780202.6	159.0	2.72	12.71	2.53	YES	
L0001518	0	0.21698E-04	383398.1	3780200.2	158.6	2.72	12.71	2.53	YES	
L0001519	0	0.21698E-04	383371.1	3780196.1	158.0	2.72	12.71	2.53	YES	
L0001520	0	0.21698E-04	383344.3	3780191.0	157.9	2.72	12.71	2.53	YES	

*** AERMOD - VERSION 21112 *** *** C:\AERMOD\14022-Pioneer\515_Pioneer_2025_PM10\515_Pioneer_2025_PM10. ***
 *** AERMET - VERSION 16216 *** ***
 *** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN ADJ_U*

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*** 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
L0001521	0	0.21698E-04	383317.4	3780186.0	157.0	2.72	12.71	2.53	YES	
L0001522	0	0.21698E-04	383290.5	3780181.0	156.1	2.72	12.71	2.53	YES	
L0001523	0	0.21698E-04	383263.7	3780175.8	156.0	2.72	12.71	2.53	YES	
L0001524	0	0.21698E-04	383237.1	3780169.4	155.3	2.72	12.71	2.53	YES	
L0001525	0	0.21698E-04	383210.5	3780162.9	155.0	2.72	12.71	2.53	YES	
L0001526	0	0.21698E-04	383184.0	3780156.5	154.5	2.72	12.71	2.53	YES	
L0001527	0	0.21698E-04	383157.4	3780150.0	154.0	2.72	12.71	2.53	YES	
L0001528	0	0.21698E-04	383130.9	3780143.6	153.7	2.72	12.71	2.53	YES	
L0001529	0	0.21698E-04	383104.4	3780136.8	153.0	2.72	12.71	2.53	YES	
L0001530	0	0.21698E-04	383077.9	3780129.8	153.0	2.72	12.71	2.53	YES	
L0001531	0	0.21698E-04	383051.5	3780122.8	152.1	2.72	12.71	2.53	YES	
L0001532	0	0.21698E-04	383025.1	3780115.9	152.0	2.72	12.71	2.53	YES	
L0001533	0	0.21698E-04	382998.6	3780108.9	151.3	2.72	12.71	2.53	YES	
L0001534	0	0.21698E-04	382972.2	3780101.9	151.0	2.72	12.71	2.53	YES	
L0001535	0	0.21698E-04	382945.8	3780095.0	150.6	2.72	12.71	2.53	YES	
L0001536	0	0.21698E-04	382919.4	3780088.0	150.0	2.72	12.71	2.53	YES	
L0001537	0	0.21698E-04	382892.9	3780081.0	149.8	2.72	12.71	2.53	YES	
L0001538	0	0.21698E-04	382866.5	3780074.1	149.0	2.72	12.71	2.53	YES	
L0001539	0	0.21698E-04	382840.1	3780067.1	149.0	2.72	12.71	2.53	YES	
L0001540	0	0.21698E-04	382813.6	3780060.1	148.2	2.72	12.71	2.53	YES	
L0001541	0	0.21698E-04	382787.2	3780053.2	148.0	2.72	12.71	2.53	YES	
L0001542	0	0.21698E-04	382760.8	3780046.2	147.4	2.72	12.71	2.53	YES	
L0001543	0	0.21698E-04	382734.3	3780039.2	146.6	2.72	12.71	2.53	YES	
L0001544	0	0.21698E-04	382707.9	3780032.3	146.5	2.72	12.71	2.53	YES	
L0001545	0	0.21698E-04	382681.5	3780025.3	146.5	2.72	12.71	2.53	YES	
L0001546	0	0.21698E-04	382655.0	3780018.3	146.0	2.72	12.71	2.53	YES	

*** MODELOPTs: RegDEFAULT CONC ELEV FLGPOL URBAN ADJ_U*

*** SOURCE IDs DEFINING SOURCE GROUPS ***

SRCGROUP ID	SOURCE IDs									
-----	-----									
ALL	L0001441	,	L0001442	,	L0001443	,	L0001444	,	L0001445	,
	L0001446	,	L0001447	,	L0001448	,	L0001449	,	L0001450	,
	L0001451	,	L0001452	,	L0001453	,	L0001454	,	L0001455	,
	L0001456	,	L0001457	,	L0001458	,	L0001459	,	L0001460	,
	L0001461	,	L0001462	,	L0001463	,	L0001464	,	L0001465	,
	L0001466	,	L0001467	,	L0001468	,	L0001469	,	L0001470	,
	L0001471	,	L0001472	,	L0001473	,	L0001474	,	L0001475	,
	L0001476	,	L0001477	,	L0001478	,	L0001479	,	L0001480	,
	L0001481	,	L0001482	,	L0001483	,	L0001484	,	L0001485	,
	L0001486	,	L0001487	,	L0001488	,	L0001489	,	L0001490	,
	L0001491	,	L0001492	,	L0001493	,	L0001494	,	L0001495	,
	L0001496	,	L0001497	,	L0001498	,	L0001499	,	L0001500	,
	L0001501	,	L0001502	,	L0001503	,	L0001504	,	L0001505	,
	L0001506	,	L0001507	,	L0001508	,	L0001509	,	L0001510	,
	L0001511	,	L0001512	,	L0001513	,	L0001514	,	L0001515	,
	L0001516	,	L0001517	,	L0001518	,	L0001519	,	L0001520	,
	L0001521	,	L0001522	,	L0001523	,	L0001524	,	L0001525	,
	L0001526	,	L0001527	,	L0001528	,	L0001529	,	L0001530	,
	L0001531	,	L0001532	,	L0001533	,	L0001534	,	L0001535	,
	L0001536	,	L0001537	,	L0001538	,	L0001539	,	L0001540	,
	L0001541	,	L0001542	,	L0001543	,	L0001544	,	L0001545	,
	L0001546	,								

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

*** SOURCE IDs DEFINED AS URBAN SOURCES ***

URBAN ID	URBAN POP	SOURCE IDs							
-----	-----	-----							
L0001448	16770.	L0001441	, L0001442	, L0001443	, L0001444	, L0001445	, L0001446	, L0001447	,
		L0001449	, L0001450	, L0001451	, L0001452	, L0001453	, L0001454	, L0001455	, L0001456
		L0001457	, L0001458	, L0001459	, L0001460	, L0001461	, L0001462	, L0001463	, L0001464
		L0001465	, L0001466	, L0001467	, L0001468	, L0001469	, L0001470	, L0001471	, L0001472
		L0001473	, L0001474	, L0001475	, L0001476	, L0001477	, L0001478	, L0001479	, L0001480
		L0001481	, L0001482	, L0001483	, L0001484	, L0001485	, L0001486	, L0001487	, L0001488
		L0001489	, L0001490	, L0001491	, L0001492	, L0001493	, L0001494	, L0001495	, L0001496
		L0001497	, L0001498	, L0001499	, L0001500	, L0001501	, L0001502	, L0001503	, L0001504
		L0001505	, L0001506	, L0001507	, L0001508	, L0001509	, L0001510	, L0001511	, L0001512
		L0001513	, L0001514	, L0001515	, L0001516	, L0001517	, L0001518	, L0001519	, L0001520
		L0001521	, L0001522	, L0001523	, L0001524	, L0001525	, L0001526	, L0001527	, L0001528
		L0001529	, L0001530	, L0001531	, L0001532	, L0001533	, L0001534	, L0001535	, L0001536
		L0001537	, L0001538	, L0001539	, L0001540	, L0001541	, L0001542	, L0001543	, L0001544
		L0001545	, L0001546	,					

*** MODELOPTs: RegDEFAULT CONC ELEV FLGPOL URBAN ADJ_U*

*** DISCRETE CARTESIAN RECEPTORS ***
 (X-COORD, Y-COORD, ZELEV, ZHILL, ZFLAG)
 (METERS)

(383235.9, 3780060.6, 155.2, 953.0, 5.0);	(383235.9, 3780065.6, 155.2, 953.0, 5.0);
(383235.9, 3780070.6, 155.2, 953.0, 5.0);	(383235.9, 3780075.6, 155.2, 953.0, 5.0);
(383235.9, 3780080.6, 155.2, 953.0, 5.0);	(383235.9, 3780085.6, 155.2, 953.0, 5.0);
(383235.9, 3780090.6, 155.2, 953.0, 5.0);	(383235.9, 3780095.6, 155.2, 953.0, 5.0);
(383235.9, 3780100.6, 155.2, 953.0, 5.0);	(383235.9, 3780105.6, 155.2, 953.0, 5.0);
(383235.9, 3780110.6, 155.2, 953.0, 5.0);	(383240.9, 3780060.6, 155.4, 953.0, 5.0);
(383240.9, 3780065.6, 155.4, 953.0, 5.0);	(383240.9, 3780070.6, 155.4, 953.0, 5.0);
(383240.9, 3780075.6, 155.4, 953.0, 5.0);	(383240.9, 3780080.6, 155.4, 953.0, 5.0);
(383240.9, 3780085.6, 155.4, 953.0, 5.0);	(383240.9, 3780090.6, 155.4, 953.0, 5.0);
(383240.9, 3780095.6, 155.4, 953.0, 5.0);	(383240.9, 3780100.6, 155.4, 953.0, 5.0);
(383240.9, 3780105.6, 155.4, 953.0, 5.0);	(383240.9, 3780110.6, 155.4, 953.0, 5.0);
(383245.9, 3780060.6, 155.6, 953.0, 5.0);	(383245.9, 3780065.6, 155.6, 953.0, 5.0);
(383245.9, 3780070.6, 155.6, 953.0, 5.0);	(383245.9, 3780075.6, 155.6, 953.0, 5.0);
(383245.9, 3780080.6, 155.6, 953.0, 5.0);	(383245.9, 3780085.6, 155.6, 953.0, 5.0);
(383245.9, 3780090.6, 155.6, 953.0, 5.0);	(383245.9, 3780095.6, 155.6, 953.0, 5.0);
(383245.9, 3780100.6, 155.6, 953.0, 5.0);	(383245.9, 3780105.6, 155.6, 953.0, 5.0);
(383245.9, 3780110.6, 155.5, 953.0, 5.0);	(383245.9, 3780115.6, 155.4, 953.0, 5.0);
(383250.9, 3780060.6, 155.7, 953.0, 5.0);	(383250.9, 3780065.6, 155.7, 953.0, 5.0);
(383250.9, 3780070.6, 155.7, 953.0, 5.0);	(383250.9, 3780075.6, 155.7, 953.0, 5.0);
(383250.9, 3780080.6, 155.7, 953.0, 5.0);	(383250.9, 3780085.6, 155.7, 953.0, 5.0);
(383250.9, 3780090.6, 155.7, 953.0, 5.0);	(383250.9, 3780095.6, 155.7, 953.0, 5.0);
(383250.9, 3780100.6, 155.7, 953.0, 5.0);	(383250.9, 3780105.6, 155.7, 953.0, 5.0);
(383250.9, 3780110.6, 155.6, 953.0, 5.0);	(383250.9, 3780115.6, 155.5, 953.0, 5.0);
(383255.9, 3780060.6, 155.9, 953.0, 5.0);	(383255.9, 3780065.6, 155.9, 953.0, 5.0);
(383255.9, 3780070.6, 155.9, 953.0, 5.0);	(383255.9, 3780075.6, 155.9, 953.0, 5.0);
(383255.9, 3780080.6, 155.9, 953.0, 5.0);	(383255.9, 3780085.6, 155.9, 953.0, 5.0);
(383255.9, 3780090.6, 155.9, 953.0, 5.0);	(383255.9, 3780095.6, 155.9, 953.0, 5.0);
(383255.9, 3780100.6, 155.9, 953.0, 5.0);	(383255.9, 3780105.6, 155.9, 953.0, 5.0);
(383255.9, 3780110.6, 155.8, 953.0, 5.0);	(383255.9, 3780115.6, 155.6, 953.0, 5.0);
(383260.9, 3780060.6, 156.0, 953.0, 5.0);	(383260.9, 3780065.6, 156.0, 953.0, 5.0);
(383260.9, 3780070.6, 156.0, 953.0, 5.0);	(383260.9, 3780075.6, 156.0, 953.0, 5.0);
(383260.9, 3780080.6, 156.0, 953.0, 5.0);	(383260.9, 3780085.6, 156.0, 953.0, 5.0);
(383260.9, 3780090.6, 156.0, 953.0, 5.0);	(383260.9, 3780095.6, 156.0, 953.0, 5.0);
(383260.9, 3780100.6, 156.0, 953.0, 5.0);	(383260.9, 3780105.6, 156.0, 953.0, 5.0);
(383260.9, 3780110.6, 155.9, 953.0, 5.0);	(383260.9, 3780115.6, 155.7, 953.0, 5.0);
(383265.9, 3780060.6, 156.0, 953.0, 5.0);	(383265.9, 3780065.6, 156.0, 953.0, 5.0);
(383265.9, 3780070.6, 156.0, 953.0, 5.0);	(383265.9, 3780075.6, 156.0, 953.0, 5.0);
(383265.9, 3780080.6, 156.0, 953.0, 5.0);	(383265.9, 3780085.6, 156.0, 953.0, 5.0);
(383265.9, 3780090.6, 156.0, 953.0, 5.0);	(383265.9, 3780095.6, 156.0, 953.0, 5.0);
(383265.9, 3780100.6, 156.0, 953.0, 5.0);	(383265.9, 3780105.6, 156.0, 953.0, 5.0);
(383265.9, 3780110.6, 155.9, 953.0, 5.0);	(383265.9, 3780115.6, 155.8, 953.0, 5.0);
(383270.9, 3780060.6, 156.0, 953.0, 5.0);	(383270.9, 3780065.6, 156.0, 953.0, 5.0);
(383270.9, 3780070.6, 156.0, 953.0, 5.0);	(383270.9, 3780075.6, 156.0, 953.0, 5.0);
(383270.9, 3780080.6, 156.0, 953.0, 5.0);	(383270.9, 3780085.6, 156.0, 953.0, 5.0);
(383270.9, 3780090.6, 156.0, 953.0, 5.0);	(383270.9, 3780095.6, 156.0, 953.0, 5.0);

