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(213) 978-1300

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EXECUTIVE OFFICES
200 N. SPRING STREET, ROOM 525
LOS ANGELES, CA 90012-4801
(213) 978-1271

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September 14, 2022

Los Angeles City Council
c/o Office of the City Clerk
City Hall, Room 395
Los Angeles, California 90012

Attention: PLUM Committee

Dear Honorable Members:

676 MATEO PROJECT, CF-21-1497, VTT-74550-CN-2A, ENV-2016-3691-EIR

On September 16, 2021, the Advisory Agency approved Vesting Tentative Tract Map (VTT-74550-CN) in connection with the 676 Mateo Project (Project) for the merger and re-subdivision of eight existing lots into one ground lot for commercial and live/work condominium purposes, and a Haul Route for the export of approximately 74,500 cubic yards of soil, and certified the Environmental Impact Report (EIR) ENV-2016-3691-EIR (SCH No. 2018021068) and adopted the related environmental findings, Statement of Overriding Considerations, and Mitigation Monitoring Program (MMP).

On September 23, 2021, an appeal was filed by Kendra Hartmann on behalf of Coalition for Responsible Equitable Economic Development (CREED LA) from the entirety of the Advisory Agency's decision. At its meeting of October 28, 2021 the City Planning Commission (CPC) denied the appeal and sustained the actions of the Advisory Agency.

In order to develop the project, the applicant also requested related land use entitlements from the City under related Case No. CPC-2016-3689-GPA-VZC-HD-MCUP-DB-SPR.

On December 10, 2021, a second-level appeal was filed by Kendra Hartmann on behalf of CREED LA from the entirety of the Commission's decision. This report serves to respond to the points raised in the appeal.

Project Background

The Project involves the demolition of an existing warehouse and surface parking lot, and the construction of a 197,355-square-foot mixed-use building including up to 185 live/work units (including 21 units for Very Low-Income households), up to 23,380 square feet of art-production and commercial space, and associated parking facilities on a 44,839 square foot lot. The proposed eight-story building would be up to 116 feet in height and would include three levels of subterranean parking.

The Project also proposes an increased commercial option (Flexibility Option) that would provide the Project the flexibility to increase the commercial square footage provided and reduce the number of live/work units within the same building envelope. The increased commercial Flexibility Option of the Project would consist of up to 159 live/work units (including 18 units for Very Low-Income households), up to 45,873 square feet of art-production and commercial space, and associated parking facilities.

On August 25, 2021, a joint public hearing was held to consider the entitlement requests for the 676 Mateo Project, which includes entitlements under CPC-2016-3689-GPA-VZC-HD-MCUP-DB-SPR, as well as the related Vesting Tentative Tract Map (VTT-74550-CN). On September 16, 2021, the Advisory Agency approved VTT-74550-CN, certified the EIR, and adopted the related environmental findings, Statement of Overriding Considerations, and MMP.

One appeal was filed by CREED LA in a timely manner on September 23, 2021.

The Department of City Planning responded to the appeal (VTT-74550-CN-1A) in an Appeal Response Recommendation Report. The Appeal Response Recommendation Report and associated documents were presented to the City Planning Commission at its meeting on October 28, 2021. On December 2, 2021, the City Planning Commission, following its consideration of the materials before them during the hearing of October 28, 2021, issued its determination to deny the appeal, thereby sustaining the actions of the Advisory Agency in certifying the EIR and approving the Vesting Tentative Tract Map. The City Planning Commission also issued its determination for the related entitlement case for the Project, approving the environmental clearance, recommending that the City Council approve the General Plan Amendment, Vesting Zone Change and Height District Change requests, and approving a Main Conditional Use permit for alcohol sales, a Density Bonus Compliance Review, and a Site Plan Review for the Project.

On December 10, 2021, a second-level appeal was filed by Kendra Hartmann on behalf of CREED LA on VTT-74550-CN-1A. The appeal reiterated previous claims by the Appellant that the Project's EIR failed to comply with CEQA and that proper entitlement findings could not be made. The Vesting Tentative Tract Map appeal (Council File 21-1497) will be heard by the Planning and Land Use Management (PLUM) Committee of the City Council on September 20, 2022.

The following represents a summary and response to the appeal filed on December 10, 2021:

APPELLANT: KENDRA HARTMANN, COALITION FOR RESPONSIBLE EQUITABLE ECONOMIC DEVELOPMENT (CREED LA)

Summary of Appeal Points

- *The EIR was prematurely adopted before all project entitlements were considered*
- *The EIR failed to comply with CEQA*

- *The Final EIR failed to respond to all comments*
- *Significant new information was included in the Final EIR necessitating the recirculation of the Draft EIR*
- *The Final EIR failed to adequately analyze the Project's impacts related to air quality, greenhouse gas (GHG) emissions, cumulative impacts, noise impacts, and adverse effects on public health and safety*
- *The Final EIR failed to require mitigation measures capable of reducing potentially significant impacts to less than significant levels*
- *The findings necessary to approve the VTT pursuant to the Subdivision Map Act—specifically, the findings that the Project is not likely to cause substantial environmental damage or result in serious public health problems—were not supported by substantial evidence*
- *The Statement of Overriding Considerations adopted by the City failed to consider whether the Project provides employment opportunities for highly trained workers as required by CEQA*

The appeal points listed above restate the same points from the Appellant's previous public comments regarding the Project and are nearly identical to their September 23, 2021 appeal of the Project's tract map. The Appellant provides no new information or substantial evidence regarding these appeal points to dispute the City's EIR and findings. Moreover, these appeal points were addressed in detail in the Final EIR response to the Appellant's comment letter (Comment Letter No. 6), the October 22, 2021 Erratum and the Appeal Response Recommendation Report to the CPC (October Appeal Report), which is included in Council File 21-1497-S1. A summarized version of the appeal points and Staff responses are included below.

Appeal Point 1:

The Appellant asserts that the Advisory Agency improperly certified the Project's EIR before approval of all entitlements and cannot be certified prior to consideration of the entire Project. Therefore, the EIR was prematurely adopted before all Project entitlements were considered.

Response to Appeal Point 1:

The Advisory Agency, as a decision-making body of the City, is authorized by the Los Angeles Municipal Code (LAMC) to approve subdivision maps (LAMC 17.03 A). As such, the Advisory Agency is required to certify the EIR before approving the Project's subdivision map, per CEQA Guidelines Section 15090. The EIR fully disclosed and analyzed the whole of the action, and identified the subdivision requests, as well as the General Plan Amendment, Vesting Zone and Height District Change, Main Conditional Use, Density Bonus and Site Plan Review, and other associated entitlement requests. In addition, the Appellant generally states that the EIR fails to comply with CEQA but does not provide any specific aspects of CEQA with which the EIR fails to comply. Therefore, the appeal point should be denied.

Appeal Point 2:

The Appellant states that the EIR cannot be certified because it fails to comply with CEQA and should not have been certified by the Advisory Agency or any other decision-making body.

Response to Appeal Point 2:

This comment does not include specific facts or claims regarding the adequacy or content of the EIR. However, the City has responded to specific facts or claims raised by the appellant regarding

adequacy or content of the Draft EIR in the Final EIR. Please refer to Final EIR, Section II, Responses to Comments, specifically responses to Comment Letter No. 6. In addition, the CPC appeal staff report adequately responded to concerns raised in the first level VTT appeal. As such, no further response is required, and appeal point should be denied.

Appeal Point 3:

The Appellant asserts that the Final EIR responded to some of their prior concerns regarding the Draft EIR issued for the Project but failed to address or resolve many of the major issues they raised.

Response to Appeal Point 3:

This appeal point does not provide detailed information with respect to which of the Appellant's concerns have not been resolved or responded to. Therefore, the appeal point should be denied.

Appeal Point 4:

The Appellant states that significant new information was included in the Final EIR which was not included in the Draft EIR or circulated for public comment, necessitating the recirculation of the Draft EIR to allow the public to meaningfully review and comment on new analysis, newly identified significant impacts and feasible mitigation measures that had previously been omitted from the Draft EIR.

Response to Appeal Point 4:

CEQA Guidelines Section 15088.5 defines "significant new information requiring circulation of a Draft EIR" as information showing that (1) a new significant environmental impact would result from the project or a new mitigation measure proposed to be implemented; (2) a substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance; (3) a feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the environmental impacts of the project, but the project's proponents decline to adopt it; or (4) the Draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded. Minor modifications and revisions were made in the Final EIR in response to public comments received during Draft EIR comment period. A summary of these modifications/revisions are listed below.