*** MODELOPTs: RegDEFAULT CONC ELEV FLGPOL URBAN ADJ_U*

*** DISCRETE CARTESIAN RECEPTORS ***
 (X-COORD, Y-COORD, ZELEV, ZHILL, ZFLAG)
 (METERS)

(383270.9, 3780100.6, 156.0, 953.0, 5.0);	(383270.9, 3780105.6, 156.0, 953.0, 5.0);
(383270.9, 3780110.6, 155.9, 953.0, 5.0);	(383270.9, 3780115.6, 155.8, 953.0, 5.0);
(383270.9, 3780120.6, 155.7, 953.0, 5.0);	(383275.9, 3780060.6, 156.0, 953.0, 5.0);
(383275.9, 3780065.6, 156.0, 953.0, 5.0);	(383275.9, 3780070.6, 156.0, 953.0, 5.0);
(383275.9, 3780075.6, 156.0, 953.0, 5.0);	(383275.9, 3780080.6, 156.0, 953.0, 5.0);
(383275.9, 3780085.6, 156.0, 953.0, 5.0);	(383275.9, 3780090.6, 156.0, 953.0, 5.0);
(383275.9, 3780095.6, 156.0, 953.0, 5.0);	(383275.9, 3780100.6, 156.0, 953.0, 5.0);
(383275.9, 3780105.6, 156.0, 953.0, 5.0);	(383275.9, 3780110.6, 155.9, 953.0, 5.0);
(383275.9, 3780115.6, 155.9, 953.0, 5.0);	(383275.9, 3780120.6, 155.8, 953.0, 5.0);
(383280.9, 3780060.6, 156.0, 953.0, 5.0);	(383280.9, 3780065.6, 156.0, 953.0, 5.0);
(383280.9, 3780070.6, 156.0, 953.0, 5.0);	(383280.9, 3780075.6, 156.0, 953.0, 5.0);
(383280.9, 3780080.6, 156.0, 953.0, 5.0);	(383280.9, 3780085.6, 156.0, 953.0, 5.0);
(383280.9, 3780090.6, 156.0, 953.0, 5.0);	(383280.9, 3780095.6, 156.0, 953.0, 5.0);
(383280.9, 3780100.6, 156.0, 953.0, 5.0);	(383280.9, 3780105.6, 156.0, 953.0, 5.0);
(383280.9, 3780110.6, 156.0, 953.0, 5.0);	(383280.9, 3780115.6, 155.9, 953.0, 5.0);
(383280.9, 3780120.6, 155.9, 953.0, 5.0);	(383285.9, 3780060.6, 156.0, 953.0, 5.0);
(383285.9, 3780065.6, 156.0, 953.0, 5.0);	(383285.9, 3780070.6, 156.0, 953.0, 5.0);
(383285.9, 3780075.6, 156.0, 953.0, 5.0);	(383285.9, 3780080.6, 156.0, 953.0, 5.0);
(383285.9, 3780085.6, 156.0, 953.0, 5.0);	(383285.9, 3780090.6, 156.0, 953.0, 5.0);
(383285.9, 3780095.6, 156.0, 953.0, 5.0);	(383285.9, 3780100.6, 156.0, 953.0, 5.0);
(383285.9, 3780105.6, 156.0, 953.0, 5.0);	(383285.9, 3780110.6, 156.0, 953.0, 5.0);
(383285.9, 3780115.6, 156.0, 953.0, 5.0);	(383285.9, 3780120.6, 156.0, 953.0, 5.0);
(383290.9, 3780060.6, 156.1, 953.0, 5.0);	(383290.9, 3780065.6, 156.1, 953.0, 5.0);
(383290.9, 3780070.6, 156.1, 953.0, 5.0);	(383290.9, 3780075.6, 156.1, 953.0, 5.0);
(383290.9, 3780080.6, 156.1, 953.0, 5.0);	(383290.9, 3780085.6, 156.1, 953.0, 5.0);
(383290.9, 3780090.6, 156.1, 953.0, 5.0);	(383290.9, 3780095.6, 156.1, 953.0, 5.0);
(383290.9, 3780100.6, 156.1, 953.0, 5.0);	(383290.9, 3780105.6, 156.1, 953.0, 5.0);
(383290.9, 3780110.6, 156.1, 953.0, 5.0);	(383290.9, 3780115.6, 156.1, 953.0, 5.0);
(383290.9, 3780120.6, 156.1, 953.0, 5.0);	(383295.9, 3780060.6, 156.2, 953.0, 5.0);
(383295.9, 3780065.6, 156.2, 953.0, 5.0);	(383295.9, 3780070.6, 156.2, 953.0, 5.0);
(383295.9, 3780075.6, 156.2, 953.0, 5.0);	(383295.9, 3780080.6, 156.2, 953.0, 5.0);
(383295.9, 3780085.6, 156.2, 953.0, 5.0);	(383295.9, 3780090.6, 156.2, 953.0, 5.0);
(383295.9, 3780095.6, 156.2, 953.0, 5.0);	(383295.9, 3780100.6, 156.2, 953.0, 5.0);
(383295.9, 3780105.6, 156.2, 953.0, 5.0);	(383295.9, 3780110.6, 156.2, 953.0, 5.0);
(383295.9, 3780115.6, 156.2, 953.0, 5.0);	(383295.9, 3780120.6, 156.2, 953.0, 5.0);
(383300.9, 3780060.6, 156.4, 953.0, 5.0);	(383300.9, 3780065.6, 156.4, 953.0, 5.0);
(383300.9, 3780070.6, 156.4, 953.0, 5.0);	(383300.9, 3780075.6, 156.4, 953.0, 5.0);
(383300.9, 3780080.6, 156.4, 953.0, 5.0);	(383300.9, 3780085.6, 156.4, 953.0, 5.0);
(383300.9, 3780090.6, 156.4, 953.0, 5.0);	(383300.9, 3780095.6, 156.4, 953.0, 5.0);
(383300.9, 3780100.6, 156.4, 953.0, 5.0);	(383300.9, 3780105.6, 156.4, 953.0, 5.0);
(383300.9, 3780110.6, 156.4, 953.0, 5.0);	(383300.9, 3780115.6, 156.4, 953.0, 5.0);
(383300.9, 3780120.6, 156.4, 953.0, 5.0);	(383305.9, 3780060.6, 156.6, 953.0, 5.0);
(383305.9, 3780065.6, 156.6, 953.0, 5.0);	(383305.9, 3780070.6, 156.6, 953.0, 5.0);
(383305.9, 3780075.6, 156.6, 953.0, 5.0);	(383305.9, 3780080.6, 156.6, 953.0, 5.0);
(383305.9, 3780085.6, 156.6, 953.0, 5.0);	(383305.9, 3780090.6, 156.6, 953.0, 5.0);

*** MODELOPTs: RegDEFAULT CONC ELEV FLGPOL URBAN ADJ_U*

*** DISCRETE CARTESIAN RECEPTORS ***
(X-COORD, Y-COORD, ZELEV, ZHILL, ZFLAG)
(METERS)

(383305.9, 3780095.6, 156.6, 953.0, 5.0);	(383305.9, 3780100.6, 156.6, 953.0, 5.0);
(383305.9, 3780105.6, 156.6, 953.0, 5.0);	(383305.9, 3780110.6, 156.6, 953.0, 5.0);
(383305.9, 3780115.6, 156.6, 953.0, 5.0);	(383305.9, 3780120.6, 156.6, 953.0, 5.0);
(383310.9, 3780060.6, 156.7, 953.0, 5.0);	(383310.9, 3780065.6, 156.7, 953.0, 5.0);
(383310.9, 3780070.6, 156.7, 953.0, 5.0);	(383310.9, 3780075.6, 156.7, 953.0, 5.0);
(383310.9, 3780080.6, 156.7, 953.0, 5.0);	(383310.9, 3780085.6, 156.7, 953.0, 5.0);
(383310.9, 3780090.6, 156.7, 953.0, 5.0);	(383310.9, 3780095.6, 156.7, 953.0, 5.0);
(383310.9, 3780100.6, 156.7, 953.0, 5.0);	(383310.9, 3780105.6, 156.7, 953.0, 5.0);
(383310.9, 3780110.6, 156.7, 953.0, 5.0);	(383310.9, 3780115.6, 156.7, 953.0, 5.0);
(383310.9, 3780120.6, 156.7, 953.0, 5.0);	(383310.9, 3780125.6, 156.7, 953.0, 5.0);
(383315.9, 3780060.6, 156.9, 953.0, 5.0);	(383315.9, 3780065.6, 156.9, 953.0, 5.0);
(383315.9, 3780070.6, 156.9, 953.0, 5.0);	(383315.9, 3780075.6, 156.9, 953.0, 5.0);
(383315.9, 3780080.6, 156.9, 953.0, 5.0);	(383315.9, 3780085.6, 156.9, 953.0, 5.0);
(383315.9, 3780090.6, 156.9, 953.0, 5.0);	(383315.9, 3780095.6, 156.9, 953.0, 5.0);
(383315.9, 3780100.6, 156.9, 953.0, 5.0);	(383315.9, 3780105.6, 156.9, 953.0, 5.0);
(383315.9, 3780110.6, 156.9, 953.0, 5.0);	(383315.9, 3780115.6, 156.9, 953.0, 5.0);
(383315.9, 3780120.6, 156.9, 953.0, 5.0);	(383315.9, 3780125.6, 156.9, 953.0, 5.0);
(383320.9, 3780060.6, 157.1, 953.0, 5.0);	(383320.9, 3780065.6, 157.1, 953.0, 5.0);
(383320.9, 3780070.6, 157.1, 953.0, 5.0);	(383320.9, 3780075.6, 157.1, 953.0, 5.0);
(383320.9, 3780080.6, 157.1, 953.0, 5.0);	(383320.9, 3780085.6, 157.1, 953.0, 5.0);
(383320.9, 3780090.6, 157.1, 953.0, 5.0);	(383320.9, 3780095.6, 157.1, 953.0, 5.0);
(383320.9, 3780100.6, 157.1, 953.0, 5.0);	(383320.9, 3780105.6, 157.1, 953.0, 5.0);
(383320.9, 3780110.6, 157.1, 953.0, 5.0);	(383320.9, 3780115.6, 157.1, 953.0, 5.0);
(383320.9, 3780120.6, 157.1, 953.0, 5.0);	(383320.9, 3780125.6, 157.1, 953.0, 5.0);
(383325.9, 3780060.6, 157.2, 953.0, 5.0);	(383325.9, 3780065.6, 157.2, 953.0, 5.0);
(383325.9, 3780070.6, 157.2, 953.0, 5.0);	(383325.9, 3780075.6, 157.2, 953.0, 5.0);
(383325.9, 3780080.6, 157.2, 953.0, 5.0);	(383325.9, 3780085.6, 157.2, 953.0, 5.0);
(383325.9, 3780090.6, 157.2, 953.0, 5.0);	(383325.9, 3780095.6, 157.2, 953.0, 5.0);
(383325.9, 3780100.6, 157.2, 953.0, 5.0);	(383325.9, 3780105.6, 157.2, 953.0, 5.0);
(383325.9, 3780110.6, 157.2, 953.0, 5.0);	(383325.9, 3780115.6, 157.2, 953.0, 5.0);
(383325.9, 3780120.6, 157.2, 953.0, 5.0);	(383325.9, 3780125.6, 157.2, 953.0, 5.0);
(383330.9, 3780060.6, 157.4, 953.0, 5.0);	(383330.9, 3780065.6, 157.4, 953.0, 5.0);
(383330.9, 3780070.6, 157.4, 953.0, 5.0);	(383330.9, 3780075.6, 157.4, 953.0, 5.0);
(383330.9, 3780080.6, 157.4, 953.0, 5.0);	(383330.9, 3780085.6, 157.4, 953.0, 5.0);
(383330.9, 3780090.6, 157.4, 953.0, 5.0);	(383330.9, 3780095.6, 157.4, 953.0, 5.0);
(383330.9, 3780100.6, 157.4, 953.0, 5.0);	(383330.9, 3780105.6, 157.4, 953.0, 5.0);
(383330.9, 3780110.6, 157.4, 953.0, 5.0);	(383330.9, 3780115.6, 157.4, 953.0, 5.0);
(383330.9, 3780120.6, 157.4, 953.0, 5.0);	(383330.9, 3780125.6, 157.4, 953.0, 5.0);
(383335.9, 3780060.6, 157.6, 953.0, 5.0);	(383335.9, 3780065.6, 157.6, 953.0, 5.0);
(383335.9, 3780070.6, 157.6, 953.0, 5.0);	(383335.9, 3780075.6, 157.6, 953.0, 5.0);
(383335.9, 3780080.6, 157.6, 953.0, 5.0);	(383335.9, 3780085.6, 157.6, 953.0, 5.0);
(383335.9, 3780090.6, 157.6, 953.0, 5.0);	(383335.9, 3780095.6, 157.6, 953.0, 5.0);
(383335.9, 3780100.6, 157.6, 953.0, 5.0);	(383335.9, 3780105.6, 157.6, 953.0, 5.0);
(383335.9, 3780110.6, 157.6, 953.0, 5.0);	(383335.9, 3780115.6, 157.6, 953.0, 5.0);
(383335.9, 3780120.6, 157.6, 953.0, 5.0);	(383335.9, 3780125.6, 157.6, 953.0, 5.0);

*** MODELOPTs: RegDEFAULT CONC ELEV FLGPOL URBAN ADJ_U*

*** DISCRETE CARTESIAN RECEPTORS ***
 (X-COORD, Y-COORD, ZELEV, ZHILL, ZFLAG)
 (METERS)

(383340.9, 3780060.6, 157.7, 953.0, 5.0);	(383340.9, 3780065.6, 157.7, 953.0, 5.0);
(383340.9, 3780070.6, 157.7, 953.0, 5.0);	(383340.9, 3780075.6, 157.7, 953.0, 5.0);
(383340.9, 3780080.6, 157.7, 953.0, 5.0);	(383340.9, 3780085.6, 157.7, 953.0, 5.0);
(383340.9, 3780090.6, 157.7, 953.0, 5.0);	(383340.9, 3780095.6, 157.7, 953.0, 5.0);
(383340.9, 3780100.6, 157.7, 953.0, 5.0);	(383340.9, 3780105.6, 157.7, 953.0, 5.0);
(383340.9, 3780110.6, 157.7, 953.0, 5.0);	(383340.9, 3780115.6, 157.7, 953.0, 5.0);
(383340.9, 3780120.6, 157.7, 953.0, 5.0);	(383340.9, 3780125.6, 157.7, 953.0, 5.0);
(383345.9, 3780060.6, 157.9, 953.0, 5.0);	(383345.9, 3780065.6, 157.9, 953.0, 5.0);
(383345.9, 3780070.6, 157.9, 953.0, 5.0);	(383345.9, 3780075.6, 157.9, 953.0, 5.0);
(383345.9, 3780080.6, 157.9, 953.0, 5.0);	(383345.9, 3780085.6, 157.9, 953.0, 5.0);
(383345.9, 3780090.6, 157.9, 953.0, 5.0);	(383345.9, 3780095.6, 157.9, 953.0, 5.0);
(383345.9, 3780100.6, 157.9, 953.0, 5.0);	(383345.9, 3780105.6, 157.9, 953.0, 5.0);
(383345.9, 3780110.6, 157.9, 953.0, 5.0);	(383345.9, 3780115.6, 157.9, 953.0, 5.0);
(383345.9, 3780120.6, 157.9, 953.0, 5.0);	(383345.9, 3780125.6, 157.9, 953.0, 5.0);
(383350.9, 3780060.6, 158.0, 953.0, 5.0);	(383350.9, 3780065.6, 158.0, 953.0, 5.0);
(383350.9, 3780070.6, 158.0, 953.0, 5.0);	(383350.9, 3780075.6, 158.0, 953.0, 5.0);
(383350.9, 3780080.6, 158.0, 953.0, 5.0);	(383350.9, 3780085.6, 158.0, 953.0, 5.0);
(383350.9, 3780090.6, 158.0, 953.0, 5.0);	(383350.9, 3780095.6, 158.0, 953.0, 5.0);
(383350.9, 3780100.6, 158.1, 953.0, 5.0);	(383350.9, 3780105.6, 158.1, 953.0, 5.0);
(383350.9, 3780110.6, 158.1, 953.0, 5.0);	(383350.9, 3780115.6, 158.1, 953.0, 5.0);
(383350.9, 3780120.6, 158.0, 953.0, 5.0);	(383350.9, 3780125.6, 158.0, 953.0, 5.0);
(383355.9, 3780060.6, 158.0, 953.0, 5.0);	(383355.9, 3780065.6, 158.0, 953.0, 5.0);
(383355.9, 3780070.6, 158.0, 953.0, 5.0);	(383355.9, 3780075.6, 158.0, 953.0, 5.0);
(383355.9, 3780080.6, 158.0, 953.0, 5.0);	(383355.9, 3780085.6, 158.1, 953.0, 5.0);
(383355.9, 3780090.6, 158.1, 953.0, 5.0);	(383355.9, 3780095.6, 158.2, 953.0, 5.0);
(383355.9, 3780100.6, 158.2, 953.0, 5.0);	(383355.9, 3780105.6, 158.2, 953.0, 5.0);
(383355.9, 3780110.6, 158.2, 953.0, 5.0);	(383355.9, 3780115.6, 158.2, 953.0, 5.0);
(383355.9, 3780120.6, 158.1, 953.0, 5.0);	(383355.9, 3780125.6, 158.1, 953.0, 5.0);
(383360.9, 3780060.6, 158.0, 953.0, 5.0);	(383360.9, 3780065.6, 158.0, 953.0, 5.0);
(383360.9, 3780070.6, 158.0, 953.0, 5.0);	(383360.9, 3780075.6, 158.0, 953.0, 5.0);
(383360.9, 3780080.6, 158.1, 953.0, 5.0);	(383360.9, 3780085.6, 158.1, 953.0, 5.0);
(383360.9, 3780090.6, 158.2, 953.0, 5.0);	(383360.9, 3780095.6, 158.2, 953.0, 5.0);
(383360.9, 3780100.6, 158.3, 953.0, 5.0);	(383360.9, 3780105.6, 158.4, 953.0, 5.0);
(383360.9, 3780110.6, 158.4, 953.0, 5.0);	(383360.9, 3780115.6, 158.3, 953.0, 5.0);
(383360.9, 3780120.6, 158.2, 953.0, 5.0);	(383360.9, 3780125.6, 158.2, 953.0, 5.0);
(383360.9, 3780130.6, 158.1, 953.0, 5.0);	(383365.9, 3780060.6, 158.0, 953.0, 5.0);
(383365.9, 3780065.6, 158.0, 953.0, 5.0);	(383365.9, 3780070.6, 158.0, 953.0, 5.0);
(383365.9, 3780075.6, 158.0, 953.0, 5.0);	(383365.9, 3780080.6, 158.1, 953.0, 5.0);
(383365.9, 3780085.6, 158.2, 953.0, 5.0);	(383365.9, 3780090.6, 158.3, 953.0, 5.0);
(383365.9, 3780095.6, 158.4, 953.0, 5.0);	(383365.9, 3780100.6, 158.5, 953.0, 5.0);
(383365.9, 3780105.6, 158.6, 953.0, 5.0);	(383365.9, 3780110.6, 158.5, 953.0, 5.0);
(383365.9, 3780115.6, 158.4, 953.0, 5.0);	(383365.9, 3780120.6, 158.3, 953.0, 5.0);
(383365.9, 3780125.6, 158.2, 953.0, 5.0);	(383365.9, 3780130.6, 158.1, 953.0, 5.0);
(383370.9, 3780060.6, 158.0, 953.0, 5.0);	(383370.9, 3780065.6, 158.0, 953.0, 5.0);
(383370.9, 3780070.6, 158.0, 953.0, 5.0);	(383370.9, 3780075.6, 158.0, 953.0, 5.0);

*** MODELOPTs: RegDEFAULT CONC ELEV FLGPOL URBAN ADJ_U*

*** DISCRETE CARTESIAN RECEPTORS ***
 (X-COORD, Y-COORD, ZELEV, ZHILL, ZFLAG)
 (METERS)

(383370.9, 3780080.6, 158.1, 953.0, 5.0);	(383370.9, 3780085.6, 158.2, 953.0, 5.0);
(383370.9, 3780090.6, 158.3, 953.0, 5.0);	(383370.9, 3780095.6, 158.5, 953.0, 5.0);
(383370.9, 3780100.6, 158.6, 953.0, 5.0);	(383370.9, 3780105.6, 158.7, 953.0, 5.0);
(383370.9, 3780110.6, 158.6, 953.0, 5.0);	(383370.9, 3780115.6, 158.5, 953.0, 5.0);
(383370.9, 3780120.6, 158.4, 953.0, 5.0);	(383370.9, 3780125.6, 158.3, 953.0, 5.0);
(383370.9, 3780130.6, 158.2, 953.0, 5.0);	(383375.9, 3780060.6, 158.0, 953.0, 5.0);
(383375.9, 3780065.6, 158.0, 953.0, 5.0);	(383375.9, 3780070.6, 158.0, 953.0, 5.0);
(383375.9, 3780075.6, 158.0, 953.0, 5.0);	(383375.9, 3780080.6, 158.1, 953.0, 5.0);
(383375.9, 3780085.6, 158.3, 953.0, 5.0);	(383375.9, 3780090.6, 158.4, 953.0, 5.0);
(383375.9, 3780095.6, 158.6, 953.0, 5.0);	(383375.9, 3780100.6, 158.7, 953.0, 5.0);
(383375.9, 3780105.6, 158.9, 953.0, 5.0);	(383375.9, 3780110.6, 158.8, 953.0, 5.0);
(383375.9, 3780115.6, 158.6, 953.0, 5.0);	(383375.9, 3780120.6, 158.5, 953.0, 5.0);
(383375.9, 3780125.6, 158.3, 953.0, 5.0);	(383375.9, 3780130.6, 158.2, 953.0, 5.0);
(383380.9, 3780060.6, 158.1, 953.0, 5.0);	(383380.9, 3780065.6, 158.1, 953.0, 5.0);
(383380.9, 3780070.6, 158.1, 953.0, 5.0);	(383380.9, 3780075.6, 158.1, 953.0, 5.0);
(383380.9, 3780080.6, 158.2, 953.0, 5.0);	(383380.9, 3780085.6, 158.3, 953.0, 5.0);
(383380.9, 3780090.6, 158.5, 953.0, 5.0);	(383380.9, 3780095.6, 158.7, 953.0, 5.0);
(383380.9, 3780100.6, 158.8, 953.0, 5.0);	(383380.9, 3780105.6, 159.0, 953.0, 5.0);
(383380.9, 3780110.6, 158.9, 953.0, 5.0);	(383380.9, 3780115.6, 158.7, 953.0, 5.0);
(383380.9, 3780120.6, 158.6, 953.0, 5.0);	(383380.9, 3780125.6, 158.4, 953.0, 5.0);
(383380.9, 3780130.6, 158.3, 953.0, 5.0);	(383385.9, 3780060.6, 158.2, 953.0, 5.0);
(383385.9, 3780065.6, 158.2, 953.0, 5.0);	(383385.9, 3780070.6, 158.2, 953.0, 5.0);
(383385.9, 3780075.6, 158.2, 953.0, 5.0);	(383385.9, 3780080.6, 158.3, 953.0, 5.0);
(383385.9, 3780085.6, 158.5, 953.0, 5.0);	(383385.9, 3780090.6, 158.6, 953.0, 5.0);
(383385.9, 3780095.6, 158.7, 953.0, 5.0);	(383385.9, 3780100.6, 158.8, 953.0, 5.0);
(383385.9, 3780105.6, 159.0, 953.0, 5.0);	(383385.9, 3780110.6, 158.9, 953.0, 5.0);
(383385.9, 3780115.6, 158.8, 953.0, 5.0);	(383385.9, 3780120.6, 158.7, 953.0, 5.0);
(383385.9, 3780125.6, 158.5, 953.0, 5.0);	(383385.9, 3780130.6, 158.4, 953.0, 5.0);
(383390.9, 3780095.6, 158.8, 953.0, 5.0);	(383390.9, 3780100.6, 158.9, 953.0, 5.0);
(383390.9, 3780105.6, 159.0, 953.0, 5.0);	(383390.9, 3780110.6, 158.9, 953.0, 5.0);
(383390.9, 3780115.6, 158.8, 953.0, 5.0);	(383390.9, 3780120.6, 158.7, 953.0, 5.0);
(383390.9, 3780125.6, 158.6, 953.0, 5.0);	(383390.9, 3780130.6, 158.5, 953.0, 5.0);
(383395.9, 3780095.6, 158.8, 953.0, 5.0);	(383395.9, 3780100.6, 158.9, 953.0, 5.0);
(383395.9, 3780105.6, 159.0, 953.0, 5.0);	(383395.9, 3780110.6, 158.9, 953.0, 5.0);
(383395.9, 3780115.6, 158.9, 953.0, 5.0);	(383395.9, 3780120.6, 158.8, 953.0, 5.0);
(383395.9, 3780125.6, 158.7, 953.0, 5.0);	(383395.9, 3780130.6, 158.7, 953.0, 5.0);
(383400.9, 3780095.6, 158.9, 953.0, 5.0);	(383400.9, 3780100.6, 159.0, 953.0, 5.0);
(383400.9, 3780105.6, 159.0, 953.0, 5.0);	(383400.9, 3780110.6, 159.0, 953.0, 5.0);
(383400.9, 3780115.6, 158.9, 953.0, 5.0);	(383400.9, 3780120.6, 158.9, 953.0, 5.0);
(383400.9, 3780125.6, 158.8, 953.0, 5.0);	(383400.9, 3780130.6, 158.8, 953.0, 5.0);
(383405.9, 3780110.6, 159.0, 953.0, 5.0);	(383405.9, 3780115.6, 159.0, 953.0, 5.0);
(383405.9, 3780120.6, 159.0, 953.0, 5.0);	(383405.9, 3780125.6, 158.9, 953.0, 5.0);
(383405.9, 3780130.6, 158.9, 953.0, 5.0);	(383410.9, 3780110.6, 159.0, 953.0, 5.0);
(383410.9, 3780115.6, 159.0, 953.0, 5.0);	(383410.9, 3780120.6, 159.0, 953.0, 5.0);
(383410.9, 3780125.6, 159.0, 953.0, 5.0);	(383410.9, 3780130.6, 159.0, 953.0, 5.0);

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*** AERMOD - VERSION 21112 ***      *** C:\AERMOD\14022-Pioneer\515_Pioneer_2025_PM10\515_Pioneer_2025_PM10. ***
*** AERMET - VERSION 16216 ***      ***
07/24/21
17:50:32
PAGE 12

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

*** DISCRETE CARTESIAN RECEPTORS ***
(X-COORD, Y-COORD, ZELEV, ZHILL, ZFLAG)
(METERS)

( 383415.9, 3780110.6, 159.0, 953.0, 5.0); ( 383415.9, 3780115.6, 159.0, 953.0, 5.0);
( 383415.9, 3780120.6, 159.0, 953.0, 5.0); ( 383415.9, 3780125.6, 159.0, 953.0, 5.0);
( 383415.9, 3780130.6, 159.0, 953.0, 5.0); ( 383415.9, 3780135.6, 159.0, 953.0, 5.0);

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07/24/21
17:50:32
PAGE 13

*** MODELOPTs: RegDFault CONC ELEV FLGPOL URBAN ADJ U*

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

[illegible]

NOTE: METEOROLOGICAL DATA ACTUALLY PROCESSED WILL ALSO DEPEND ON WHAT IS INCLUDED IN THE DATA FILE.

*** UPPER BOUND OF FIRST THROUGH FIFTH WIND SPEED CATEGORIES ***
(METERS/SEC)

1.54, 3.09, 5.14, 8.23, 10.80,

*** MODELOPTs: RegDEFAULT CONC ELEV FLGPOL URBAN ADJ_U*

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

Surface file: Z:\Shared\UcJobs\13600-14000\14000\14022\05_HRA\Met Data\KBUR_V9_ADJU\KBUR_v9. Met Version: 16216
 Profile file: Z:\Shared\UcJobs\13600-14000\14000\14022\05_HRA\Met Data\KBUR_V9_ADJU\KBUR_v9.
 Surface format: FREE
 Profile format: FREE
 Surface station no.: 23152 Upper air station no.: 3190
 Name: BURBANK_AIRPORT 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	-23.4	0.241	-9.000	-9.000	-999.	285.	64.1	0.16	3.02	1.00	2.45	359.	7.9	286.4	2.0			
12	01	01	1	02	-11.3	0.143	-9.000	-9.000	-999.	134.	23.1	0.16	3.02	1.00	1.50	289.	7.9	284.9	2.0			
12	01	01	1	03	-4.8	0.092	-9.000	-9.000	-999.	68.	14.5	0.16	3.02	1.00	0.99	300.	7.9	283.8	2.0			
12	01	01	1	04	-8.1	0.121	-9.000	-9.000	-999.	100.	19.1	0.16	3.02	1.00	1.28	295.	7.9	284.2	2.0			
12	01	01	1	05	-2.9	0.074	-9.000	-9.000	-999.	49.	12.3	0.16	3.02	1.00	0.75	323.	7.9	282.5	2.0			
12	01	01	1	06	-11.3	0.143	-9.000	-9.000	-999.	130.	23.0	0.16	3.02	1.00	1.50	306.	7.9	283.1	2.0			
12	01	01	1	07	-16.9	0.176	-9.000	-9.000	-999.	178.	34.3	0.16	3.02	1.00	1.82	315.	7.9	284.9	2.0			
12	01	01	1	08	-8.8	0.134	-9.000	-9.000	-999.	118.	24.3	0.16	3.02	0.55	1.40	323.	7.9	287.0	2.0			
12	01	01	1	09	36.3	0.171	0.339	0.008	38.	169.	-12.2	0.16	3.02	0.32	1.31	23.	7.9	288.8	2.0			
12	01	01	1	10	110.9	0.119	0.729	0.009	124.	99.	-1.4	0.16	3.02	0.24	0.62	163.	7.9	292.0	2.0			
12	01	01	1	11	165.2	0.157	1.185	0.005	358.	149.	-2.1	0.16	3.02	0.21	0.89	112.	7.9	296.4	2.0			
12	01	01	1	12	192.9	0.184	1.540	0.005	672.	189.	-2.8	0.16	3.02	0.20	1.11	225.	7.9	299.2	2.0			
12	01	01	1	13	192.1	0.199	1.840	0.005	1152.	213.	-3.6	0.16	3.02	0.20	1.26	250.	7.9	299.9	2.0			
12	01	01	1	14	164.6	0.270	1.886	0.005	1447.	337.	-10.6	0.16	3.02	0.21	2.03	273.	7.9	300.4	2.0			
12	01	01	1	15	111.1	0.289	1.699	0.005	1566.	373.	-19.3	0.16	3.02	0.25	2.35	270.	7.9	300.4	2.0			
12	01	01	1	16	35.3	0.338	1.167	0.005	1596.	472.	-96.9	0.16	3.02	0.33	3.12	289.	7.9	298.8	2.0			
12	01	01	1	17	-20.8	0.255	-9.000	-9.000	-999.	312.	71.4	0.16	3.02	0.60	2.57	318.	7.9	296.4	2.0			
12	01	01	1	18	-35.0	0.369	-9.000	-9.000	-999.	538.	149.9	0.16	3.02	1.00	3.68	320.	7.9	293.8	2.0			
12	01	01	1	19	-27.7	0.291	-9.000	-9.000	-999.	380.	93.2	0.16	3.02	1.00	2.93	345.	7.9	292.0	2.0			
12	01	01	1	20	-20.7	0.216	-9.000	-9.000	-999.	243.	51.2	0.16	3.02	1.00	2.20	325.	7.9	290.4	2.0			
12	01	01	1	21	-8.5	0.124	-9.000	-9.000	-999.	108.	19.8	0.16	3.02	1.00	1.31	359.	7.9	288.1	2.0			
12	01	01	1	22	-7.4	0.116	-9.000	-9.000	-999.	94.	18.4	0.16	3.02	1.00	1.23	304.	7.9	287.5	2.0			
12	01	01	1	23	-6.3	0.106	-9.000	-9.000	-999.	82.	16.7	0.16	3.02	1.00	1.13	314.	7.9	285.9	2.0			
12	01	01	1	24	-19.7	0.203	-9.000	-9.000	-999.	220.	45.5	0.16	3.02	1.00	2.08	319.	7.9	287.0	2.0			

First hour of profile data

YR MO DY HR HEIGHT F WDIR WSPD AMB TMP sigmaA sigmaW sigmaV
 12 01 01 01 7.9 1 359. 2.45 286.5 99.0 -99.00 -99.00

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

*** MODELOPTs: RegDEFAULT CONC ELEV FLGPOL URBAN ADJ_U*

*** THE ANNUAL AVERAGE CONCENTRATION VALUES AVERAGED OVER 5 YEARS FOR SOURCE GROUP: ALL ***
 INCLUDING SOURCE(S): L0001441 , L0001442 , L0001443 , L0001444 , L0001445 ,
 L0001446 , L0001447 , L0001448 , L0001449 , L0001450 , L0001451 , L0001452 , L0001453 ,
 L0001454 , L0001455 , L0001456 , L0001457 , L0001458 , L0001459 , L0001460 , L0001461 ,
 L0001462 , L0001463 , L0001464 , L0001465 , L0001466 , L0001467 , L0001468 , . . .