Haul Route:

In response to public comments (Final EIR, Section II, Response to Comment Nos. 2-3, 6-6 and 6-41), the Project's haul route was changed from Imperial Street (inbound) and Mateo Street (outbound) to Santa Fe Avenue (inbound) and Imperial Street (outbound). This change was made in response to comments provided by residents who live on and around Mateo Street about noise generated by haul trucks using Mateo Street and concerns raised by Los Angeles Unified School District (LAUSD) for Metropolitan High School regarding pedestrian safety including students and faculty (See Final EIR, Section II, Response to Comment No. 2-3). The Draft EIR evaluated the potential impacts of the original haul route and concluded that the noise generated by haul trucks would be below both the ambient noise level on Mateo Street and the higher ambient noise level on Imperial Street, and therefore less than significant (Draft EIR, page IV.H-28). It should be noted that the Department of Transportation has reviewed and approved the revised haul route in the letter dated August 26, 2021 (see Exhibit B).

Noise:

Additional noise calculations were performed in the Final EIR in response to public comments to address the potential noise impacts from haul trucks. Since the identified noise impacts from haul trucks for the original haul route and revised haul route both remained less than significant (see Final EIR, Section II, Response to comment No. 3-2, 6-6 and 6-11), the revised haul route analysis did not represent a new significant environmental impact and would not constitute significant new information requiring recirculation of the Draft EIR as defined in CEQA Guidelines 15088.5.

In addition, in response to Draft EIR public comments (Final EIR, Section II, Response to Comment Nos. 2-2, 3-2, 6-6 and 6-11), the Final EIR evaluated additional mitigation measures that could reduce construction noise levels at the second floor and above at the Biscuit Company Lofts and Toy Factory Lofts. As a result, the mitigation approach evaluated in the Final EIR was modified, from a sound barrier-based approach to a source-control approach. To implement this mitigation strategy, a mitigation measure was added in the Final EIR (MM NOI-2) that requires the Applicant to prepare and have approved by the Department of City Planning and the Department of Building and Safety a noise mitigation analysis prepared by a qualified acoustic specialist that defines the measures to be employed to reduce the effect of construction noise to a less than 5 dBA increase. With implementation of the modified mitigation measure, the Final EIR (Final EIR, Section II, Response to Comment Nos. 3-2, page II-16) concluded that construction noise impacts on the Biscuit Company Lofts and Toy Factory Lofts would be less than significant after mitigation.

Final EIR Revisions, Clarifications and Corrections:

The Revisions, Clarifications, and Corrections to the Draft EIR (Section III of the Final EIR) reflected the updated consistency analysis with the 2020-2045 RTP/SCS, which is similar to the 2016-2040 RTP/SCS, clarification of the earliest start date for project construction, revised haul route, additions to the Project Design Feature for a Construction Staging and Traffic Management Plan that respond to specific requests included in an agency comment letter, revision to a noise mitigation measure, and revisions to references utilized in the EIR. Furthermore, the revisions and corrections to the Draft EIR addressed typographical errors, provided minor revisions, and augmented the analysis of the Draft EIR. These revisions and corrections did not result in new significant impacts or increase any impacts of the Project that were already identified in the Draft EIR.

In conclusion, none of the conditions in CEQA Guidelines Section 15088.5 for recirculation of an EIR have been met. Therefore, recirculation of the Draft EIR is not required and the appeal point should be denied.

Appeal Point 5:

The appellant asserts that the Final EIR failed to adequately analyze the Project's impacts related to air quality, greenhouse gas ("GHG") emissions, cumulative impacts, noise impacts, and adverse effects on public health and safety.

Response to Appeal Point 5:

This appeal point does not provide substantial evidence or detailed information regarding failure of the Final EIR to adequately analyze the Project's impacts. The EIR adequately analyzed all of

the Project's potential impacts, including potential impacts to air quality, greenhouse gas emissions, cumulative impacts, noise impacts, and adverse effects on public health and safety.

As mentioned in the Draft EIR, Section IV-A, and Final EIR, Section II-Response to comments, SCAQMD supplemental online guidance/information does not require Health Risk Assessments for short-term construction emissions. Specifically, the SCAQMD states that "SCAQMD currently does not have guidance on construction Health Risk Assessments." As disclosed in the Draft EIR, health effects from TACs for sensitive residential receptors are described in terms of individual cancer risk based on a long-term resident exposure duration (i.e., resident lifetime or 70-year). Given the temporary and short-term construction schedule (approximately 24 months), the Project would not result in a long-term (i.e., lifetime or 70-year) exposure as a result of Project construction. Therefore, a construction HRA is neither required nor warranted.

The SCAQMD has published and adopted the Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning, which provides recommendations regarding the siting of new sensitive land uses near potential sources of air toxic emissions (e.g., freeways, distribution centers, rail yards, ports, refineries, chrome plating facilities, dry cleaners, and gasoline dispensing facilities). The Project would not include any of these uses; therefore, an operational HRA is neither required nor warranted.

Although a quantitative HRA for the Project is not required for the reasons discussed above, in order to provide information that further supports the Draft EIR's less than significant finding with respect to TAC emissions, a quantitative health risk assessment has been prepared and is attached as Appendix A, Health Risk Assessment Calculations. As discussed in further detail therein, the results of the quantitative HRA demonstrate that the health risks from TAC emissions from Project construction and operations would not exceed the SCAQMD significance threshold. This HRA further confirms the Draft EIR's less than significant impact finding with respect to TAC emissions. Therefore, the appeal point should be denied.

Appeal Point 6:

The appellant states that the Final EIR failed to require mitigation measures capable of reducing potentially significant impacts to less than significant levels, leaving major Project impacts significant and unmitigated. As a result of these deficiencies, the EIR fails to comply with CEQA and fails to mitigate all potentially significant impacts to less than significant levels.

Response to Appeal Point 6:

The appellant does not provide detailed information nor substantial evidence regarding failure of the Final EIR to require mitigation measures capable of reducing potentially significant impacts to less than significant levels. The Final EIR included all feasible mitigation measures.

The EIR was prepared in accordance with the California Environmental Quality Act ("CEQA," Pub. Res. Code §§ 21000 et seq.), the State CEQA Guidelines (Title 14, Cal. Code Regs. §§ 15000 et seq.), the City of Los Angeles CEQA Thresholds Guide, and other applicable City requirements. The EIR contains substantial evidence supporting its description of the existing environmental conditions that constitute the baseline for determining the significance of the Project's potential impacts, its identification of the Project's potentially significant adverse environmental impacts, its identification of mitigation measures to address those impacts, and its determinations on whether the identified mitigation measures would reduce the Project's potential impacts to less than significant levels. Therefore, the appeal point should be denied.

Appeal Point 7:

The Appellant states that as a result of the Project's ongoing unmitigated impacts, the findings made by the Advisory Agency and Commission that are required under State and City laws to approve the Project and issue the Project's land use entitlements were not supported by substantial evidence. In particular, the findings necessary to approve the VTTM pursuant to the Subdivision Map Act—specifically, the findings that the Project is not likely to cause substantial environmental damage or result in serious public health problems—were not supported by substantial evidence.

Response to Appeal Point 7:

The City's Subdivision Map Act findings are supported by substantial evidence in the administrative record. The appellant has failed to provide any evidence that the Project is likely to cause substantial environmental damage or result in serious public health problems. The appellant also fails to identify any specific defect in the EIR's analyses and impact conclusions that would result in Subdivision Map Act findings that are not supported by substantial evidence. The comment does not raise any specific issue with respect to the content or adequacy of the EIR or the Project's potential environmental effects and does not provide any specific deficiency in the information, facts, or analysis in the EIR. As such, these statements constitute "[a]rgument, speculation, [and] unsubstantiated opinion or narrative," not substantial evidence. (See CEQA Guidelines §§ 15064(e)(5), 15384(a).)

The EIR was prepared in accordance with the California Environmental Quality Act ("CEQA," Pub. Res. Code §§ 21000 et seq.), the State CEQA Guidelines (Title 14, Cal. Code Regs. §§ 15000 et seq.), the City of Los Angeles CEQA Thresholds Guide, and other applicable City requirements. The EIR contains substantial evidence supporting its description of the existing environmental conditions that constitute the baseline for determining the significance of the Project's potential impacts, its identification of the Project's potentially significant adverse environmental impacts, its identification of mitigation measures to address those impacts, and its determinations on whether the identified mitigation measures would reduce the Project's potential impacts to less than significant levels.