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF PM_10 IN MICROGRAMS/M**3 **

X-COORD (M)	Y-COORD (M)	CONC	X-COORD (M)	Y-COORD (M)	CONC
383235.87	3780060.57	0.03465	383235.87	3780065.57	0.03595
383235.87	3780070.57	0.03736	383235.87	3780075.57	0.03889
383235.87	3780080.57	0.04055	383235.87	3780085.57	0.04237
383235.87	3780090.57	0.04437	383235.87	3780095.57	0.04658
383235.87	3780100.57	0.04905	383235.87	3780105.57	0.05181
383235.87	3780110.57	0.05502	383240.87	3780060.57	0.03427
383240.87	3780065.57	0.03554	383240.87	3780070.57	0.03691
383240.87	3780075.57	0.03839	383240.87	3780080.57	0.04001
383240.87	3780085.57	0.04177	383240.87	3780090.57	0.04370
383240.87	3780095.57	0.04583	383240.87	3780100.57	0.04820
383240.87	3780105.57	0.05085	383240.87	3780110.57	0.05396
383245.87	3780060.57	0.03396	383245.87	3780065.57	0.03520
383245.87	3780070.57	0.03655	383245.87	3780075.57	0.03800
383245.87	3780080.57	0.03958	383245.87	3780085.57	0.04130
383245.87	3780090.57	0.04319	383245.87	3780095.57	0.04526
383245.87	3780100.57	0.04756	383245.87	3780105.57	0.05014
383245.87	3780110.57	0.05320	383245.87	3780115.57	0.05681
383250.87	3780060.57	0.03355	383250.87	3780065.57	0.03476
383250.87	3780070.57	0.03607	383250.87	3780075.57	0.03747
383250.87	3780080.57	0.03900	383250.87	3780085.57	0.04065
383250.87	3780090.57	0.04246	383250.87	3780095.57	0.04445
383250.87	3780100.57	0.04665	383250.87	3780105.57	0.04909
383250.87	3780110.57	0.05250	383250.87	3780115.57	0.05605
383255.87	3780060.57	0.03326	383255.87	3780065.57	0.03445
383255.87	3780070.57	0.03572	383255.87	3780075.57	0.03710
383255.87	3780080.57	0.03859	383255.87	3780085.57	0.04021
383255.87	3780090.57	0.04198	383255.87	3780095.57	0.04392
383255.87	3780100.57	0.04606	383255.87	3780105.57	0.04843
383255.87	3780110.57	0.05135	383255.87	3780115.57	0.05532
383260.87	3780060.57	0.03303	383260.87	3780065.57	0.03420
383260.87	3780070.57	0.03546	383260.87	3780075.57	0.03682
383260.87	3780080.57	0.03828	383260.87	3780085.57	0.03988
383260.87	3780090.57	0.04161	383260.87	3780095.57	0.04352
383260.87	3780100.57	0.04562	383260.87	3780105.57	0.04795
383260.87	3780110.57	0.05081	383260.87	3780115.57	0.05417
383265.87	3780060.57	0.03288	383265.87	3780065.57	0.03404
383265.87	3780070.57	0.03529	383265.87	3780075.57	0.03663
383265.87	3780080.57	0.03809	383265.87	3780085.57	0.03967
383265.87	3780090.57	0.04139	383265.87	3780095.57	0.04328
383265.87	3780100.57	0.04536	383265.87	3780105.57	0.04766

*** MODELOPTs: RegDEFAULT CONC ELEV FLGPOL URBAN ADJ_U*

*** THE ANNUAL AVERAGE CONCENTRATION VALUES AVERAGED OVER 5 YEARS FOR SOURCE GROUP: ALL ***
 INCLUDING SOURCE(S): L0001441 , L0001442 , L0001443 , L0001444 , L0001445 ,
 L0001446 , L0001447 , L0001448 , L0001449 , L0001450 , L0001451 , L0001452 , L0001453 ,
 L0001454 , L0001455 , L0001456 , L0001457 , L0001458 , L0001459 , L0001460 , L0001461 ,
 L0001462 , L0001463 , L0001464 , L0001465 , L0001466 , L0001467 , L0001468 , . . .

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF PM_10 IN MICROGRAMS/M**3 **

X-COORD (M)	Y-COORD (M)	CONC	X-COORD (M)	Y-COORD (M)	CONC
383265.87	3780110.57	0.05045	383265.87	3780115.57	0.05370
383270.87	3780060.57	0.03273	383270.87	3780065.57	0.03388
383270.87	3780070.57	0.03512	383270.87	3780075.57	0.03645
383270.87	3780080.57	0.03789	383270.87	3780085.57	0.03946
383270.87	3780090.57	0.04116	383270.87	3780095.57	0.04303
383270.87	3780100.57	0.04509	383270.87	3780105.57	0.04738
383270.87	3780110.57	0.05009	383270.87	3780115.57	0.05322
383270.87	3780120.57	0.05684	383275.87	3780060.57	0.03257
383275.87	3780065.57	0.03371	383275.87	3780070.57	0.03494
383275.87	3780075.57	0.03626	383275.87	3780080.57	0.03769
383275.87	3780085.57	0.03924	383275.87	3780090.57	0.04093
383275.87	3780095.57	0.04279	383275.87	3780100.57	0.04483
383275.87	3780105.57	0.04709	383275.87	3780110.57	0.04973
383275.87	3780115.57	0.05275	383275.87	3780120.57	0.05622
383280.87	3780060.57	0.03242	383280.87	3780065.57	0.03355
383280.87	3780070.57	0.03476	383280.87	3780075.57	0.03607
383280.87	3780080.57	0.03749	383280.87	3780085.57	0.03902
383280.87	3780090.57	0.04070	383280.87	3780095.57	0.04253
383280.87	3780100.57	0.04455	383280.87	3780105.57	0.04679
383280.87	3780110.57	0.04935	383280.87	3780115.57	0.05228
383280.87	3780120.57	0.05561	383285.87	3780060.57	0.03226
383285.87	3780065.57	0.03338	383285.87	3780070.57	0.03458
383285.87	3780075.57	0.03588	383285.87	3780080.57	0.03728
383285.87	3780085.57	0.03880	383285.87	3780090.57	0.04046
383285.87	3780095.57	0.04227	383285.87	3780100.57	0.04427
383285.87	3780105.57	0.04649	383285.87	3780110.57	0.04898
383285.87	3780115.57	0.05181	383285.87	3780120.57	0.05503
383290.87	3780060.57	0.03191	383290.87	3780065.57	0.03300
383290.87	3780070.57	0.03417	383290.87	3780075.57	0.03543
383290.87	3780080.57	0.03679	383290.87	3780085.57	0.03826
383290.87	3780090.57	0.03986	383290.87	3780095.57	0.04160
383290.87	3780100.57	0.04352	383290.87	3780105.57	0.04563
383290.87	3780110.57	0.04798	383290.87	3780115.57	0.05061
383290.87	3780120.57	0.05359	383295.87	3780060.57	0.03168
383295.87	3780065.57	0.03275	383295.87	3780070.57	0.03390
383295.87	3780075.57	0.03514	383295.87	3780080.57	0.03648
383295.87	3780085.57	0.03792	383295.87	3780090.57	0.03949
383295.87	3780095.57	0.04121	383295.87	3780100.57	0.04309
383295.87	3780105.57	0.04516	383295.87	3780110.57	0.04746
383295.87	3780115.57	0.05003	383295.87	3780120.57	0.05294

*** MODELOPTs: RegDEFAULT CONC ELEV FLGPOL URBAN ADJ_U*

*** THE ANNUAL AVERAGE CONCENTRATION VALUES AVERAGED OVER 5 YEARS FOR SOURCE GROUP: ALL ***
 INCLUDING SOURCE(S): L0001441 , L0001442 , L0001443 , L0001444 , L0001445 ,
 L0001446 , L0001447 , L0001448 , L0001449 , L0001450 , L0001451 , L0001452 , L0001453 ,
 L0001454 , L0001455 , L0001456 , L0001457 , L0001458 , L0001459 , L0001460 , L0001461 ,
 L0001462 , L0001463 , L0001464 , L0001465 , L0001466 , L0001467 , L0001468 , . . .

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF PM_10 IN MICROGRAMS/M**3 **

X-COORD (M)	Y-COORD (M)	CONC	X-COORD (M)	Y-COORD (M)	CONC
383300.87	3780060.57	0.03144	383300.87	3780065.57	0.03250
383300.87	3780070.57	0.03363	383300.87	3780075.57	0.03485
383300.87	3780080.57	0.03617	383300.87	3780085.57	0.03759
383300.87	3780090.57	0.03913	383300.87	3780095.57	0.04081
383300.87	3780100.57	0.04266	383300.87	3780105.57	0.04469
383300.87	3780110.57	0.04694	383300.87	3780115.57	0.04946
383300.87	3780120.57	0.05229	383305.87	3780060.57	0.03121
383305.87	3780065.57	0.03225	383305.87	3780070.57	0.03337
383305.87	3780075.57	0.03457	383305.87	3780080.57	0.03586
383305.87	3780085.57	0.03726	383305.87	3780090.57	0.03878
383305.87	3780095.57	0.04043	383305.87	3780100.57	0.04224
383305.87	3780105.57	0.04423	383305.87	3780110.57	0.04644
383305.87	3780115.57	0.04890	383305.87	3780120.57	0.05168
383310.87	3780060.57	0.03099	383310.87	3780065.57	0.03202
383310.87	3780070.57	0.03312	383310.87	3780075.57	0.03430
383310.87	3780080.57	0.03557	383310.87	3780085.57	0.03695
383310.87	3780090.57	0.03844	383310.87	3780095.57	0.04007
383310.87	3780100.57	0.04185	383310.87	3780105.57	0.04380
383310.87	3780110.57	0.04597	383310.87	3780115.57	0.04838
383310.87	3780120.57	0.05110	383310.87	3780125.57	0.05419
383315.87	3780060.57	0.03077	383315.87	3780065.57	0.03178
383315.87	3780070.57	0.03287	383315.87	3780075.57	0.03403
383315.87	3780080.57	0.03528	383315.87	3780085.57	0.03664
383315.87	3780090.57	0.03810	383315.87	3780095.57	0.03970
383315.87	3780100.57	0.04145	383315.87	3780105.57	0.04337
383315.87	3780110.57	0.04549	383315.87	3780115.57	0.04786
383315.87	3780120.57	0.05052	383315.87	3780125.57	0.05353
383320.87	3780060.57	0.03044	383320.87	3780065.57	0.03142
383320.87	3780070.57	0.03248	383320.87	3780075.57	0.03361
383320.87	3780080.57	0.03482	383320.87	3780085.57	0.03613
383320.87	3780090.57	0.03755	383320.87	3780095.57	0.03909
383320.87	3780100.57	0.04077	383320.87	3780105.57	0.04261
383320.87	3780110.57	0.04463	383320.87	3780115.57	0.04688
383320.87	3780120.57	0.04939	383320.87	3780125.57	0.05223
383325.87	3780060.57	0.03024	383325.87	3780065.57	0.03121
383325.87	3780070.57	0.03225	383325.87	3780075.57	0.03337
383325.87	3780080.57	0.03457	383325.87	3780085.57	0.03586
383325.87	3780090.57	0.03726	383325.87	3780095.57	0.03877
383325.87	3780100.57	0.04042	383325.87	3780105.57	0.04223
383325.87	3780110.57	0.04423	383325.87	3780115.57	0.04644

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

*** THE ANNUAL AVERAGE CONCENTRATION VALUES AVERAGED OVER 5 YEARS FOR SOURCE GROUP: ALL ***
 INCLUDING SOURCE(S): L0001441 , L0001442 , L0001443 , L0001444 , L0001445 ,
 L0001446 , L0001447 , L0001448 , L0001449 , L0001450 , L0001451 , L0001452 , L0001453 ,
 L0001454 , L0001455 , L0001456 , L0001457 , L0001458 , L0001459 , L0001460 , L0001461 ,
 L0001462 , L0001463 , L0001464 , L0001465 , L0001466 , L0001467 , L0001468 , . . .

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF PM_10 IN MICROGRAMS/M**3 **

X-COORD (M)	Y-COORD (M)	CONC	X-COORD (M)	Y-COORD (M)	CONC
383325.87	3780120.57	0.04891	383325.87	3780125.57	0.05169
383330.87	3780060.57	0.03003	383330.87	3780065.57	0.03100
383330.87	3780070.57	0.03202	383330.87	3780075.57	0.03313
383330.87	3780080.57	0.03431	383330.87	3780085.57	0.03558
383330.87	3780090.57	0.03696	383330.87	3780095.57	0.03845
383330.87	3780100.57	0.04008	383330.87	3780105.57	0.04186
383330.87	3780110.57	0.04382	383330.87	3780115.57	0.04599
383330.87	3780120.57	0.04842	383330.87	3780125.57	0.05115
383335.87	3780060.57	0.02983	383335.87	3780065.57	0.03078
383335.87	3780070.57	0.03180	383335.87	3780075.57	0.03289
383335.87	3780080.57	0.03405	383335.87	3780085.57	0.03531
383335.87	3780090.57	0.03666	383335.87	3780095.57	0.03814
383335.87	3780100.57	0.03974	383335.87	3780105.57	0.04149
383335.87	3780110.57	0.04342	383335.87	3780115.57	0.04556
383335.87	3780120.57	0.04794	383335.87	3780125.57	0.05061
383340.87	3780060.57	0.02964	383340.87	3780065.57	0.03058
383340.87	3780070.57	0.03159	383340.87	3780075.57	0.03266
383340.87	3780080.57	0.03381	383340.87	3780085.57	0.03505
383340.87	3780090.57	0.03639	383340.87	3780095.57	0.03784
383340.87	3780100.57	0.03942	383340.87	3780105.57	0.04114
383340.87	3780110.57	0.04304	383340.87	3780115.57	0.04514
383340.87	3780120.57	0.04748	383340.87	3780125.57	0.05011
383345.87	3780060.57	0.02935	383345.87	3780065.57	0.03026
383345.87	3780070.57	0.03124	383345.87	3780075.57	0.03229
383345.87	3780080.57	0.03341	383345.87	3780085.57	0.03461
383345.87	3780090.57	0.03591	383345.87	3780095.57	0.03731
383345.87	3780100.57	0.03883	383345.87	3780105.57	0.04049
383345.87	3780110.57	0.04232	383345.87	3780115.57	0.04432
383345.87	3780120.57	0.04655	383345.87	3780125.57	0.04903
383350.87	3780060.57	0.02921	383350.87	3780065.57	0.03012
383350.87	3780070.57	0.03109	383350.87	3780075.57	0.03213
383350.87	3780080.57	0.03304	383350.87	3780085.57	0.03420
383350.87	3780090.57	0.03545	383350.87	3780095.57	0.03679
383350.87	3780100.57	0.03825	383350.87	3780105.57	0.03983
383350.87	3780110.57	0.04159	383350.87	3780115.57	0.04353
383350.87	3780120.57	0.04567	383350.87	3780125.57	0.04807
383355.87	3780060.57	0.02914	383355.87	3780065.57	0.03004
383355.87	3780070.57	0.03101	383355.87	3780075.57	0.03204
383355.87	3780080.57	0.03294	383355.87	3780085.57	0.03407
383355.87	3780090.57	0.03528	383355.87	3780095.57	0.03658

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

*** THE ANNUAL AVERAGE CONCENTRATION VALUES AVERAGED OVER 5 YEARS FOR SOURCE GROUP: ALL ***
 INCLUDING SOURCE(S): L0001441 , L0001442 , L0001443 , L0001444 , L0001445 ,
 L0001446 , L0001447 , L0001448 , L0001449 , L0001450 , L0001451 , L0001452 , L0001453 ,
 L0001454 , L0001455 , L0001456 , L0001457 , L0001458 , L0001459 , L0001460 , L0001461 ,
 L0001462 , L0001463 , L0001464 , L0001465 , L0001466 , L0001467 , L0001468 , . . .