Pursuant to Sections 21082.1(c) and 21081.6 of the Public Resources Code, the Advisory Agency reviewed and considered the information contained in the Environmental Impact Report prepared for this project, which includes the Draft EIR, ENV-2016-3691-EIR (State Clearinghouse House No. 2018021068), dated December 2020, and the Final EIR, dated August 2021 (676 Mateo Street Project EIR), as well as the whole of the administrative record, certified the EIR and adopted the related and prepared Environmental Findings, a Statement of Overriding Considerations, and the Mitigation Monitoring Program prepared for the Project. Therefore, the appeal point should be denied.

Appeal Point 8:

The Appellant asserts that the Statement of Overriding Considerations adopted by the City failed to consider whether the Project provides employment opportunities for highly trained workers, as required by CEQA.

Response to Appeal Point 8:

The Draft EIR adequately analyzed the population growth and number of new employment opportunities in Section, IV.I, Population and Housing.

In addition, CEQA Section 15091(a) states that "no public agency shall approve or carry out a project or program for which an EIR has been certified which identifies one or more significant effects of the project unless such public agency makes one or more written findings for each of those significant effects, accompanied by a brief explanation of the rationale for each finding. The possible findings are:

(1) Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR;

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

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

CEQA does not require that all three findings to be made in order to adopt a Statement of Overriding Considerations, and further, does not require that among the range of possible overriding considerations listed in Finding (3), that all projects must override significant impacts specifically by providing highly trained workers. The adopted Statement of Overriding Considerations summarize the benefits, goals and objectives of the Project and the Flexibility Option and provide the detailed rationale for the benefits of the Project and the Flexibility Option. These overriding considerations of economic, social, aesthetic, and environmental benefits for the Project and the Flexibility Option justify adoption of the Project and the Flexibility Option and certification of the completed EIR. Each of the listed benefits set forth in the Statement of Overriding Considerations provides a separate and independent ground for the City's decision to approve the Project and the Flexibility Option despite the Project's and the Flexibility Option's identified significant and unavoidable environmental impacts. Each of the overriding considerations separately and independently (i) outweighs the adverse environmental impacts of the Project and the Flexibility Option, and (ii) justifies adoption of the Project with the Flexibility Option and certification of the completed EIR. In particular, achieving the underlying purpose for the Project and the Flexibility Option would be sufficient to override the significant environmental impacts of the Project and the Flexibility Option.

Furthermore, the Statement of Overriding Considerations conforms to CEQA Section 15093 regarding balancing the economic, legal, social, and technological benefits, including region-wide environmental benefits. This includes that the Project and the Flexibility Option would: support City and regional land use and environmental goals, support City and regional housing goals, provide economic development, employment opportunities and tax revenue for the City, represent smart growth, represent sustainable development, and enhance the Arts District.

Conclusion

The appeal points raise specific and general concerns regarding the adequacy of the EIR and entitlement findings, among other issues. Upon careful consideration of the Appellant's points, the Appellant has failed to adequately disclose how the City erred or abused its discretion. In

addition, no substantial evidence has been presented that the City has erred in its actions relative to the EIR and the associated entitlements. The Appellant has repeatedly failed to raise new information to dispute the Findings of the EIR or the City's actions on this matter. Therefore, Staff recommends that the appeal should be denied, and the actions of the City Planning Commission should be sustained.

Sincerely,

VINCENT P. BERTONI, AICP
Director of Planning

Kathleen King for

Jivar Afshar
Planning Assistant

VPB:WL:KK:JA

Enclosures

Exhibit A- Health Risk Assessment
Exhibit B- Revised haul Route-DOT letter

c: Emma Howard, Planning Director, Council District 14

EcoTierra consulting

May 31, 2022

Jivar Afshar, City Planning Associate
Department of City Planning
221 North Figueroa St, Suite 1350
Los Angeles, CA 90012

RE: Memorandum Analysis for Construction Health Risk Assessment (HRA) in support of Response to Appeal for 676 Mateo Project Environmental Impact Report (ENV-2016-3691-EIR), dated October 26, 2021, from the Coalition for Responsible Equitable Economic Development Los Angeles ("CREED LA")

Dear Ms. Afshar:

On behalf of its client the Coalition for Responsible Equitable Economic Development Los Angeles ("Appellant"), the law firm of Adams, Broadwell, Joseph & Cardozo submitted a letter in support of the appeal of the Advisory Agency's approval of the Vesting Tentative Tract Map ("VTTM") and certification of the Final Environmental Impact Report ("EIR") for the 676 Mateo Street Project (SCH No. 2018021068; Case No. ENV 2016-3691-EIR; CPC-2016-3689-GPA-ZC-HD-MCUP-DB-SPR; VTT-74550) ("Project"), proposed by District Centre, LP, & District Centre-GPA, LP (collectively, "Applicant"), as well as on the City Planning Commission's ("Commission") proposed approval of the Project's remaining entitlements. This letter addresses the Appellant's contentions related to: (1) the need for a Health Risk Assessment ("HRA") related to the emission of Toxic Air Contaminants ("TACs") during Project operations; and (2) the need for an HRA related to the emission of TACs during construction of the Project.

1. Based on the characteristics and proposed land uses within the Project, an HRA for operational emissions is not required.

The Appellant challenges the City's conclusion that the Final EIR was not required to include an HRA for operational emissions by citing a statement from the South Coast Air Quality Management District ("SCAQMD") that was included in a consultation prepared for another project that "if the Proposed Project generates diesel emissions from long-term construction or attracts diesel-fueled vehicular trips, especially heavy-duty diesel-fueled vehicles, it is recommended that the Lead Agency perform a mobile source health risk assessment."[1] However, SCAQMD provides additional guidance regarding the evaluation of health risks from diesel emissions in its publication "Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis"[2], which recommends that an HRA be prepared for certain uses that result in high levels of diesel emissions, including: truck idling and movement (such as, but not limited to, truck stops, warehouse/distribution centers or transit centers); ship hotelling at ports; and train idling.

[1] Adams, Broadwell, Joseph & Cardozo letter of October 26, 2021, page 7, footnote 34 "Site Plan Consultation for the MA21269. Letter from Lijin Sun, SCAQMD Program Supervisor CEQA IGR to Rocio Lopez, Senior Planner, City of Jurupa Valley, Planning Department. 10/19/2021".

[2] "Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis", SCAQMD, August 2003, page 1.

SCAQMD is the cognizant regulatory agency for the South Coast Air Basin in which the City of Los Angeles is located. As shown below, the City relied on SCAQMD's guidance in determining that an operational HRA was not required for the Project.

The Project would involve the demolition of the existing warehouse and surface parking lot, and the construction of an up to a 197,355-square-foot mixed-use building of residential and commercial uses -- including up to 185 live/work units, approximately 15,320 square feet of open space for residents, up to 23,380 square feet of art-production and commercial space, and associated parking facilities. Eleven percent of the units (approximately 20 live/work units) would be deed-restricted for Very Low-Income households. As these uses would comprise the Project, it would not attract diesel-fueled vehicular trips, especially heavy-duty diesel-fueled vehicles, and would therefore not be a significant source of on-site TACs. The main sources of operational on-site particulate matter ("PM") emissions would be generated by the burning of natural gas for heating/cooking, and landscaping-based emissions from landscaping/gardening equipment. Cooking/heating related PM emissions from combustion of natural gas would be more prevalent inside the Project buildings than outside and would therefore not affect adjacent sensitive receptors. Landscaping/gardening equipment is either electric or gasoline powered and does not provide substantial amounts of TACs. Although the Appellant notes that the Project would generate approximately 0.1 pounds per day of PM2.5 exhaust during operation, this value includes all the operational mobile source emissions (both the on-site emissions and off-site emissions together, whereas an operational HRA would only consider emissions generated on-site); therefore, use of total PM 2.5 exhaust as a surrogate for operational health risk from on-site activities would be incorrect methodology per SCAQMD guidance. In addition, per the Project Traffic Study, the Project would generate 1,972 net daily trips. Assuming that 3.1 percent of those daily trips are heavy duty truck trips ("HHDT") (which is a default value from the CalEEMod model), this would equal 61 HHDT. Even though this would be a substantial over-estimation, as the Project only has a limited loading area for accommodating heavy duty trucks, the CARB and SCAQMD screening threshold for performing an operational HRA is 100 HHDT trips per day. Thus, even with the vast over-estimation of HHDTs in the air quality calculations included in the Final EIR, the Project would not exceed this threshold. Therefore, based on all of the above considerations, the City followed the guidance of the SCAQMD to conclude that an HRA for operational emissions would not be required for the 676 Mateo Street Project.

2. An HRA for TAC emissions from construction equipment demonstrates that construction of the Project would not result in health risks to the community in which the Project is located.

Because construction of the Project would involve the use of diesel-powered construction equipment, in order to ascertain the potential for health risks resulting from the use of diesel-fueled equipment during the construction of the Project, a construction-based HRA was conducted.

Description of Toxic Air Contaminants

A TAC is defined as an air pollutant which may cause or contribute to an increase in mortality or serious illness, or which may pose a hazard to human health. To address health risks associated with TAC emissions, the California Air Resources Board ("CARB") has adopted an aggressive risk reduction plan to achieve reductions in health risks associated with TAC emissions. TACs are usually present in minute

quantities in the ambient air. However, their high toxicity or health risk may pose a threat to public health. For those TACs related to cancer risk, there is no concentration that does not present some risk. In other words, there is no threshold level below which adverse health impacts are not expected to occur. The majority of the estimated health risk from TACs can be attributed to a relatively few compounds, the most important being PM contained in diesel-fueled engine exhaust ("DPM"). DPM is a complex mixture of pollutants, including very small carbon particles, or "soot" coated with numerous organic compounds, that is emitted as a by-product of combustion in diesel engines.

The majority of DPM is small enough to be inhaled into the lungs. Most inhaled particles are subsequently exhaled, but some deposit on the lung surface. Although particles the size of DPM can deposit throughout the lung, the largest fraction deposits in the deepest regions of the lungs that are most susceptible to injury.

In 1998, CARB identified DPM as a TAC based on published evidence of a relationship between diesel exhaust exposure and lung cancer and other adverse health effects. In 2012, additional studies on the cancer-causing potential of diesel exhaust led the International Agency for Research on Cancer ("IARC", a division of the World Health Organization) to list diesel engine exhaust as "carcinogenic to humans". This determination is based primarily on evidence from occupational studies that show a link between exposure to DPM and lung cancer induction, as well as deaths from lung cancer.

Both SCAQMD and CARB have monitoring networks in the Air Basin that measure ambient concentrations of certain TACs that are associated with important health-related effects and are present in appreciable concentrations in the Air Basin. SCAQMD uses this information to determine health risks for a particular area. CARB publishes annual Statewide, air basin, and location-specific summaries of the concentration levels of several TACs and their resulting cancer risks[3]. The most recent summary is the CARB Air Quality Almanac for 2013. In this source, DPM is not directly measured but is indirectly estimated based on fine particulate matter measurements and special studies on the chemical composition of ambient fine particulate data, along with receptor modeling techniques.

Diesel engine emissions are believed to be responsible for about 70% of California's estimated known cancer risk attributable to TACs. Also, DPM comprises about 8% of outdoor fine particulate matter (particulate matter less than 2.5 microns in width, or "PM2.5"), which is a known health hazard. As a significant fraction of PM2.5, DPM contributes to numerous health impacts that have been attributed to particulate matter exposure, including increased hospital admissions, particularly for heart disease, but also for respiratory illnesses, and even premature death. CARB estimates that DPM contributes to approximately 1,400 (95% confidence interval: 1,100-1,800) premature deaths from cardiovascular disease annually in California. Additionally, exposure to diesel exhaust may contribute to the onset of

[3] Cancer risk is expressed as a probability of an individual out of a population of one million contracting cancer via a continuous exposure to TACs over a 30-year lifetime.

new allergies; a clinical study of human subjects has shown that diesel exhaust particles, in combination with potential allergens, may actually be able to produce new allergies that did not exist previously.

Several factors exacerbate the health risks of diesel PM exposure:

- Diesel PM is often emitted close to people, so high exposures occur
- Diesel PM is in a size range that readily deposits in the lung
- Diesel PM contains compounds known to damage DNA and cause cancer

Additionally, diesel PM pollution can affect the environment:

- Diesel PM causes visibility reduction
- Diesel black carbon (soot) is a contributor to global warming

Major sources of diesel emissions, include sources such as such as ships, trains, and trucks that operate in and around ports, rail yards, and heavily traveled roadways. These areas are often located near highly populated areas. Because of this, elevated DPM levels are mainly an urban problem, resulting in greater health consequences to urban residents compared to rural areas. A large fraction of personal exposure to DPM occurs during travel on roadways. Although Californians spend a relatively small proportion of their time in enclosed vehicles (about 7% for adults and teenagers, and 4% for children under 12), 30% to 55% of total daily DPM exposure typically occurs during the time people spend in motor vehicles.

As stated on page 2 of the California Air Pollution Control Officers Association (CAPCOA) *Health Risk Assessments for Proposed Land Use Projects* guidance document, "the guidance does not include how risk assessments for construction projects should be addressed under CEQA".

Regulatory Agencies for TAC Emissions

<u>California Office of Environmental Health Hazard Assessment ("OEHHA")</u>

According to OEHHA, local air pollution control districts sometimes use the risk assessment guidelines for the Hot Spots program in determining risk for the purpose of issuing permits for short-term projects such as construction or waste site remediation. Frequently, the issue of how to address cancer risks from short-term projects arises. Cancer potency factors are based on animal lifetime studies or worker studies where there is long-term exposure to the carcinogenic agent. There is considerable uncertainty in trying to evaluate the cancer risk from projects that will only last a small fraction of a lifetime. There are some studies indicating that dose rate changes the potency of a given dose of a carcinogenic chemical. In other words, a dose delivered over a short time period may have a different potency than the same dose delivered over a lifetime. OEHHA's evaluation of the impact of early-in-life exposure has reduced some of the uncertainty in evaluating the cancer risk to the general population for shorter-term exposures, as it helps account for susceptibility to carcinogens by age at exposure.

South Coast Air Quality Management District ("SCAQMD")

SCAQMD is the agency principally responsible for comprehensive air pollution control in the South Coast Air Basin. To that end, as a regional agency, the SCAQMD works directly with the regional planning agency Southern California Association of Governments ('SCAG"), county transportation commissions, and local governments and cooperates actively with all federal and state agencies. SCAQMD defines a "sensitive receptor" as a land use such as residences, schools, child care centers, athletic facilities, playgrounds, retirement homes and convalescent homes.

The Project Site is located in the South Coast Air Basin and is therefore subject to the rules and regulations of the SCAQMD. The SCAQMD has not established its own set of ambient air quality standards, and relies on the standards established by CARB and the United States Environmental Protection Agency ("USEPA"). SCAQMD has, however, established health risk significance thresholds that it recommends to lead agencies in determining the health risk significance of new sources of air emissions under CEQA.

In this regard, SCAQMD has published significance thresholds that apply to new projects within the jurisdiction of SCAQMD. If the lead agency finds that a proposed project has the potential to exceed these health risk significance thresholds, the project would be considered to have a significant impact. These thresholds have been defined by SCAQMD based on scientific and factual data in the federal and state Clean Air Acts. The City of Los Angeles has not adopted its own set of significance thresholds. Rather, SCAQMD thresholds have been adopted by the City for all projects within the City. SCAQMD has defined thresholds for health risk in terms of cancer risk and non-cancer hazard.

From the perspective of this analysis, the emissions were evaluated in terms of impacts on air quality resulting from the construction of the Project. SCAQMD does not require any construction-based health risk assessments or have any recommendations on how to conduct a construction HRA for CEQA purposes. The SCAQMD Health Risk Significance Threshold is discussed below.

SCAQMD TAC Thresholds of Significance

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

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

In order to determine if a proposed project may have a significant impact related to hazardous air pollutants, the Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis, ("Diesel Analysis"), prepared by SCAQMD, August 2003[4],

[4] http://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook/mobile-source-toxics-analysis

recommends that if the proposed project is anticipated to create hazardous air pollutants through stationary sources (such as boilers, spray booths or degreasers etc.) or regular operations of diesel trucks on the project site, then the proximity of the nearest receptors to the source of the hazardous air pollutants and the toxicity of the hazardous air pollutants should be analyzed through a comprehensive facility-wide HRA[5]. As stated previously, SCAQMD does not require, or have any guidance or methodology for construction HRAs. Nonetheless, in order to provide a conservative assessment of the effects of DPM emissions resulting from construction of the Project, a construction HRA was prepared for the Project and the results are provided below.