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF PM_10 IN MICROGRAMS/M**3 **

X-COORD (M)	Y-COORD (M)	CONC	X-COORD (M)	Y-COORD (M)	CONC
383355.87	3780100.57	0.03799	383355.87	3780105.57	0.03951
383355.87	3780110.57	0.04128	383355.87	3780115.57	0.04322
383355.87	3780120.57	0.04540	383355.87	3780125.57	0.04782
383360.87	3780060.57	0.02906	383360.87	3780065.57	0.02996
383360.87	3780070.57	0.03093	383360.87	3780075.57	0.03196
383360.87	3780080.57	0.03285	383360.87	3780085.57	0.03395
383360.87	3780090.57	0.03513	383360.87	3780095.57	0.03639
383360.87	3780100.57	0.03775	383360.87	3780105.57	0.03922
383360.87	3780110.57	0.04097	383360.87	3780115.57	0.04295
383360.87	3780120.57	0.04513	383360.87	3780125.57	0.04759
383360.87	3780130.57	0.05037	383365.87	3780060.57	0.02898
383365.87	3780065.57	0.02988	383365.87	3780070.57	0.03084
383365.87	3780075.57	0.03187	383365.87	3780080.57	0.03275
383365.87	3780085.57	0.03382	383365.87	3780090.57	0.03497
383365.87	3780095.57	0.03620	383365.87	3780100.57	0.03752
383365.87	3780105.57	0.03893	383365.87	3780110.57	0.04067
383365.87	3780115.57	0.04267	383365.87	3780120.57	0.04488
383365.87	3780125.57	0.04736	383365.87	3780130.57	0.05015
383370.87	3780060.57	0.02890	383370.87	3780065.57	0.02980
383370.87	3780070.57	0.03075	383370.87	3780075.57	0.03178
383370.87	3780080.57	0.03266	383370.87	3780085.57	0.03370
383370.87	3780090.57	0.03482	383370.87	3780095.57	0.03602
383370.87	3780100.57	0.03730	383370.87	3780105.57	0.03834
383370.87	3780110.57	0.04020	383370.87	3780115.57	0.04241
383370.87	3780120.57	0.04463	383370.87	3780125.57	0.04715
383370.87	3780130.57	0.04997	383375.87	3780060.57	0.02882
383375.87	3780065.57	0.02971	383375.87	3780070.57	0.03066
383375.87	3780075.57	0.03168	383375.87	3780080.57	0.03256
383375.87	3780085.57	0.03358	383375.87	3780090.57	0.03467
383375.87	3780095.57	0.03583	383375.87	3780100.57	0.03679
383375.87	3780105.57	0.03806	383375.87	3780110.57	0.03977
383375.87	3780115.57	0.04191	383375.87	3780120.57	0.04440
383375.87	3780125.57	0.04691	383375.87	3780130.57	0.04976
383380.87	3780060.57	0.02862	383380.87	3780065.57	0.02950
383380.87	3780070.57	0.03044	383380.87	3780075.57	0.03144
383380.87	3780080.57	0.03242	383380.87	3780085.57	0.03345
383380.87	3780090.57	0.03453	383380.87	3780095.57	0.03544
383380.87	3780100.57	0.03662	383380.87	3780105.57	0.03789
383380.87	3780110.57	0.03958	383380.87	3780115.57	0.04155
383380.87	3780120.57	0.04418	383380.87	3780125.57	0.04669

*** MODELOPTs: RegDEFAULT CONC ELEV FLGPOL URBAN ADJ_U*

*** THE ANNUAL AVERAGE CONCENTRATION VALUES AVERAGED OVER 5 YEARS FOR SOURCE GROUP: ALL ***
 INCLUDING SOURCE(S): L0001441 , L0001442 , L0001443 , L0001444 , L0001445 ,
 L0001446 , L0001447 , L0001448 , L0001449 , L0001450 , L0001451 , L0001452 , L0001453 ,
 L0001454 , L0001455 , L0001456 , L0001457 , L0001458 , L0001459 , L0001460 , L0001461 ,
 L0001462 , L0001463 , L0001464 , L0001465 , L0001466 , L0001467 , L0001468 , . . .

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF PM₁₀ IN MICROGRAMS/M³ **

X-COORD (M)	Y-COORD (M)	CONC	X-COORD (M)	Y-COORD (M)	CONC
383380.87	3780130.57	0.04950	383385.87	3780060.57	0.02847
383385.87	3780065.57	0.02934	383385.87	3780070.57	0.03027
383385.87	3780075.57	0.03126	383385.87	3780080.57	0.03224
383385.87	3780085.57	0.03327	383385.87	3780090.57	0.03437
383385.87	3780095.57	0.03531	383385.87	3780100.57	0.03653
383385.87	3780105.57	0.03783	383385.87	3780110.57	0.03950
383385.87	3780115.57	0.04142	383385.87	3780120.57	0.04353
383385.87	3780125.57	0.04639	383385.87	3780130.57	0.04913
383390.87	3780095.57	0.03519	383390.87	3780100.57	0.03643
383390.87	3780105.57	0.03776	383390.87	3780110.57	0.03941
383390.87	3780115.57	0.04128	383390.87	3780120.57	0.04335
383390.87	3780125.57	0.04612	383390.87	3780130.57	0.04876
383395.87	3780095.57	0.03507	383395.87	3780100.57	0.03634
383395.87	3780105.57	0.03771	383395.87	3780110.57	0.03933
383395.87	3780115.57	0.04115	383395.87	3780120.57	0.04315
383395.87	3780125.57	0.04537	383395.87	3780130.57	0.04786
383400.87	3780095.57	0.03496	383400.87	3780100.57	0.03624
383400.87	3780105.57	0.03765	383400.87	3780110.57	0.03924
383400.87	3780115.57	0.04102	383400.87	3780120.57	0.04297
383400.87	3780125.57	0.04514	383400.87	3780130.57	0.04754
383405.87	3780110.57	0.03915	383405.87	3780115.57	0.04089
383405.87	3780120.57	0.04280	383405.87	3780125.57	0.04489
383405.87	3780130.57	0.04723	383410.87	3780110.57	0.03908
383410.87	3780115.57	0.04079	383410.87	3780120.57	0.04266
383410.87	3780125.57	0.04473	383410.87	3780130.57	0.04703
383415.87	3780110.57	0.03901	383415.87	3780115.57	0.04072
383415.87	3780120.57	0.04259	383415.87	3780125.57	0.04466
383415.87	3780130.57	0.04695	383415.87	3780135.57	0.04952

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

*** THE 1ST HIGHEST 1-HR AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: ALL ***
 INCLUDING SOURCE(S): L0001441 , L0001442 , L0001443 , L0001444 , L0001445 ,
 L0001446 , L0001447 , L0001448 , L0001449 , L0001450 , L0001451 , L0001452 , L0001453 ,
 L0001454 , L0001455 , L0001456 , L0001457 , L0001458 , L0001459 , L0001460 , L0001461 ,
 L0001462 , L0001463 , L0001464 , L0001465 , L0001466 , L0001467 , L0001468 , . . .

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF PM_10 IN MICROGRAMS/M**3

**

X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)	X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)
383235.87	3780060.57	0.22499	(12112308)	383235.87	3780065.57	0.23306	(12112308)
383235.87	3780070.57	0.24158	(12112308)	383235.87	3780075.57	0.25066	(12112308)
383235.87	3780080.57	0.26084	(13020108)	383235.87	3780085.57	0.27473	(15032707)
383235.87	3780090.57	0.29131	(15032707)	383235.87	3780095.57	0.30918	(15032707)
383235.87	3780100.57	0.32865	(15032707)	383235.87	3780105.57	0.35014	(15032707)
383235.87	3780110.57	0.37397	(15032707)	383240.87	3780060.57	0.22296	(12112308)
383240.87	3780065.57	0.23084	(12112308)	383240.87	3780070.57	0.23916	(12112308)
383240.87	3780075.57	0.24801	(12112308)	383240.87	3780080.57	0.25779	(13020108)
383240.87	3780085.57	0.27085	(15032707)	383240.87	3780090.57	0.28701	(15032707)
383240.87	3780095.57	0.30439	(15032707)	383240.87	3780100.57	0.32328	(15032707)
383240.87	3780105.57	0.34409	(15032707)	383240.87	3780110.57	0.36715	(15032707)
383245.87	3780060.57	0.22221	(12112308)	383245.87	3780065.57	0.23003	(12112308)
383245.87	3780070.57	0.23827	(12112308)	383245.87	3780075.57	0.24703	(12112308)
383245.87	3780080.57	0.25657	(13020108)	383245.87	3780085.57	0.26885	(15032707)
383245.87	3780090.57	0.28482	(15032707)	383245.87	3780095.57	0.30197	(15032707)
383245.87	3780100.57	0.32056	(15032707)	383245.87	3780105.57	0.34100	(15032707)
383245.87	3780110.57	0.36347	(15032707)	383245.87	3780115.57	0.38874	(15032707)
383250.87	3780060.57	0.21992	(12112308)	383250.87	3780065.57	0.22752	(12112308)
383250.87	3780070.57	0.23552	(12112308)	383250.87	3780075.57	0.24401	(12112308)
383250.87	3780080.57	0.25311	(13020108)	383250.87	3780085.57	0.26456	(15032707)
383250.87	3780090.57	0.28006	(15032707)	383250.87	3780095.57	0.29662	(15032707)
383250.87	3780100.57	0.31451	(15032707)	383250.87	3780105.57	0.33405	(15032707)
383250.87	3780110.57	0.36001	(15032707)	383250.87	3780115.57	0.38455	(15032707)
383255.87	3780060.57	0.21918	(12112308)	383255.87	3780065.57	0.22671	(12112308)
383255.87	3780070.57	0.23464	(12112308)	383255.87	3780075.57	0.24304	(12112308)
383255.87	3780080.57	0.25202	(12112308)	383255.87	3780085.57	0.26277	(13020108)
383255.87	3780090.57	0.27791	(15032707)	383255.87	3780095.57	0.29425	(15032707)
383255.87	3780100.57	0.31187	(15032707)	383255.87	3780105.57	0.33107	(15032707)
383255.87	3780110.57	0.35184	(15032707)	383255.87	3780115.57	0.38067	(15032707)
383260.87	3780060.57	0.21827	(12112308)	383260.87	3780065.57	0.22573	(12112308)
383260.87	3780070.57	0.23357	(12112308)	383260.87	3780075.57	0.24187	(12112308)
383260.87	3780080.57	0.25075	(12112308)	383260.87	3780085.57	0.26129	(13020108)
383260.87	3780090.57	0.27571	(15032707)	383260.87	3780095.57	0.29182	(15032707)
383260.87	3780100.57	0.30917	(15032707)	383260.87	3780105.57	0.32803	(15032707)
383260.87	3780110.57	0.34832	(15032707)	383260.87	3780115.57	0.37073	(15032707)
383265.87	3780060.57	0.21710	(12112308)	383265.87	3780065.57	0.22446	(12112308)
383265.87	3780070.57	0.23220	(12112308)	383265.87	3780075.57	0.24039	(12112308)
383265.87	3780080.57	0.24914	(12112308)	383265.87	3780085.57	0.25952	(13020108)
383265.87	3780090.57	0.27335	(15032707)	383265.87	3780095.57	0.28921	(15032707)
383265.87	3780100.57	0.30626	(15032707)	383265.87	3780105.57	0.32478	(15032707)

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

*** THE 1ST HIGHEST 1-HR AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: ALL ***
 INCLUDING SOURCE(S): L0001441 , L0001442 , L0001443 , L0001444 , L0001445 ,
 L0001446 , L0001447 , L0001448 , L0001449 , L0001450 , L0001451 , L0001452 , L0001453 ,
 L0001454 , L0001455 , L0001456 , L0001457 , L0001458 , L0001459 , L0001460 , L0001461 ,
 L0001462 , L0001463 , L0001464 , L0001465 , L0001466 , L0001467 , L0001468 , . . .

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF PM_10 IN MICROGRAMS/M**3

**

X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)	X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)
383265.87	3780110.57	0.34469	(15032707)	383265.87	3780115.57	0.36660	(15032707)
383270.87	3780060.57	0.21596	(12112308)	383270.87	3780065.57	0.22322	(12112308)
383270.87	3780070.57	0.23086	(12112308)	383270.87	3780075.57	0.23894	(12112308)
383270.87	3780080.57	0.24756	(12112308)	383270.87	3780085.57	0.25779	(13020108)
383270.87	3780090.57	0.27105	(15032707)	383270.87	3780095.57	0.28667	(15032707)
383270.87	3780100.57	0.30345	(15032707)	383270.87	3780105.57	0.32166	(15032707)
383270.87	3780110.57	0.34131	(15032707)	383270.87	3780115.57	0.36310	(15032707)
383270.87	3780120.57	0.38788	(15032707)	383275.87	3780060.57	0.21482	(12112308)
383275.87	3780065.57	0.22200	(12112308)	383275.87	3780070.57	0.22953	(12112308)
383275.87	3780075.57	0.23751	(12112308)	383275.87	3780080.57	0.24601	(12112308)
383275.87	3780085.57	0.25609	(13020108)	383275.87	3780090.57	0.26880	(15032707)
383275.87	3780095.57	0.28419	(15032707)	383275.87	3780100.57	0.30070	(15032707)
383275.87	3780105.57	0.31860	(15032707)	383275.87	3780110.57	0.33795	(15032707)
383275.87	3780115.57	0.35943	(15032707)	383275.87	3780120.57	0.38379	(15032707)
383280.87	3780060.57	0.21370	(12112308)	383280.87	3780065.57	0.22079	(12112308)
383280.87	3780070.57	0.22823	(12112308)	383280.87	3780075.57	0.23610	(12112308)
383280.87	3780080.57	0.24448	(12112308)	383280.87	3780085.57	0.25442	(13020108)
383280.87	3780090.57	0.26659	(15032707)	383280.87	3780095.57	0.28176	(15032707)
383280.87	3780100.57	0.29802	(15032707)	383280.87	3780105.57	0.31561	(15032707)
383280.87	3780110.57	0.33475	(15032707)	383280.87	3780115.57	0.35592	(15032707)
383280.87	3780120.57	0.37993	(15032707)	383285.87	3780060.57	0.21260	(12112308)
383285.87	3780065.57	0.21960	(12112308)	383285.87	3780070.57	0.22694	(12112308)
383285.87	3780075.57	0.23470	(12112308)	383285.87	3780080.57	0.24297	(12112308)
383285.87	3780085.57	0.25276	(13020108)	383285.87	3780090.57	0.26442	(15032707)
383285.87	3780095.57	0.27937	(15032707)	383285.87	3780100.57	0.29537	(15032707)
383285.87	3780105.57	0.31268	(15032707)	383285.87	3780110.57	0.33158	(15032707)
383285.87	3780115.57	0.35251	(15032707)	383285.87	3780120.57	0.37615	(15032707)
383290.87	3780060.57	0.20815	(12112308)	383290.87	3780065.57	0.21479	(12112308)
383290.87	3780070.57	0.22173	(12112308)	383290.87	3780075.57	0.22903	(12112308)
383290.87	3780080.57	0.23677	(12112308)	383290.87	3780085.57	0.24592	(13020108)
383290.87	3780090.57	0.25691	(15032707)	383290.87	3780095.57	0.27104	(15032707)
383290.87	3780100.57	0.28608	(15032707)	383290.87	3780105.57	0.30222	(15032707)
383290.87	3780110.57	0.31975	(15032707)	383290.87	3780115.57	0.33905	(15032707)
383290.87	3780120.57	0.36060	(15032707)	383295.87	3780060.57	0.20755	(12112308)
383295.87	3780065.57	0.21414	(12112308)	383295.87	3780070.57	0.22103	(12112308)
383295.87	3780075.57	0.22828	(12112308)	383295.87	3780080.57	0.23596	(12112308)
383295.87	3780085.57	0.24490	(13020108)	383295.87	3780090.57	0.25521	(15032707)
383295.87	3780095.57	0.26921	(15032707)	383295.87	3780100.57	0.28409	(15032707)
383295.87	3780105.57	0.30005	(15032707)	383295.87	3780110.57	0.31736	(15032707)
383295.87	3780115.57	0.33643	(15032707)	383295.87	3780120.57	0.35781	(15032707)

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

*** THE 1ST HIGHEST 1-HR AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: ALL ***
 INCLUDING SOURCE(S): L0001441 , L0001442 , L0001443 , L0001444 , L0001445 ,
 L0001446 , L0001447 , L0001448 , L0001449 , L0001450 , L0001451 , L0001452 , L0001453 ,
 L0001454 , L0001455 , L0001456 , L0001457 , L0001458 , L0001459 , L0001460 , L0001461 ,
 L0001462 , L0001463 , L0001464 , L0001465 , L0001466 , L0001467 , L0001468 , . . .