Modeling of Project Construction DPM Emissions

Construction DPM emissions from the Project were modeled in the USEPA AERMOD dispersion model (accepted by SCAQMD) as a 4,151.6 square meter (m^2) area source with an average release height of 12 feet (from the exhaust stack of heavy equipment). AERMOD predicts pollutant concentrations from point, area, volume, line, and flare sources with variable emissions in terrain from flat to complex. It captures the essential atmospheric physical processes and provides reasonable estimates over a wide range of meteorological conditions and modeling scenarios. AERMAP, which assigns detailed terrain information, was run prior to running AERMOD.

Meteorological data from the SCAQMD Central Los Angeles monitoring site was selected for this modeling application. Five full years of sequential meteorological data was collected at the site for 2012-2016 by SCAQMD., which processed the data for input to the model. The data was obtained at http://www.aqmd.gov/home/air-quality/air-quality-data-studies/meteorological-data/data-for-aermod.

The assessment requires that a network of receptors at various locations surrounding the project be specified for which the impacts can be computed. Receptors were identified at existing residential uses within or adjacent to the Project. In addition, identified sensitive receptor locations were supplemented by the specification of a modeling grid that extended around the Project to identify other potential locations of impact. Per SCAQMD guidance, and to ensure that impacts to persons of all heights were assessed, the receptor height was conservatively reflected as 0 meters (i.e., ground level). The locations of the four modelled receptors are shown as orange triangles in Appendix B.

Estimation of Health Risks

Health risks from DPM are twofold. First, DPM is a carcinogen according to the State of California that can result in long term effects from chronic exposures. Second, short term, or acute, exposures to DPM can cause health effects to the respiratory system. Each of these health risks is discussed below.

[5] In February 2015, the Office of Environmental Health Hazard Assessment updated their "Air Toxics Hot Spots Program, Risk Assessments Guidelines, Guidance Manual for Preparation of Health Risk Assessments; however, the updated OEHHA guidance states in the page footers “do not cite or quote." SCAQMD staff are still in the process of incorporating the updates into their methodology for SCAQMD's Rules 1401, 1401.1, 1402, and 212, and currently updating their HRA Guidance for permitting and CEQA analyses; therefore, the existing SCAQMD guidance was used to assess HRA impacts in this analysis. Per SCAQMD staff, updated SCAQMD HRA guidance will be forthcoming; however, per City staff, the City of Los Angeles has not yet adopted the use of the 2015 OEHHA methodology; therefore, the 2003 OEHHA methodology was used in this analysis.

Cancer Risks

According to the Health Risk Assessment for Proposed Land Use Projects, prepared by the California Air Pollution Control Officers Association ("CAPCOA"), July 2009 (based 2003 OEHHA methodology), cancer risk should be calculated using the following formula:

[Dose-inh (mg/(Kg-day)] * [Oral Slope Factor (kg-day)/mg]*[1x106] = Potential Cancer Risk

Where:
Oral Slope Factor = 1.1
Dose-inh = (C¬air * DBR * A * EF * ED * 10-6) / AT

Where:

Cair	[Concentration in air (µg/m3)] = (Calculated by AERMOD Model)
DBR	[Daily breathing rate (L/kg body weight – day)] = 302 for residential
A	[Inhalation absorption factor] = 1
EF	[Exposure frequency (days/year)] = 350
ED	[Exposure duration (years)] = 70
10^6	[Micrograms to milligrams conversion]
AT	[Average time period over which exposure is averaged in days] = 25,550

Non-Cancer Risks

The relationship for non-cancer health effects is given by the equation:
HIDPM = CDPM/RELDPM

Where,
HIDPM = Hazard Index; an expression of the potential for non-cancer health effects.
CDPM = Annual average diesel particulate matter concentration in µg/m3.
RELDPM = Reference Exposure Level (REL) for diesel particulate matter; the diesel particulate matter concentration at which no adverse health effects are anticipated.

Construction HRA for Proposed 676 Mateo Street Project

The SCAQMD has not adopted guidance that requires quantitative health risk assessments be performed for short-term exposures to TAC emissions. The rationale for not requiring a health risk assessment for construction activities is the limited duration of exposure. According to SCAQMD methodology, health effects from carcinogenic air toxics are usually described in terms of individual cancer risk resulting from long-term chronic exposures. Specifically, "Individual Cancer Risk" is the likelihood that a person continuously exposed to concentrations of TACs over a 70-year lifetime will contract cancer. The Project includes an anticipated construction time of approximately 24 months, which represents approximately 2.9 percent of 70-year exposure duration recommended for health risk analyses by OEHHA. To reflect this construction timing, the exposure duration (ED) was adjusted to 2

years and the exposure frequency (EF) was adjusted to 522 days, to reflect the total number of construction days.

A construction-based HRA was performed for the Project using the emissions from the project-specific air quality modeling conducted in support of the Project's EIR. These emissions conservatively assume a worst-case scenario in which the full set construction equipment would be used each day throughout the entire construction phase, even though, in reality, each piece of equipment would only be used for a portion of each day and there would also be days when very little equipment is used.

Consistent with the modeling as presented in the EIR for the Project, the construction HRA used the exhaust PM10 emissions from Appendix C of the EIR. Exhaust PM10 is a good surrogate for DPM emissions as all of the construction equipment is assumed to be diesel-fueled.

As shown in Appendix A of this HRA, the average DPM emissions factor used for the construction HRA was 0.041 tons/year. The cancer risk to the closest (most-impacted) existing residential receptor, located at Amp Lofts (695 S. Santa Fe Avenue), approximately 55 feet east of the Project Site, would be 3.91 in one million. The cancer risk at the second most-impacted receptors, located at the Toy Factory Lofts (1855 Industrial Street) and the National Biscuit Company Building (1850 Industrial Street), both approximately 55 feet west of the Project Site, is 3.27 in one million. Therefore, the nearest sensitive receptors to the Project Site would not experience a construction-based cancer risk in excess of the 10 in one million SCAQMD MICR threshold. Other receptors located farther from the Project Site would be exposed to lower construction-sourced DPM concentrations and impacts would be less. Please see Appendix A for calculation details and Appendix B for the dispersion modeling output.

Non-cancer risks do not exceed the SCAQMD Hazard Index of 1 under any scenario analyzed for construction at any receptor location.

If you have any questions, please call me at (213) 235-4772 or (951) 212-3277 cell. You may also reach me by email at katie@ecotierraconsulting.com or Craig Fajnor, Principal, at (213) 235-4771 or craig@ecotierraconsulting.com.

Sincerely,

EcoTierra Consulting, Inc.
Katie Wilson, Air Quality Analyst
633 W. 5th Street, 26th Floor
Los Angeles, CA 90071

Attachments

APPENDIX A

HEALTH RISK WORKSHEETS FOR CONSTRUCTION

676 Mateo Construction HRA calcs

Site is 1.03 acres

Construction start date 1/1/2021 5 days per week 522 days total
Construction end date 1/2/2023

				lbs/day	Total lbs
demolition	1/1/2021 to 1/29/2021	21 days	2021	1.0409	21.86
grading	1/30/2021 to 5/3/2021	66 days		0.6863	45.30
building construction	5/4/2021 to 1/2/2023	173 days		0.6843	118.38
building construction	during 2022	260 days	2022	0.5889	153.11
*architectural coating	11/2/2022 to 1/2/2023	43 days		0.0817	3.51
building construction	during 2023	2 days	2023	0.5145	1.03
*architectural coating		2 days		0.0708	0.14

*overlap with construction

		# of days	% of time	on-site lbs/day	total lbs/phase	tons/yr	weighted tons/yr	
	2021	21	8.08%	1.0409	21.8589	0.01092945	0.0008828	
		66	25.38%	0.6863	45.2958	0.0226479	0.0057491	
		173	66.54%	0.6843	118.3839	0.05919195	0.0393854	
2021 total days		**260**					**0.0460173**	**weighted average for 2021**
	2022	260	100.00%	0.5889	153.114	0.076557	0.076557	
		43	16.54%	0.0817	3.5131	0.00175655	0.0002905	
							0.0768475	**weighted average for 2022**
2022 total days		**260**						
	2023	2	100.00%	0.5145	1.029	0.0005145	0.0005145	
		2	100.00%	0.0708	0.1416	0.0000708	0.0000708	
2023 total days		**2**					**0.0005853**	**weighted average for 2023**
					343.3363			

	years	tons/yr of DPM		
DPM emissions factors	2021-2023	0.041053186		Average

676 Mateo Project - Annual Average Construction Emissions

Estimate of Annual Construction DPM Emissions (as PM10 exhaust)