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF PM_10 IN MICROGRAMS/M**3

**

X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)	X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)
383300.87	3780060.57	0.20700	(12112308)	383300.87	3780065.57	0.21356	(12112308)
383300.87	3780070.57	0.22041	(12112308)	383300.87	3780075.57	0.22761	(12112308)
383300.87	3780080.57	0.23523	(12112308)	383300.87	3780085.57	0.24397	(13020108)
383300.87	3780090.57	0.25381	(13020108)	383300.87	3780095.57	0.26749	(15032707)
383300.87	3780100.57	0.28223	(15032707)	383300.87	3780105.57	0.29802	(15032707)
383300.87	3780110.57	0.31514	(15032707)	383300.87	3780115.57	0.33397	(15032707)
383300.87	3780120.57	0.35502	(15032707)	383305.87	3780060.57	0.20649	(12112308)
383305.87	3780065.57	0.21300	(12112308)	383305.87	3780070.57	0.21981	(12112308)
383305.87	3780075.57	0.22697	(12112308)	383305.87	3780080.57	0.23455	(12112308)
383305.87	3780085.57	0.24309	(13020108)	383305.87	3780090.57	0.25286	(13020108)
383305.87	3780095.57	0.26584	(15032707)	383305.87	3780100.57	0.28045	(15032707)
383305.87	3780105.57	0.29610	(15032707)	383305.87	3780110.57	0.31304	(15032707)
383305.87	3780115.57	0.33165	(15032707)	383305.87	3780120.57	0.35243	(15032707)
383310.87	3780060.57	0.20597	(12112308)	383310.87	3780065.57	0.21245	(12112308)
383310.87	3780070.57	0.21921	(12112308)	383310.87	3780075.57	0.22633	(12112308)
383310.87	3780080.57	0.23386	(12112308)	383310.87	3780085.57	0.24222	(13020108)
383310.87	3780090.57	0.25193	(13020108)	383310.87	3780095.57	0.26423	(15032707)
383310.87	3780100.57	0.27872	(15032707)	383310.87	3780105.57	0.29423	(15032707)
383310.87	3780110.57	0.31101	(15032707)	383310.87	3780115.57	0.32942	(15032707)
383310.87	3780120.57	0.34994	(15032707)	383310.87	3780125.57	0.37322	(15032707)
383315.87	3780060.57	0.20550	(12112308)	383315.87	3780065.57	0.21194	(12112308)
383315.87	3780070.57	0.21867	(12112308)	383315.87	3780075.57	0.22575	(12112308)
383315.87	3780080.57	0.23324	(12112308)	383315.87	3780085.57	0.24141	(13020108)
383315.87	3780090.57	0.25107	(13020108)	383315.87	3780095.57	0.26270	(15032707)
383315.87	3780100.57	0.27707	(15032707)	383315.87	3780105.57	0.29245	(15032707)
383315.87	3780110.57	0.30908	(15032707)	383315.87	3780115.57	0.32731	(15032707)
383315.87	3780120.57	0.34760	(15032707)	383315.87	3780125.57	0.37055	(15032707)
383320.87	3780060.57	0.20270	(12112308)	383320.87	3780065.57	0.20893	(12112308)
383320.87	3780070.57	0.21541	(12112308)	383320.87	3780075.57	0.22221	(12112308)
383320.87	3780080.57	0.22938	(12112308)	383320.87	3780085.57	0.23707	(13020108)
383320.87	3780090.57	0.24630	(13020108)	383320.87	3780095.57	0.25720	(15032707)
383320.87	3780100.57	0.27099	(15032707)	383320.87	3780105.57	0.28567	(15032707)
383320.87	3780110.57	0.30145	(15032707)	383320.87	3780115.57	0.31864	(15032707)
383320.87	3780120.57	0.33765	(15032707)	383320.87	3780125.57	0.35907	(15032707)
383325.87	3780060.57	0.20217	(12112308)	383325.87	3780065.57	0.20836	(12112308)
383325.87	3780070.57	0.21481	(12112308)	383325.87	3780075.57	0.22156	(12112308)
383325.87	3780080.57	0.22869	(12112308)	383325.87	3780085.57	0.23627	(12112308)
383325.87	3780090.57	0.24537	(13020108)	383325.87	3780095.57	0.25563	(15032707)
383325.87	3780100.57	0.26930	(15032707)	383325.87	3780105.57	0.28385	(15032707)
383325.87	3780110.57	0.29949	(15032707)	383325.87	3780115.57	0.31649	(15032707)

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

*** THE 1ST HIGHEST 1-HR AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: ALL ***
 INCLUDING SOURCE(S): L0001441 , L0001442 , L0001443 , L0001444 , L0001445 ,
 L0001446 , L0001447 , L0001448 , L0001449 , L0001450 , L0001451 , L0001452 , L0001453 ,
 L0001454 , L0001455 , L0001456 , L0001457 , L0001458 , L0001459 , L0001460 , L0001461 ,
 L0001462 , L0001463 , L0001464 , L0001465 , L0001466 , L0001467 , L0001468 , . . .

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF PM_10 IN MICROGRAMS/M**3

**

X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)	X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)
383325.87	3780120.57	0.33527	(15032707)	383325.87	3780125.57	0.35638	(15032707)
383330.87	3780060.57	0.20169	(12112308)	383330.87	3780065.57	0.20785	(12112308)
383330.87	3780070.57	0.21426	(12112308)	383330.87	3780075.57	0.22097	(12112308)
383330.87	3780080.57	0.22806	(12112308)	383330.87	3780085.57	0.23560	(12112308)
383330.87	3780090.57	0.24450	(13020108)	383330.87	3780095.57	0.25418	(13020108)
383330.87	3780100.57	0.26771	(15032707)	383330.87	3780105.57	0.28214	(15032707)
383330.87	3780110.57	0.29764	(15032707)	383330.87	3780115.57	0.31449	(15032707)
383330.87	3780120.57	0.33307	(15032707)	383330.87	3780125.57	0.35391	(15032707)
383335.87	3780060.57	0.20124	(12112308)	383335.87	3780065.57	0.20736	(12112308)
383335.87	3780070.57	0.21374	(12112308)	383335.87	3780075.57	0.22042	(12112308)
383335.87	3780080.57	0.22747	(12112308)	383335.87	3780085.57	0.23496	(12112308)
383335.87	3780090.57	0.24368	(13020108)	383335.87	3780095.57	0.25331	(13020108)
383335.87	3780100.57	0.26618	(15032707)	383335.87	3780105.57	0.28050	(15032707)
383335.87	3780110.57	0.29587	(15032707)	383335.87	3780115.57	0.31257	(15032707)
383335.87	3780120.57	0.33097	(15032707)	383335.87	3780125.57	0.35158	(15032707)
383340.87	3780060.57	0.20078	(12112308)	383340.87	3780065.57	0.20687	(12112308)
383340.87	3780070.57	0.21321	(12112308)	383340.87	3780075.57	0.21986	(12112308)
383340.87	3780080.57	0.22687	(12112308)	383340.87	3780085.57	0.23433	(12112308)
383340.87	3780090.57	0.24288	(13020108)	383340.87	3780095.57	0.25245	(13020108)
383340.87	3780100.57	0.26468	(15032707)	383340.87	3780105.57	0.27890	(15032707)
383340.87	3780110.57	0.29415	(15032707)	383340.87	3780115.57	0.31071	(15032707)
383340.87	3780120.57	0.32893	(15032707)	383340.87	3780125.57	0.34932	(15032707)
383345.87	3780060.57	0.19822	(12112308)	383345.87	3780065.57	0.20412	(12112308)
383345.87	3780070.57	0.21025	(12112308)	383345.87	3780075.57	0.21666	(12112308)
383345.87	3780080.57	0.22340	(12112308)	383345.87	3780085.57	0.23055	(12112308)
383345.87	3780090.57	0.23862	(13020108)	383345.87	3780095.57	0.24778	(13020108)
383345.87	3780100.57	0.25931	(15032707)	383345.87	3780105.57	0.27296	(15032707)
383345.87	3780110.57	0.28754	(15032707)	383345.87	3780115.57	0.30328	(15032707)
383345.87	3780120.57	0.32050	(15032707)	383345.87	3780125.57	0.33960	(15032707)
383350.87	3780060.57	0.19764	(12112308)	383350.87	3780065.57	0.20350	(12112308)
383350.87	3780070.57	0.20959	(12112308)	383350.87	3780075.57	0.21596	(12112308)
383350.87	3780080.57	0.22008	(12112308)	383350.87	3780085.57	0.22698	(12112308)
383350.87	3780090.57	0.23467	(13020108)	383350.87	3780095.57	0.24350	(13020108)
383350.87	3780100.57	0.25440	(15032707)	383350.87	3780105.57	0.26759	(15032707)
383350.87	3780110.57	0.28163	(15032707)	383350.87	3780115.57	0.29674	(15032707)
383350.87	3780120.57	0.31320	(15032707)	383350.87	3780125.57	0.33141	(15032707)
383355.87	3780060.57	0.19693	(12112308)	383355.87	3780065.57	0.20275	(12112308)
383355.87	3780070.57	0.20879	(12112308)	383355.87	3780075.57	0.21510	(12112308)
383355.87	3780080.57	0.21917	(12112308)	383355.87	3780085.57	0.22605	(12112308)
383355.87	3780090.57	0.23364	(13020108)	383355.87	3780095.57	0.24242	(13020108)

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

*** THE 1ST HIGHEST 1-HR AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: ALL ***
 INCLUDING SOURCE(S): L0001441 , L0001442 , L0001443 , L0001444 , L0001445 ,
 L0001446 , L0001447 , L0001448 , L0001449 , L0001450 , L0001451 , L0001452 , L0001453 ,
 L0001454 , L0001455 , L0001456 , L0001457 , L0001458 , L0001459 , L0001460 , L0001461 ,
 L0001462 , L0001463 , L0001464 , L0001465 , L0001466 , L0001467 , L0001468 , . . .

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF PM₁₀ IN MICROGRAMS/M³

**

X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)	X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)
383355.87	3780100.57	0.25276	(15032707)	383355.87	3780105.57	0.26582	(15032707)
383355.87	3780110.57	0.27971	(15032707)	383355.87	3780115.57	0.29463	(15032707)
383355.87	3780120.57	0.31086	(15032707)	383355.87	3780125.57	0.32878	(15032707)
383360.87	3780060.57	0.19623	(12112308)	383360.87	3780065.57	0.20200	(12112308)
383360.87	3780070.57	0.20799	(12112308)	383360.87	3780075.57	0.21425	(12112308)
383360.87	3780080.57	0.21828	(12112308)	383360.87	3780085.57	0.22515	(12112308)
383360.87	3780090.57	0.23265	(13020108)	383360.87	3780095.57	0.24139	(13020108)
383360.87	3780100.57	0.25119	(15032707)	383360.87	3780105.57	0.26414	(15032707)
383360.87	3780110.57	0.27788	(15032707)	383360.87	3780115.57	0.29263	(15032707)
383360.87	3780120.57	0.30864	(15032707)	383360.87	3780125.57	0.32629	(15032707)
383360.87	3780130.57	0.34606	(15032707)	383365.87	3780060.57	0.19553	(12112308)
383365.87	3780065.57	0.20126	(12112308)	383365.87	3780070.57	0.20721	(12112308)
383365.87	3780075.57	0.21342	(12112308)	383365.87	3780080.57	0.21742	(12112308)
383365.87	3780085.57	0.22430	(12112308)	383365.87	3780090.57	0.23171	(13020108)
383365.87	3780095.57	0.24042	(13020108)	383365.87	3780100.57	0.24969	(15032707)
383365.87	3780105.57	0.26254	(15032707)	383365.87	3780110.57	0.27616	(15032707)
383365.87	3780115.57	0.29074	(15032707)	383365.87	3780120.57	0.30656	(15032707)
383365.87	3780125.57	0.32395	(15032707)	383365.87	3780130.57	0.34338	(15032707)
383370.87	3780060.57	0.19485	(12112308)	383370.87	3780065.57	0.20053	(12112308)
383370.87	3780070.57	0.20643	(12112308)	383370.87	3780075.57	0.21260	(12112308)
383370.87	3780080.57	0.21658	(12112308)	383370.87	3780085.57	0.22347	(12112308)
383370.87	3780090.57	0.23081	(13020108)	383370.87	3780095.57	0.23950	(13020108)
383370.87	3780100.57	0.24873	(13020108)	383370.87	3780105.57	0.25770	(15032707)
383370.87	3780110.57	0.27242	(15032707)	383370.87	3780115.57	0.28895	(15032707)
383370.87	3780120.57	0.30458	(15032707)	383370.87	3780125.57	0.32173	(15032707)
383370.87	3780130.57	0.34083	(15032707)	383375.87	3780060.57	0.19417	(12112308)
383375.87	3780065.57	0.19981	(12112308)	383375.87	3780070.57	0.20566	(12112308)
383375.87	3780075.57	0.21178	(12112308)	383375.87	3780080.57	0.21579	(12112308)
383375.87	3780085.57	0.22268	(12112308)	383375.87	3780090.57	0.23003	(12112308)
383375.87	3780095.57	0.23864	(13020108)	383375.87	3780100.57	0.24446	(13020108)
383375.87	3780105.57	0.25605	(15032707)	383375.87	3780110.57	0.26914	(15032707)
383375.87	3780115.57	0.28482	(15032707)	383375.87	3780120.57	0.30272	(15032707)
383375.87	3780125.57	0.31965	(15032707)	383375.87	3780130.57	0.33849	(15032707)
383380.87	3780060.57	0.19164	(12112308)	383380.87	3780065.57	0.19710	(12112308)
383380.87	3780070.57	0.20276	(12112308)	383380.87	3780075.57	0.20867	(12112308)
383380.87	3780080.57	0.21510	(12112308)	383380.87	3780085.57	0.22196	(12112308)
383380.87	3780090.57	0.22929	(12112308)	383380.87	3780095.57	0.23467	(13020108)
383380.87	3780100.57	0.24344	(13020108)	383380.87	3780105.57	0.25450	(15032707)
383380.87	3780110.57	0.26746	(15032707)	383380.87	3780115.57	0.28132	(15032707)
383380.87	3780120.57	0.30094	(15032707)	383380.87	3780125.57	0.31768	(15032707)

*** MODELOPTs: RegDEFAULT CONC ELEV FLGPOL URBAN ADJ_U*

*** THE 1ST HIGHEST 1-HR AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: ALL ***
 INCLUDING SOURCE(S): L0001441 , L0001442 , L0001443 , L0001444 , L0001445 ,
 L0001446 , L0001447 , L0001448 , L0001449 , L0001450 , L0001451 , L0001452 , L0001453 ,
 L0001454 , L0001455 , L0001456 , L0001457 , L0001458 , L0001459 , L0001460 , L0001461 ,
 L0001462 , L0001463 , L0001464 , L0001465 , L0001466 , L0001467 , L0001468 , . . .

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF PM_10 IN MICROGRAMS/M**3				**			
X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)	X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)
383380.87	3780130.57	0.33627	(15032707)	383385.87	3780060.57	0.19125	(12112308)
383385.87	3780065.57	0.19669	(12112308)	383385.87	3780070.57	0.20232	(12112308)
383385.87	3780075.57	0.20820	(12112308)	383385.87	3780080.57	0.21457	(12112308)
383385.87	3780085.57	0.22137	(12112308)	383385.87	3780090.57	0.22862	(12112308)
383385.87	3780095.57	0.23375	(13020108)	383385.87	3780100.57	0.24246	(13020108)
383385.87	3780105.57	0.25304	(15032707)	383385.87	3780110.57	0.26588	(15032707)
383385.87	3780115.57	0.27959	(15032707)	383385.87	3780120.57	0.29435	(15032707)
383385.87	3780125.57	0.31585	(15032707)	383385.87	3780130.57	0.33429	(15032707)
383390.87	3780095.57	0.23287	(13020108)	383390.87	3780100.57	0.24152	(13020108)
383390.87	3780105.57	0.25164	(15032707)	383390.87	3780110.57	0.26437	(15032707)
383390.87	3780115.57	0.27794	(15032707)	383390.87	3780120.57	0.29255	(15032707)
383390.87	3780125.57	0.31410	(15032707)	383390.87	3780130.57	0.33241	(15032707)
383395.87	3780095.57	0.23204	(13020108)	383395.87	3780100.57	0.24063	(13020108)
383395.87	3780105.57	0.25028	(15032707)	383395.87	3780110.57	0.26291	(15032707)
383395.87	3780115.57	0.27636	(15032707)	383395.87	3780120.57	0.29085	(15032707)
383395.87	3780125.57	0.30664	(15032707)	383395.87	3780130.57	0.32406	(15032707)
383400.87	3780095.57	0.23124	(13020108)	383400.87	3780100.57	0.23977	(13020108)
383400.87	3780105.57	0.24897	(15032707)	383400.87	3780110.57	0.26151	(15032707)
383400.87	3780115.57	0.27486	(15032707)	383400.87	3780120.57	0.28924	(15032707)
383400.87	3780125.57	0.30490	(15032707)	383400.87	3780130.57	0.32217	(15032707)
383405.87	3780110.57	0.26015	(15032707)	383405.87	3780115.57	0.27343	(15032707)
383405.87	3780120.57	0.28771	(15032707)	383405.87	3780125.57	0.30328	(15032707)
383405.87	3780130.57	0.32043	(15032707)	383410.87	3780110.57	0.25884	(15032707)
383410.87	3780115.57	0.27203	(15032707)	383410.87	3780120.57	0.28624	(15032707)
383410.87	3780125.57	0.30170	(15032707)	383410.87	3780130.57	0.31875	(15032707)
383415.87	3780110.57	0.25755	(15032707)	383415.87	3780115.57	0.27066	(15032707)
383415.87	3780120.57	0.28478	(15032707)	383415.87	3780125.57	0.30014	(15032707)
383415.87	3780130.57	0.31705	(15032707)	383415.87	3780135.57	0.33595	(15032707)

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

*** THE 1ST HIGHEST 8-HR AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: ALL ***
 INCLUDING SOURCE(S): L0001441 , L0001442 , L0001443 , L0001444 , L0001445 ,
 L0001446 , L0001447 , L0001448 , L0001449 , L0001450 , L0001451 , L0001452 , L0001453 ,
 L0001454 , L0001455 , L0001456 , L0001457 , L0001458 , L0001459 , L0001460 , L0001461 ,
 L0001462 , L0001463 , L0001464 , L0001465 , L0001466 , L0001467 , L0001468 , . . .

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF PM_10 IN MICROGRAMS/M**3

**

X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)	X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)
383235.87	3780060.57	0.15649	(16021208)	383235.87	3780065.57	0.16303	(16021208)
383235.87	3780070.57	0.17008	(16021208)	383235.87	3780075.57	0.17770	(16021208)
383235.87	3780080.57	0.18599	(16021208)	383235.87	3780085.57	0.19504	(16021208)
383235.87	3780090.57	0.20500	(16021208)	383235.87	3780095.57	0.21616	(14112608)
383235.87	3780100.57	0.22900	(14112608)	383235.87	3780105.57	0.24319	(14112608)
383235.87	3780110.57	0.25903	(14112608)	383240.87	3780060.57	0.15490	(16021208)
383240.87	3780065.57	0.16130	(16021208)	383240.87	3780070.57	0.16818	(16021208)
383240.87	3780075.57	0.17562	(16021208)	383240.87	3780080.57	0.18370	(16021208)
383240.87	3780085.57	0.19252	(16021208)	383240.87	3780090.57	0.20220	(16021208)
383240.87	3780095.57	0.21355	(14112608)	383240.87	3780100.57	0.22603	(14112608)
383240.87	3780105.57	0.23980	(14112608)	383240.87	3780110.57	0.25521	(14112608)
383245.87	3780060.57	0.15412	(16021208)	383245.87	3780065.57	0.16043	(16021208)
383245.87	3780070.57	0.16722	(16021208)	383245.87	3780075.57	0.17454	(16021208)
383245.87	3780080.57	0.18249	(16021208)	383245.87	3780085.57	0.19116	(16021208)
383245.87	3780090.57	0.20067	(16021208)	383245.87	3780095.57	0.21125	(14112608)
383245.87	3780100.57	0.22347	(14112608)	383245.87	3780105.57	0.23693	(14112608)
383245.87	3780110.57	0.25200	(14112608)	383245.87	3780115.57	0.26909	(14112608)
383250.87	3780060.57	0.15234	(16021208)	383250.87	3780065.57	0.15848	(16021208)
383250.87	3780070.57	0.16506	(16021208)	383250.87	3780075.57	0.17216	(16021208)
383250.87	3780080.57	0.17984	(16021208)	383250.87	3780085.57	0.18821	(16021208)
383250.87	3780090.57	0.19736	(16021208)	383250.87	3780095.57	0.20773	(14112608)
383250.87	3780100.57	0.21947	(14112608)	383250.87	3780105.57	0.23234	(14112608)
383250.87	3780110.57	0.24877	(14112608)	383250.87	3780115.57	0.26539	(14112608)
383255.87	3780060.57	0.15158	(16021208)	383255.87	3780065.57	0.15763	(16021208)
383255.87	3780070.57	0.16412	(16021208)	383255.87	3780075.57	0.17111	(16021208)
383255.87	3780080.57	0.17868	(16021208)	383255.87	3780085.57	0.18690	(16021208)
383255.87	3780090.57	0.19589	(16021208)	383255.87	3780095.57	0.20577	(16021208)
383255.87	3780100.57	0.21706	(14112608)	383255.87	3780105.57	0.22964	(14112608)
383255.87	3780110.57	0.24373	(14112608)	383255.87	3780115.57	0.26169	(14112608)
383260.87	3780060.57	0.15076	(16021208)	383260.87	3780065.57	0.15674	(16021208)
383260.87	3780070.57	0.16314	(16021208)	383260.87	3780075.57	0.17003	(16021208)
383260.87	3780080.57	0.17747	(16021208)	383260.87	3780085.57	0.18556	(16021208)
383260.87	3780090.57	0.19440	(16021208)	383260.87	3780095.57	0.20410	(16021208)
383260.87	3780100.57	0.21481	(16021208)	383260.87	3780105.57	0.22711	(14112608)
383260.87	3780110.57	0.24090	(14112608)	383260.87	3780115.57	0.25636	(14112608)
383265.87	3780060.57	0.14983	(16021208)	383265.87	3780065.57	0.15572	(16021208)
383265.87	3780070.57	0.16203	(16021208)	383265.87	3780075.57	0.16882	(16021208)
383265.87	3780080.57	0.17615	(16021208)	383265.87	3780085.57	0.18411	(16021208)
383265.87	3780090.57	0.19279	(16021208)	383265.87	3780095.57	0.20232	(16021208)
383265.87	3780100.57	0.21283	(16021208)	383265.87	3780105.57	0.22472	(14112608)

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

*** THE 1ST HIGHEST 8-HR AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: ALL ***
 INCLUDING SOURCE(S): L0001441 , L0001442 , L0001443 , L0001444 , L0001445 ,
 L0001446 , L0001447 , L0001448 , L0001449 , L0001450 , L0001451 , L0001452 , L0001453 ,
 L0001454 , L0001455 , L0001456 , L0001457 , L0001458 , L0001459 , L0001460 , L0001461 ,
 L0001462 , L0001463 , L0001464 , L0001465 , L0001466 , L0001467 , L0001468 , . . .

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF PM_10 IN MICROGRAMS/M**3

**

X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)	X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)
383265.87	3780110.57	0.23822	(14112608)	383265.87	3780115.57	0.25335	(14112608)
383270.87	3780060.57	0.14888	(16021208)	383270.87	3780065.57	0.15469	(16021208)
383270.87	3780070.57	0.16091	(16021208)	383270.87	3780075.57	0.16759	(16021208)
383270.87	3780080.57	0.17480	(16021208)	383270.87	3780085.57	0.18262	(16021208)
383270.87	3780090.57	0.19114	(16021208)	383270.87	3780095.57	0.20048	(16021208)
383270.87	3780100.57	0.21078	(16021208)	383270.87	3780105.57	0.22231	(14112608)
383270.87	3780110.57	0.23555	(14112608)	383270.87	3780115.57	0.25038	(14112608)
383270.87	3780120.57	0.26718	(14112608)	383275.87	3780060.57	0.14792	(16021208)
383275.87	3780065.57	0.15364	(16021208)	383275.87	3780070.57	0.15975	(16021208)
383275.87	3780075.57	0.16632	(16021208)	383275.87	3780080.57	0.17340	(16021208)
383275.87	3780085.57	0.18107	(16021208)	383275.87	3780090.57	0.18942	(16021208)
383275.87	3780095.57	0.19856	(16021208)	383275.87	3780100.57	0.20862	(16021208)
383275.87	3780105.57	0.21988	(14112608)	383275.87	3780110.57	0.23286	(14112608)
383275.87	3780115.57	0.24734	(14112608)	383275.87	3780120.57	0.26370	(14112608)
383280.87	3780060.57	0.14692	(16021208)	383280.87	3780065.57	0.15255	(16021208)
383280.87	3780070.57	0.15855	(16021208)	383280.87	3780075.57	0.16500	(16021208)
383280.87	3780080.57	0.17193	(16021208)	383280.87	3780085.57	0.17944	(16021208)
383280.87	3780090.57	0.18761	(16021208)	383280.87	3780095.57	0.19653	(16021208)
383280.87	3780100.57	0.20634	(16021208)	383280.87	3780105.57	0.21743	(14112608)
383280.87	3780110.57	0.23016	(14112608)	383280.87	3780115.57	0.24431	(14112608)
383280.87	3780120.57	0.26022	(14112608)	383285.87	3780060.57	0.14588	(16021208)
383285.87	3780065.57	0.15140	(16021208)	383285.87	3780070.57	0.15729	(16021208)
383285.87	3780075.57	0.16360	(16021208)	383285.87	3780080.57	0.17039	(16021208)
383285.87	3780085.57	0.17772	(16021208)	383285.87	3780090.57	0.18568	(16021208)
383285.87	3780095.57	0.19436	(16021208)	383285.87	3780100.57	0.20390	(16021208)
383285.87	3780105.57	0.21498	(14112608)	383285.87	3780110.57	0.22745	(14112608)
383285.87	3780115.57	0.24128	(14112608)	383285.87	3780120.57	0.25676	(14112608)
383290.87	3780060.57	0.14375	(13120308)	383290.87	3780065.57	0.14864	(16021208)
383290.87	3780070.57	0.15437	(16021208)	383290.87	3780075.57	0.16051	(16021208)
383290.87	3780080.57	0.16711	(16021208)	383290.87	3780085.57	0.17425	(16021208)
383290.87	3780090.57	0.18201	(16021208)	383290.87	3780095.57	0.19091	(14112608)
383290.87	3780100.57	0.20094	(14112608)	383290.87	3780105.57	0.21185	(14112608)
383290.87	3780110.57	0.22380	(14112608)	383290.87	3780115.57	0.23699	(14112608)
383290.87	3780120.57	0.25166	(14112608)	383295.87	3780060.57	0.14291	(13120308)
383295.87	3780065.57	0.14800	(16021208)	383295.87	3780070.57	0.15367	(16021208)
383295.87	3780075.57	0.15973	(16021208)	383295.87	3780080.57	0.16625	(16021208)
383295.87	3780085.57	0.17329	(16021208)	383295.87	3780090.57	0.18094	(16021208)
383295.87	3780095.57	0.18930	(14112608)	383295.87	3780100.57	0.19918	(14112608)
383295.87	3780105.57	0.20991	(14112608)	383295.87	3780110.57	0.22166	(14112608)
383295.87	3780115.57	0.23462	(14112608)	383295.87	3780120.57	0.24906	(14112608)

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

*** THE 1ST HIGHEST 8-HR AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: ALL ***
 INCLUDING SOURCE(S): L0001441 , L0001442 , L0001443 , L0001444 , L0001445 ,
 L0001446 , L0001447 , L0001448 , L0001449 , L0001450 , L0001451 , L0001452 , L0001453 ,
 L0001454 , L0001455 , L0001456 , L0001457 , L0001458 , L0001459 , L0001460 , L0001461 ,
 L0001462 , L0001463 , L0001464 , L0001465 , L0001466 , L0001467 , L0001468 , . . .

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF PM_10 IN MICROGRAMS/M**3

**

X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)	X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)
383300.87	3780060.57	0.14216	(16021208)	383300.87	3780065.57	0.14741	(16021208)
383300.87	3780070.57	0.15301	(16021208)	383300.87	3780075.57	0.15900	(16021208)
383300.87	3780080.57	0.16544	(16021208)	383300.87	3780085.57	0.17239	(16021208)
383300.87	3780090.57	0.17994	(16021208)	383300.87	3780095.57	0.18817	(16021208)
383300.87	3780100.57	0.19739	(14112608)	383300.87	3780105.57	0.20795	(14112608)
383300.87	3780110.57	0.21949	(14112608)	383300.87	3780115.57	0.23221	(14112608)
383300.87	3780120.57	0.24638	(14112608)	383305.87	3780060.57	0.14164	(16021208)
383305.87	3780065.57	0.14684	(16021208)	383305.87	3780070.57	0.15237	(16021208)
383305.87	3780075.57	0.15829	(16021208)	383305.87	3780080.57	0.16466	(16021208)
383305.87	3780085.57	0.17152	(16021208)	383305.87	3780090.57	0.17897	(16021208)
383305.87	3780095.57	0.18708	(16021208)	383305.87	3780100.57	0.19598	(16021208)
383305.87	3780105.57	0.20593	(14112608)	383305.87	3780110.57	0.21727	(14112608)
383305.87	3780115.57	0.22975	(14112608)	383305.87	3780120.57	0.24363	(14112608)
383310.87	3780060.57	0.14112	(16021208)	383310.87	3780065.57	0.14626	(16021208)
383310.87	3780070.57	0.15173	(16021208)	383310.87	3780075.57	0.15758	(16021208)
383310.87	3780080.57	0.16386	(16021208)	383310.87	3780085.57	0.17064	(16021208)
383310.87	3780090.57	0.17798	(16021208)	383310.87	3780095.57	0.18597	(16021208)
383310.87	3780100.57	0.19472	(16021208)	383310.87	3780105.57	0.20435	(16021208)
383310.87	3780110.57	0.21503	(16021208)	383310.87	3780115.57	0.22725	(14112608)
383310.87	3780120.57	0.24085	(14112608)	383310.87	3780125.57	0.25610	(14112608)
383315.87	3780060.57	0.14061	(16021208)	383315.87	3780065.57	0.14569	(16021208)
383315.87	3780070.57	0.15110	(16021208)	383315.87	3780075.57	0.15688	(16021208)
383315.87	3780080.57	0.16307	(16021208)	383315.87	3780085.57	0.16975	(16021208)
383315.87	3780090.57	0.17697	(16021208)	383315.87	3780095.57	0.18483	(16021208)
383315.87	3780100.57	0.19341	(16021208)	383315.87	3780105.57	0.20284	(16021208)
383315.87	3780110.57	0.21327	(16021208)	383315.87	3780115.57	0.22488	(16021208)
383315.87	3780120.57	0.23803	(14112608)	383315.87	3780125.57	0.25291	(14112608)
383320.87	3780060.57	0.13880	(13120308)	383320.87	3780065.57	0.14364	(16021208)
383320.87	3780070.57	0.14889	(16021208)	383320.87	3780075.57	0.15450	(16021208)
383320.87	3780080.57	0.16050	(16021208)	383320.87	3780085.57	0.16697	(16021208)
383320.87	3780090.57	0.17396	(16021208)	383320.87	3780095.57	0.18156	(16021208)
383320.87	3780100.57	0.18985	(16021208)	383320.87	3780105.57	0.19931	(14112608)
383320.87	3780110.57	0.20987	(14112608)	383320.87	3780115.57	0.22143	(14112608)
383320.87	3780120.57	0.23420	(14112608)	383320.87	3780125.57	0.24844	(14112608)
383325.87	3780060.57	0.13821	(16021208)	383325.87	3780065.57	0.14311	(16021208)
383325.87	3780070.57	0.14831	(16021208)	383325.87	3780075.57	0.15386	(16021208)
383325.87	3780080.57	0.15980	(16021208)	383325.87	3780085.57	0.16620	(16021208)
383325.87	3780090.57	0.17311	(16021208)	383325.87	3780095.57	0.18062	(16021208)
383325.87	3780100.57	0.18881	(16021208)	383325.87	3780105.57	0.19779	(16021208)
383325.87	3780110.57	0.20801	(14112608)	383325.87	3780115.57	0.21940	(14112608)

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

*** THE 1ST HIGHEST 8-HR AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: ALL ***
 INCLUDING SOURCE(S): L0001441 , L0001442 , L0001443 , L0001444 , L0001445 ,
 L0001446 , L0001447 , L0001448 , L0001449 , L0001450 , L0001451 , L0001452 , L0001453 ,
 L0001454 , L0001455 , L0001456 , L0001457 , L0001458 , L0001459 , L0001460 , L0001461 ,
 L0001462 , L0001463 , L0001464 , L0001465 , L0001466 , L0001467 , L0001468 , . . .