Total Annual PM10 Exhaust Emissions During Construction as estmated in the CalEEMod model.	0.041053186	tons/year
Average Emissions	0.001182023	grams/sec
Total size of the emission source from AERMOD (~1.03 acres)	4151.6	meters squared
Average area source emission	2.84715E-07	grams/m2-sec

Cancer Risk from DPM (2003 OEHHA)

DPM Concentration at most impacted receptor (Amp Lofts)	**0.28799**	ug/m3	from Aermod dispersion model
Cancer Potency Factor (CPF)	1.1	(mg/kg/day)^-1	
Daily Breathing Rate *DBR)	302	(l/kg of body weight-day)	
Exposure Duration (ED)	2	years	(Construction duration)
Exposure Frequency (EF)	522	days	(number of construction days)
Age Sensitivity Factor (ASF)	1		

Cancer Risk (CR) = DPM Concentration x CPF x DBR x ED x EF x ASF / 25550

CR **3.91** in one million

Chronic Non-cancer Hazard Index from DPM

Reference Exposure Level (REL) for DPM: 5 ug/m3

Chronic Non-cancer HI = Annual DPM/REL = 0.057598

676 Mateo Project - Annual Average Construction Emissions

Estimate of Annual Construction DPM Emissions (as PM10 exhaust)

Total Annual PM10 Exhaust Emissions During Construction as estmated in the CalEEMod model.	0.041053186	tons/year
Average Emissions	0.001182023	grams/sec
Total size of the emission source from AERMOD (~1.03 acres)	4151.6	meters squared
Average area source emission	2.84715E-07	grams/m2-sec

Cancer Risk from DPM (2003 OEHHA)

DPM Concentration at 2nd most impacted receptor (Toy Factory/National Biscuit Company)	**0.24116**	ug/m3	from Aermod dispersion model
Cancer Potency Factor (CPF)	1.1	(mg/kg/day)^-1	
Daily Breathing Rate *DBR)	302	(l/kg of body weight-day)	
Exposure Duration (ED)	2	years	(Construction duration)
Exposure Frequency (EF)	522	days	(number of construction days)
Age Sensitivity Factor (ASF)	1		

Cancer Risk = DPM Concentration x CPF x DBR x ED x EF x ASF / 25550

CR **3.27** in one million

Chronic Non-cancer Hazard Index from DPM

Reference Exposure Level (REL) for DPM: 5 ug/m3

Chronic Non-cancer HI = Annual DPM/REL = 0.048232

APPENDIX B

AERMOD DISPERSION MODELING OUTPUTS

PROJECT TITLE:

Receptor Locations

COMMENTS:

SOURCES:

1

RECEPTORS:

446

COMPANY NAME:

MODELER:

DATE:

12/1/2021

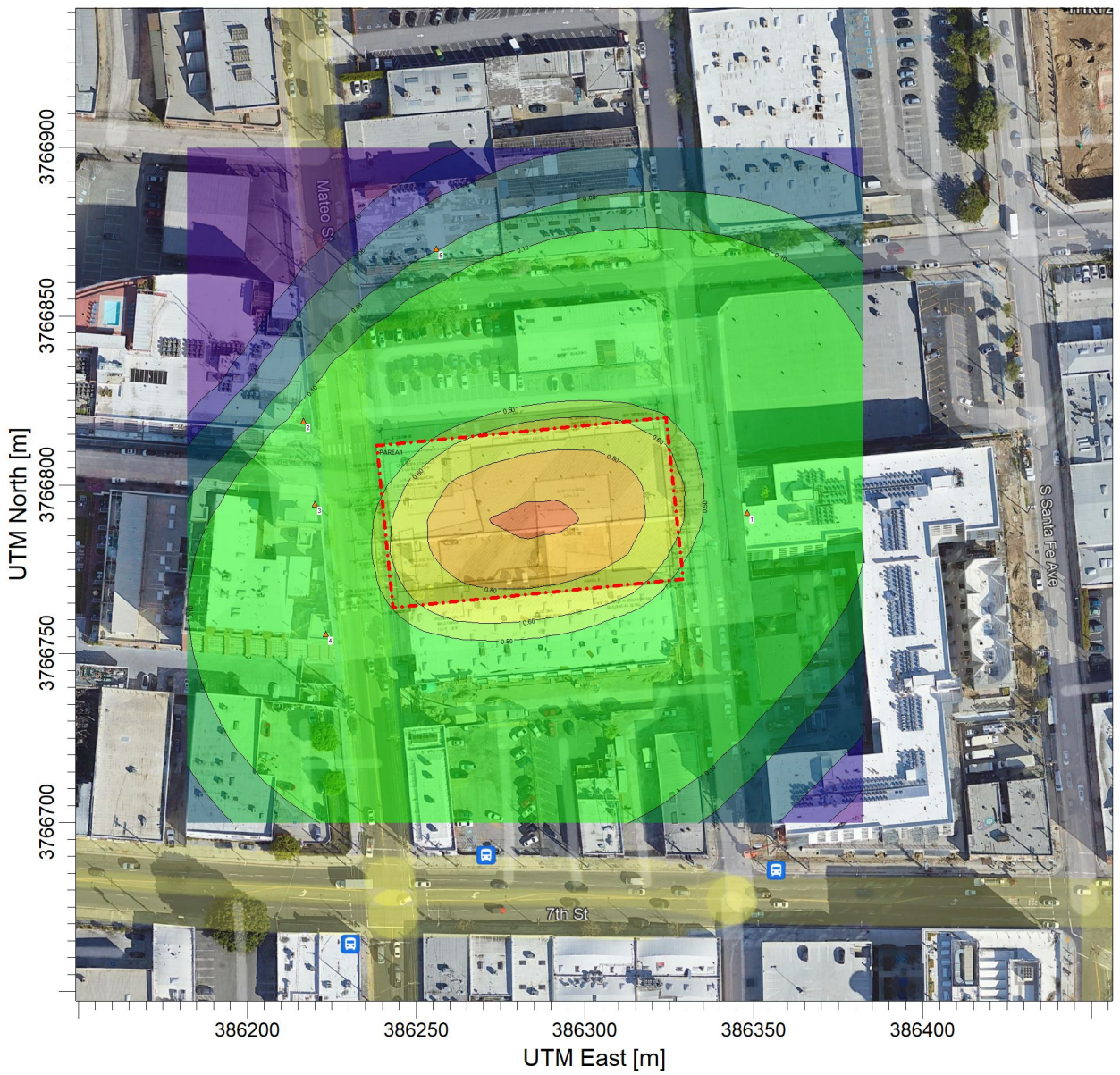
SCALE: 1:2,037

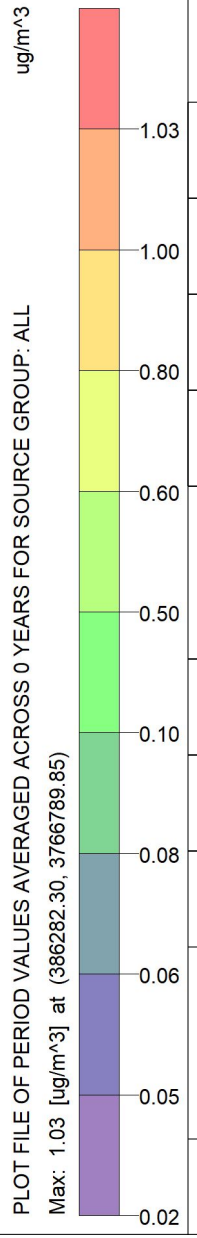
0 0.05 km

PROJECT NO.:

PROJECT TITLE:

Construction DPM Concentrations
676 Mateo





COMMENTS:

SOURCES:
1

RECEPTORS:
446

OUTPUT TYPE:
Concentration

MAX:
1.03 ug/m^3

COMPANY NAME:

MODELER:

DATE:
12/3/2021

SCALE: 1:2,002
0 0.05 km

PROJECT NO.:

```
** Lakes Environmental AERMOD MPI
**
**************************************
**
** AERMOD Input Produced by:
** AERMOD View Ver. 10.0.1
** Lakes Environmental Software Inc.
** Date: 11/29/2021
** File: C:\Lakes\AERMOD View\Mateo Construction HRA\Mateo Construction HRA.ADI
**
**************************************
**
**
**************************************
** AERMOD Control Pathway
**************************************
**
**
CO STARTING
   TITLEONE C:\Lakes\AERMOD View\Mateo Construction HRA\Mateo Construction HRA.i
   TITLETWO On-site construction DPM
   MODELOPT DFAULT CONC
   AVERTIME PERIOD
   URBANOPT 9818605 Los_Angeles
   POLLUTID DPM
   RUNORNOT RUN
   ERRORFIL "Mateo Construction HRA.err"
CO FINISHED
**
**************************************
** AERMOD Source Pathway
**************************************
**
**
SO STARTING
** Source Location **
** Source ID - Type - X Coord. - Y Coord. **
   LOCATION PAREA1       AREAPOLY   386238.390  3766811.645       76.100
** DESCRSRC Construction Area
** Source Parameters **
   SRCPARAM PAREA1       2.8472E-07     3.810         4
   AREAVERT PAREA1       386238.390 3766811.645 386324.076 3766819.997
   AREAVERT PAREA1       386329.065 3766772.164 386243.054 3766763.704
   URBANSRC ALL
   SRCGROUP ALL
SO FINISHED
**
**************************************
** AERMOD Receptor Pathway
**************************************
**
```

```
**
RE STARTING
   INCLUDED "Mateo Construction HRA.rou"
RE FINISHED
**
**************************************
** AERMOD Meteorology Pathway
**************************************
**
**
ME STARTING
   SURFFILE "E:\New MET data\CELA_V9_ADJU\CELA_v9.SFC"
   PROFFILE "E:\New MET data\CELA_V9_ADJU\CELA_v9.PFL"
   SURFDATA 93134 2010
   UAIRDATA 3190 2010
   SITEDATA 99999 2010
   PROFBASE 87.0 METERS
ME FINISHED
**
**************************************
** AERMOD Output Pathway
**************************************
**
**
OU STARTING
** Auto-Generated Plotfiles
   PLOTFILE PERIOD ALL "Mateo Construction HRA.AD\PE00GALL.PLT" 31
   SUMMFILE "Mateo Construction HRA.sum"
OU FINISHED


  *** Message Summary For AERMOD Model Setup ***

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

 A Total of            0 Fatal Error Message(s)
 A Total of            2 Warning Message(s)
 A Total of            0 Informational Message(s)


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


    ********   WARNING MESSAGES   ********
 ME W186      68       MEOPEN: THRESH_1MIN 1-min ASOS wind speed threshold used          0.50
 ME W187      68       MEOPEN: ADJ_U* Option for Stable Low Winds used in AERMET

 **********************************
 *** SETUP Finishes Successfully ***
 **********************************
```

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

                                        ***   MODEL SETUP OPTIONS SUMMARY   ***
- -

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

  -- DEPOSITION LOGIC --
**NO GAS DEPOSITION Data Provided.
**NO PARTICLE DEPOSITION Data Provided.
**Model Uses NO DRY DEPLETION. DRYDPLT = F
**Model Uses NO WET DEPLETION. WETDPLT = F

**Model Uses URBAN Dispersion Algorithm for the SBL for   1 Source(s),
  for Total of   1 Urban Area(s):
  Urban Population =   9818605.0 ; Urban Roughness Length = 1.000 m

**Model Uses Regulatory DEFAULT Options:
        1. Stack-tip Downwash.
        2. Model Accounts for ELEVated Terrain Effects.
        3. Use Calms Processing Routine.
        4. Use Missing Data Processing Routine.
        5. No Exponential Decay.
        6. Urban Roughness Length of 1.0 Meter Assumed.

**Other Options Specified:
        ADJ_U*   - Use ADJ_U* option for SBL in AERMET
        TEMP_Sub - Meteorological data includes TEMP substitutions

**Model Assumes No FLAGPOLE Receptor Heights.

**The User Specified a Pollutant Type of: DPM

**Model Calculates PERIOD Averages Only

**This Run Includes: 1 Source(s);   1 Source Group(s); and   446 Receptor(s)

               with: 0 POINT(s), including
                          0 POINTCAP(s) and   0 POINTHOR(s)
                and: 0 VOLUME source(s)
                and: 1 AREA type source(s)
                and: 0 LINE source(s)
                and: 0 RLINE/RLINEXT source(s)
                and: 0 OPENPIT source(s)
                and: 0 BUOYANT LINE source(s) with a total of   0 line(s)

```
**Model Set To Continue RUNning After the Setup Testing.

**The AERMET Input Meteorological Data Version Date:  16216

**Output Options Selected:
        Model Outputs Tables of PERIOD Averages by Receptor
        Model Outputs External File(s) of High Values for Plotting (PLOTFILE Keyword)
        Model Outputs Separate Summary File of High Ranked Values (SUMMFILE Keyword)

**NOTE:  The Following Flags May Appear Following CONC Values:  c for Calm Hours
                                                                m for Missing Hours
                                                                b for Both Calm and Missing Hours

**Misc. Inputs:  Base Elev. for Pot. Temp. Profile (m MSL) =    87.00 ;  Decay Coef. =    0.000     ;  Rot. Angle =     0.0
                 Emission Units = GRAMS/SEC                           ;  Emission Rate Unit Factor =   0.10000E+07
                 Output Units   = MICROGRAMS/M**3

**Approximate Storage Requirements of Model =      3.5 MB of RAM.

**Input Runstream File:          aermod.inp
**Output Print File:             aermod.out

**Detailed Error/Message File:   Mateo Construction HRA.err
**File for Summary of Results:   Mateo Construction HRA.sum

*** AERMOD - VERSION 21112  ***   *** C:\Lakes\AERMOD View\Mateo Construction HRA\Mateo Construction HRA.i ***        11/29/21
*** AERMET - VERSION  16216 ***   *** On-site construction DPM                                                ***        18:19:03
                                                                                                                      PAGE   2
*** MODELOPTs:    RegDFAULT  CONC  ELEV  URBAN  ADJ_U*


                                          *** AREAPOLY SOURCE DATA ***

             NUMBER EMISSION RATE   LOCATION OF AREA  BASE     RELEASE  NUMBER      INIT.   URBAN  EMISSION RATE
  SOURCE       PART.  (GRAMS/SEC       X        Y      ELEV.    HEIGHT  OF VERTS.     SZ     SOURCE  SCALAR VARY
    ID         CATS.   /METER**2)   (METERS) (METERS) (METERS) (METERS)            (METERS)             BY
- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -

PAREA1           0   0.28472E-06  386238.4 3766811.6    76.1     3.81       4         0.00     YES

*** AERMOD - VERSION 21112  ***   *** C:\Lakes\AERMOD View\Mateo Construction HRA\Mateo Construction HRA.i ***        11/29/21
*** AERMET - VERSION  16216 ***   *** On-site construction DPM                                                ***        18:19:03
                                                                                                                      PAGE   3
*** MODELOPTs:    RegDFAULT  CONC  ELEV  URBAN  ADJ_U*


                                     *** SOURCE IDs DEFINING SOURCE GROUPS ***

SRCGROUP ID                                          SOURCE IDs
-----------                                          ----------
```

*** SOURCE IDs DEFINED AS URBAN SOURCES ***

URBAN ID	URBAN POP	SOURCE IDs
	9818605.	PAREA1 ,

*** GRIDDED RECEPTOR NETWORK SUMMARY ***

*** NETWORK ID: UCART1 ; NETWORK TYPE: GRIDCART ***

*** X-COORDINATES OF GRID ***
(METERS)

386182.3, 386192.3, 386202.3, 386212.3, 386222.3, 386232.3, 386242.3, 386252.3, 386262.3, 386272.3,
386282.3, 386292.3, 386302.3, 386312.3, 386322.3, 386332.3, 386342.3, 386352.3, 386362.3, 386372.3,
386382.3,

*** Y-COORDINATES OF GRID ***
(METERS)

3766699.8, 3766709.8, 3766719.8, 3766729.8, 3766739.8, 3766749.8, 3766759.8, 3766769.8, 3766779.8, 3766789.8,
3766799.8, 3766809.8, 3766819.8, 3766829.8, 3766839.8, 3766849.8, 3766859.8, 3766869.8, 3766879.8, 3766889.8,
3766899.8,

*** NETWORK ID: UCART1 ; NETWORK TYPE: GRIDCART ***

* ELEVATION HEIGHTS IN METERS *

Y-COORD | X-COORD (METERS)