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF PM ₁₀ IN MICROGRAMS/M ³				**			
X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)	X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)
383325.87	3780120.57	0.23197	(14112608)	383325.87	3780125.57	0.24598	(14112608)
383330.87	3780060.57	0.13776	(16021208)	383330.87	3780065.57	0.14261	(16021208)
383330.87	3780070.57	0.14776	(16021208)	383330.87	3780075.57	0.15325	(16021208)
383330.87	3780080.57	0.15914	(16021208)	383330.87	3780085.57	0.16546	(16021208)
383330.87	3780090.57	0.17229	(16021208)	383330.87	3780095.57	0.17971	(16021208)
383330.87	3780100.57	0.18779	(16021208)	383330.87	3780105.57	0.19665	(16021208)
383330.87	3780110.57	0.20642	(16021208)	383330.87	3780115.57	0.21731	(14112608)
383330.87	3780120.57	0.22967	(14112608)	383330.87	3780125.57	0.24343	(14112608)
383335.87	3780060.57	0.13731	(16021208)	383335.87	3780065.57	0.14212	(16021208)
383335.87	3780070.57	0.14722	(16021208)	383335.87	3780075.57	0.15266	(16021208)
383335.87	3780080.57	0.15848	(16021208)	383335.87	3780085.57	0.16473	(16021208)
383335.87	3780090.57	0.17148	(16021208)	383335.87	3780095.57	0.17879	(16021208)
383335.87	3780100.57	0.18675	(16021208)	383335.87	3780105.57	0.19548	(16021208)
383335.87	3780110.57	0.20508	(16021208)	383335.87	3780115.57	0.21573	(16021208)
383335.87	3780120.57	0.22763	(16021208)	383335.87	3780125.57	0.24102	(16021208)
383340.87	3780060.57	0.13687	(16021208)	383340.87	3780065.57	0.14163	(16021208)
383340.87	3780070.57	0.14668	(16021208)	383340.87	3780075.57	0.15205	(16021208)
383340.87	3780080.57	0.15780	(16021208)	383340.87	3780085.57	0.16397	(16021208)
383340.87	3780090.57	0.17063	(16021208)	383340.87	3780095.57	0.17783	(16021208)
383340.87	3780100.57	0.18566	(16021208)	383340.87	3780105.57	0.19422	(16021208)
383340.87	3780110.57	0.20364	(16021208)	383340.87	3780115.57	0.21406	(16021208)
383340.87	3780120.57	0.22567	(16021208)	383340.87	3780125.57	0.23871	(16021208)
383345.87	3780060.57	0.13511	(16021208)	383345.87	3780065.57	0.13973	(16021208)
383345.87	3780070.57	0.14464	(16021208)	383345.87	3780075.57	0.14986	(16021208)
383345.87	3780080.57	0.15543	(16021208)	383345.87	3780085.57	0.16140	(16021208)
383345.87	3780090.57	0.16783	(16021208)	383345.87	3780095.57	0.17479	(16021208)
383345.87	3780100.57	0.18234	(16021208)	383345.87	3780105.57	0.19060	(16021208)
383345.87	3780110.57	0.19966	(16021208)	383345.87	3780115.57	0.21012	(14112608)
383345.87	3780120.57	0.22159	(14112608)	383345.87	3780125.57	0.23426	(14112608)
383350.87	3780060.57	0.13463	(16021208)	383350.87	3780065.57	0.13922	(16021208)
383350.87	3780070.57	0.14408	(16021208)	383350.87	3780075.57	0.14925	(16021208)
383350.87	3780080.57	0.15305	(16021208)	383350.87	3780085.57	0.15881	(16021208)
383350.87	3780090.57	0.16501	(16021208)	383350.87	3780095.57	0.17169	(16021208)
383350.87	3780100.57	0.17893	(16021208)	383350.87	3780105.57	0.18682	(16021208)
383350.87	3780110.57	0.19600	(14112608)	383350.87	3780115.57	0.20607	(14112608)
383350.87	3780120.57	0.21706	(14112608)	383350.87	3780125.57	0.22917	(14112608)
383355.87	3780060.57	0.13411	(16021208)	383355.87	3780065.57	0.13865	(16021208)
383355.87	3780070.57	0.14347	(16021208)	383355.87	3780075.57	0.14859	(16021208)
383355.87	3780080.57	0.15232	(16021208)	383355.87	3780085.57	0.15803	(16021208)
383355.87	3780090.57	0.16416	(16021208)	383355.87	3780095.57	0.17075	(16021208)

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

*** THE 1ST HIGHEST 8-HR AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: ALL ***
 INCLUDING SOURCE(S): L0001441 , L0001442 , L0001443 , L0001444 , L0001445 ,
 L0001446 , L0001447 , L0001448 , L0001449 , L0001450 , L0001451 , L0001452 , L0001453 ,
 L0001454 , L0001455 , L0001456 , L0001457 , L0001458 , L0001459 , L0001460 , L0001461 ,
 L0001462 , L0001463 , L0001464 , L0001465 , L0001466 , L0001467 , L0001468 , . . .

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF PM_10 IN MICROGRAMS/M**3

**

X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)	X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)
383355.87	3780100.57	0.17789	(16021208)	383355.87	3780105.57	0.18565	(16021208)
383355.87	3780110.57	0.19459	(14112608)	383355.87	3780115.57	0.20455	(14112608)
383355.87	3780120.57	0.21545	(14112608)	383355.87	3780125.57	0.22748	(14112608)
383360.87	3780060.57	0.13357	(16021208)	383360.87	3780065.57	0.13807	(16021208)
383360.87	3780070.57	0.14284	(16021208)	383360.87	3780075.57	0.14790	(16021208)
383360.87	3780080.57	0.15160	(16021208)	383360.87	3780085.57	0.15726	(16021208)
383360.87	3780090.57	0.16333	(16021208)	383360.87	3780095.57	0.16985	(16021208)
383360.87	3780100.57	0.17690	(16021208)	383360.87	3780105.57	0.18455	(16021208)
383360.87	3780110.57	0.19321	(14112608)	383360.87	3780115.57	0.20311	(14112608)
383360.87	3780120.57	0.21391	(14112608)	383360.87	3780125.57	0.22584	(14112608)
383360.87	3780130.57	0.23914	(14112608)	383365.87	3780060.57	0.13300	(16021208)
383365.87	3780065.57	0.13746	(16021208)	383365.87	3780070.57	0.14218	(16021208)
383365.87	3780075.57	0.14718	(16021208)	383365.87	3780080.57	0.15088	(16021208)
383365.87	3780085.57	0.15651	(16021208)	383365.87	3780090.57	0.16252	(16021208)
383365.87	3780095.57	0.16899	(16021208)	383365.87	3780100.57	0.17596	(16021208)
383365.87	3780105.57	0.18352	(16021208)	383365.87	3780110.57	0.19186	(14112608)
383365.87	3780115.57	0.20169	(14112608)	383365.87	3780120.57	0.21240	(14112608)
383365.87	3780125.57	0.22423	(14112608)	383365.87	3780130.57	0.23739	(14112608)
383370.87	3780060.57	0.13242	(16021208)	383370.87	3780065.57	0.13682	(16021208)
383370.87	3780070.57	0.14148	(16021208)	383370.87	3780075.57	0.14642	(16021208)
383370.87	3780080.57	0.15016	(16021208)	383370.87	3780085.57	0.15577	(16021208)
383370.87	3780090.57	0.16175	(16021208)	383370.87	3780095.57	0.16816	(16021208)
383370.87	3780100.57	0.17507	(16021208)	383370.87	3780105.57	0.18012	(16021208)
383370.87	3780110.57	0.18934	(14112608)	383370.87	3780115.57	0.20027	(14112608)
383370.87	3780120.57	0.21090	(14112608)	383370.87	3780125.57	0.22262	(14112608)
383370.87	3780130.57	0.23566	(14112608)	383375.87	3780060.57	0.13179	(16021208)
383375.87	3780065.57	0.13614	(16021208)	383375.87	3780070.57	0.14074	(16021208)
383375.87	3780075.57	0.14561	(16021208)	383375.87	3780080.57	0.14945	(16021208)
383375.87	3780085.57	0.15504	(16021208)	383375.87	3780090.57	0.16100	(16021208)
383375.87	3780095.57	0.16738	(16021208)	383375.87	3780100.57	0.17196	(16021208)
383375.87	3780105.57	0.17906	(16021208)	383375.87	3780110.57	0.18722	(14112608)
383375.87	3780115.57	0.19756	(14112608)	383375.87	3780120.57	0.20937	(14112608)
383375.87	3780125.57	0.22097	(14112608)	383375.87	3780130.57	0.23388	(14112608)
383380.87	3780060.57	0.13044	(13120308)	383380.87	3780065.57	0.13436	(16021208)
383380.87	3780070.57	0.13885	(16021208)	383380.87	3780075.57	0.14360	(16021208)
383380.87	3780080.57	0.14879	(16021208)	383380.87	3780085.57	0.15434	(16021208)
383380.87	3780090.57	0.16027	(16021208)	383380.87	3780095.57	0.16454	(16021208)
383380.87	3780100.57	0.17108	(16021208)	383380.87	3780105.57	0.17812	(16021208)
383380.87	3780110.57	0.18609	(14112608)	383380.87	3780115.57	0.19546	(14112608)
383380.87	3780120.57	0.20779	(14112608)	383380.87	3780125.57	0.21924	(14112608)

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

*** THE 1ST HIGHEST 8-HR AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: ALL ***
 INCLUDING SOURCE(S): L0001441 , L0001442 , L0001443 , L0001444 , L0001445 ,
 L0001446 , L0001447 , L0001448 , L0001449 , L0001450 , L0001451 , L0001452 , L0001453 ,
 L0001454 , L0001455 , L0001456 , L0001457 , L0001458 , L0001459 , L0001460 , L0001461 ,
 L0001462 , L0001463 , L0001464 , L0001465 , L0001466 , L0001467 , L0001468 , . . .

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF PM ₁₀ IN MICROGRAMS/M ³				**			
X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)	X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)
383380.87	3780130.57	0.23197	(14112608)	383385.87	3780060.57	0.12980	(13120308)
383385.87	3780065.57	0.13393	(16021208)	383385.87	3780070.57	0.13838	(16021208)
383385.87	3780075.57	0.14309	(16021208)	383385.87	3780080.57	0.14822	(16021208)
383385.87	3780085.57	0.15371	(16021208)	383385.87	3780090.57	0.15957	(16021208)
383385.87	3780095.57	0.16376	(16021208)	383385.87	3780100.57	0.17027	(16021208)
383385.87	3780105.57	0.17730	(16021208)	383385.87	3780110.57	0.18511	(14112608)
383385.87	3780115.57	0.19433	(14112608)	383385.87	3780120.57	0.20435	(14112608)
383385.87	3780125.57	0.21740	(14112608)	383385.87	3780130.57	0.22990	(14112608)
383390.87	3780095.57	0.16302	(16021208)	383390.87	3780100.57	0.16950	(16021208)
383390.87	3780105.57	0.17650	(16021208)	383390.87	3780110.57	0.18417	(16021208)
383390.87	3780115.57	0.19318	(14112608)	383390.87	3780120.57	0.20306	(14112608)
383390.87	3780125.57	0.21578	(16021208)	383390.87	3780130.57	0.22778	(14112608)
383395.87	3780095.57	0.16232	(16021208)	383395.87	3780100.57	0.16876	(16021208)
383395.87	3780105.57	0.17574	(16021208)	383395.87	3780110.57	0.18334	(16021208)
383395.87	3780115.57	0.19203	(14112608)	383395.87	3780120.57	0.20176	(14112608)
383395.87	3780125.57	0.21243	(14112608)	383395.87	3780130.57	0.22424	(14112608)
383400.87	3780095.57	0.16165	(16021208)	383400.87	3780100.57	0.16805	(16021208)
383400.87	3780105.57	0.17499	(16021208)	383400.87	3780110.57	0.18254	(16021208)
383400.87	3780115.57	0.19084	(14112608)	383400.87	3780120.57	0.20045	(14112608)
383400.87	3780125.57	0.21098	(14112608)	383400.87	3780130.57	0.22262	(14112608)
383405.87	3780110.57	0.18176	(16021208)	383405.87	3780115.57	0.18998	(16021208)
383405.87	3780120.57	0.19911	(14112608)	383405.87	3780125.57	0.20950	(14112608)
383405.87	3780130.57	0.22098	(14112608)	383410.87	3780110.57	0.18097	(16021208)
383410.87	3780115.57	0.18913	(16021208)	383410.87	3780120.57	0.19813	(16021208)
383410.87	3780125.57	0.20811	(16021208)	383410.87	3780130.57	0.21938	(14112608)
383415.87	3780110.57	0.18013	(16021208)	383415.87	3780115.57	0.18821	(16021208)
383415.87	3780120.57	0.19712	(16021208)	383415.87	3780125.57	0.20700	(16021208)
383415.87	3780130.57	0.21801	(16021208)	383415.87	3780135.57	0.23039	(16021208)

*** MODELOPTs:

RegDFAULT CONC ELEV FLGPOL URBAN ADJ_U*

*** THE SUMMARY OF MAXIMUM ANNUAL RESULTS AVERAGED OVER

5 YEARS ***

** CONC OF PM_10

IN MICROGRAMS/M**3

**

GROUP ID		AVERAGE CONC		RECEPTOR (XR, YR, ZELEV, ZHILL, ZFLAG)					OF TYPE	NETWORK GRID-ID
ALL	1ST HIGHEST VALUE IS	0.05684	AT (	383270.87,	3780120.57,	155.72,	953.00,	5.00)	DC	
	2ND HIGHEST VALUE IS	0.05681	AT (	383245.87,	3780115.57,	155.40,	953.00,	5.00)	DC	
	3RD HIGHEST VALUE IS	0.05622	AT (	383275.87,	3780120.57,	155.80,	953.00,	5.00)	DC	
	4TH HIGHEST VALUE IS	0.05605	AT (	383250.87,	3780115.57,	155.52,	953.00,	5.00)	DC	
	5TH HIGHEST VALUE IS	0.05561	AT (	383280.87,	3780120.57,	155.88,	953.00,	5.00)	DC	
	6TH HIGHEST VALUE IS	0.05532	AT (	383255.87,	3780115.57,	155.64,	953.00,	5.00)	DC	
	7TH HIGHEST VALUE IS	0.05503	AT (	383285.87,	3780120.57,	155.95,	953.00,	5.00)	DC	
	8TH HIGHEST VALUE IS	0.05502	AT (	383235.87,	3780110.57,	155.20,	953.00,	5.00)	DC	
	9TH HIGHEST VALUE IS	0.05419	AT (	383310.87,	3780125.57,	156.73,	953.00,	5.00)	DC	
	10TH HIGHEST VALUE IS	0.05417	AT (	383260.87,	3780115.57,	155.73,	953.00,	5.00)	DC	

*** RECEPTOR TYPES:

GC = GRIDCART

GP = GRIDPOLR

DC = DISCCART

DP = DISCPOLR

*** MODELOPTs: RegDFault CONC ELEV FLGPOL URBAN ADJ U*

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

** CONC OF PM 10 IN MICROGRAMS/M**3 **

DATE _____

NETWORK GROUP ID GRID-ID	AVERAGE CONC	DATE (YYMMDDHH)	RECEPTOR (XR, YR, ZELEV, ZHILL, ZFLAG)	OF TYPE

ALL HIGH 1ST HIGH VALUE IS 0.38874 ON 15032707: AT (383245.87, 3780115.57, 155.40, 953.00, 5.00) DC

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

```

*** MODELOPTs: RegDFault CONC ELEV FLGPOL URBAN ADJ U*

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*** THE SUMMARY OF HIGHEST 8-HR RESULTS ***

** CONC OF PM 10 IN MICROGRAMS/M**3 **

DATE _____

NETWORK GROUP ID GRID-ID	AVERAGE CONC	DATE (YYMMDDHH)	RECEPTOR (XR, YR, ZELEV, ZHILL, ZFLAG)	OF TYPE
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ALL HIGH 1ST HIGH VALUE IS 0.26909 ON 14112608: AT (383245.87, 3780115.57, 155.40, 953.00, 5.00) DC

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

```

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*** AERMOD - VERSION 21112 *** *** C:\AERMOD\14022-Pioneer\515_Pioneer_2025_PM10\515_Pioneer_2025_PM10. ***
*** AERMET - VERSION 16216 *** *** ***
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*** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN ADJ_U*

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

----- Summary of Total Messages -----
A Total of 0 Fatal Error Message(s)
A Total of 4 Warning Message(s)
A Total of 713 Informational Message(s)

A Total of 43848 Hours Were Processed

A Total of 519 Calm Hours Identified

A Total of 194 Missing Hours Identified ( 0.44 Percent)

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

***** WARNING MESSAGES *****
CO W320 22 URBOP: Input Parameter May Be Out-of-Range for Parameter URB-POP
ME W186 319 MEOPEN: THRESH_1MIN 1-min ASOS wind speed threshold used 0.50
ME W187 319 MEOPEN: ADJ_U* Option for Stable Low Winds used in AERMET
OU W540 336 OUTQA: No RECTABLE/MAXTABLE/DAYTABLE for Average Period 024-HR

*****
*** AERMOD Finishes Successfully ***
*****

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