(METERS)	386182.30	386192.30	386202.30	386212.30	386222.30	386232.30	386242.30	386252.30	386262.30
3766899.85	76.40	76.50	76.40	76.40	76.50	76.60	76.70	76.70	76.80
3766889.85	76.40	76.40	76.40	76.40	76.50	76.60	76.60	76.70	76.70
3766879.85	76.40	76.40	76.40	76.40	76.40	76.50	76.50	76.50	76.50
3766869.85	76.40	76.40	76.30	76.30	76.30	76.40	76.40	76.40	76.30
3766859.85	76.40	76.40	76.30	76.30	76.30	76.30	76.30	76.20	76.20
3766849.85	76.30	76.30	76.30	76.20	76.20	76.20	76.30	76.30	76.30
3766839.85	76.30	76.20	76.20	76.10	76.20	76.20	76.30	76.30	76.40
3766829.85	76.20	76.20	76.10	76.10	76.10	76.20	76.30	76.40	76.50
3766819.85	76.10	76.10	76.10	76.10	76.10	76.10	76.20	76.40	76.50
3766809.85	76.00	76.00	76.00	76.00	76.10	76.10	76.10	76.30	76.50
3766799.85	75.90	75.90	76.00	76.00	76.00	76.00	76.10	76.30	76.40
3766789.85	76.10	76.10	76.10	76.10	76.10	76.00	76.10	76.20	76.40
3766779.85	76.40	76.40	76.30	76.20	76.10	76.10	76.10	76.20	76.40
3766769.85	76.70	76.60	76.50	76.30	76.20	76.10	76.10	76.20	76.30
3766759.85	76.80	76.70	76.60	76.50	76.30	76.20	76.10	76.20	76.30
3766749.85	76.80	76.70	76.70	76.70	76.50	76.20	76.10	76.20	76.30
3766739.85	76.80	76.80	76.90	76.90	76.60	76.20	76.10	76.20	76.30
3766729.85	76.50	76.60	76.70	76.80	76.50	76.20	76.10	76.20	76.30
3766719.85	76.30	76.30	76.40	76.50	76.30	76.10	76.00	76.10	76.20
3766709.85	76.00	76.10	76.10	76.20	76.10	76.00	75.90	76.00	76.10
3766699.85	75.90	75.90	76.00	76.00	76.00	75.90	75.90	76.00	76.00

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** NETWORK ID: UCART1 ; NETWORK TYPE: GRIDCART ***

* ELEVATION HEIGHTS IN METERS *

Y-COORD (METERS)	X-COORD (METERS) 386272.30	386282.30	386292.30	386302.30	386312.30	386322.30	386332.30	386342.30	386352.30
3766899.85	76.80	76.70	76.60	76.50	76.50	76.40	76.40	76.40	76.60
3766889.85	76.60	76.60	76.50	76.40	76.40	76.40	76.40	76.40	76.50
3766879.85	76.50	76.40	76.40	76.40	76.30	76.30	76.30	76.20	76.40
3766869.85	76.30	76.30	76.30	76.30	76.20	76.20	76.10	76.10	76.20
3766859.85	76.20	76.20	76.20	76.20	76.10	76.10	76.00	76.00	76.10
3766849.85	76.30	76.30	76.30	76.30	76.20	76.10	76.10	76.00	76.10
3766839.85	76.40	76.40	76.40	76.40	76.30	76.20	76.10	76.10	76.20
3766829.85	76.50	76.50	76.50	76.50	76.40	76.30	76.20	76.10	76.20
3766819.85	76.50	76.50	76.50	76.50	76.40	76.30	76.20	76.00	76.20
3766809.85	76.50	76.50	76.50	76.40	76.40	76.30	76.10	76.00	76.20
3766799.85	76.50	76.50	76.50	76.40	76.40	76.20	76.10	75.90	76.10
3766789.85	76.40	76.40	76.40	76.40	76.30	76.20	76.00	75.90	76.10
3766779.85	76.40	76.40	76.40	76.30	76.20	76.10	76.00	75.90	76.00

3766769.85	76.30	76.40	76.40	76.30	76.20	76.10	76.00	75.90	76.00
3766759.85	76.30	76.40	76.30	76.20	76.20	76.10	76.00	75.90	76.00
3766749.85	76.30	76.40	76.30	76.30	76.20	76.10	76.00	75.90	76.00
3766739.85	76.30	76.40	76.30	76.30	76.20	76.10	76.00	75.90	75.90
3766729.85	76.30	76.30	76.30	76.20	76.10	76.00	75.90	75.90	75.90
3766719.85	76.20	76.20	76.20	76.10	76.10	76.00	75.90	75.80	75.90
3766709.85	76.10	76.10	76.00	76.00	76.00	75.90	75.80	75.80	75.80
3766699.85	76.00	76.00	76.00	76.00	76.00	75.90	75.80	75.80	75.80

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** NETWORK ID: UCART1 ; NETWORK TYPE: GRIDCART ***

* ELEVATION HEIGHTS IN METERS *

Y-COORD (METERS)	X-COORD (METERS) 386362.30	386372.30	386382.30
3766899.85	76.80	76.90	77.00
3766889.85	76.70	76.90	77.00
3766879.85	76.50	76.70	76.80
3766869.85	76.40	76.40	76.50
3766859.85	76.20	76.20	76.30
3766849.85	76.20	76.30	76.40
3766839.85	76.30	76.40	76.50
3766829.85	76.40	76.50	76.60
3766819.85	76.40	76.50	76.50
3766809.85	76.30	76.40	76.50
3766799.85	76.30	76.40	76.50
3766789.85	76.20	76.30	76.40
3766779.85	76.10	76.20	76.30
3766769.85	76.10	76.20	76.20
3766759.85	76.00	76.10	76.20
3766749.85	76.00	76.10	76.10
3766739.85	76.00	76.10	76.10
3766729.85	76.00	76.00	76.00
3766719.85	75.90	76.00	76.00
3766709.85	75.90	75.90	75.90
3766699.85	75.90	75.90	75.90

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** NETWORK ID: UCART1 ; NETWORK TYPE: GRIDCART ***

* HILL HEIGHT SCALES IN METERS *

Y-COORD (METERS)	X-COORD (METERS) 386182.30	386192.30	386202.30	386212.30	386222.30	386232.30	386242.30	386252.30	386262.30
3766899.85	76.40	76.50	76.40	76.40	76.50	76.60	76.70	76.70	76.80
3766889.85	76.40	76.40	76.40	76.40	76.50	76.60	76.60	76.70	76.70
3766879.85	76.40	76.40	76.40	76.40	76.40	76.50	76.50	76.50	76.50
3766869.85	76.40	76.40	76.30	76.30	76.30	76.40	76.40	76.40	76.30
3766859.85	76.40	76.40	76.30	76.30	76.30	76.30	76.30	76.20	76.20
3766849.85	76.30	76.30	76.30	76.20	76.20	76.20	76.30	76.30	76.30
3766839.85	76.30	76.20	76.20	76.10	76.20	76.20	76.30	76.30	76.40
3766829.85	76.20	76.20	76.10	76.10	76.10	76.20	76.30	76.40	76.50
3766819.85	76.10	76.10	76.10	76.10	76.10	76.10	76.20	76.40	76.50
3766809.85	76.00	76.00	76.00	76.00	76.10	76.10	76.10	76.30	76.50
3766799.85	75.90	75.90	76.00	76.00	76.00	76.00	76.10	76.30	76.40
3766789.85	76.10	76.10	76.10	76.10	76.10	76.00	76.10	76.20	76.40
3766779.85	76.40	76.40	76.30	76.20	76.10	76.10	76.10	76.20	76.40
3766769.85	76.70	76.60	76.50	76.30	76.20	76.10	76.10	76.20	76.30
3766759.85	76.80	76.70	76.60	76.50	76.30	76.20	76.10	76.20	76.30
3766749.85	76.80	76.70	76.70	76.70	76.50	76.20	76.10	76.20	76.30
3766739.85	76.80	76.80	76.90	76.90	76.60	76.20	76.10	76.20	76.30
3766729.85	76.50	76.60	76.70	76.80	76.50	76.20	76.10	76.20	76.30
3766719.85	76.30	76.30	76.40	76.50	76.30	76.10	76.00	76.10	76.20
3766709.85	76.00	76.10	76.10	76.20	76.10	76.00	75.90	76.00	76.10
3766699.85	75.90	75.90	76.00	76.00	76.00	75.90	75.90	76.00	76.00

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** NETWORK ID: UCART1 ; NETWORK TYPE: GRIDCART ***

* HILL HEIGHT SCALES IN METERS *

Y-COORD (METERS)	X-COORD (METERS) 386272.30	386282.30	386292.30	386302.30	386312.30	386322.30	386332.30	386342.30	386352.30
3766899.85	76.80	76.70	76.60	76.50	76.50	76.40	76.40	76.40	76.60
3766889.85	76.60	76.60	76.50	76.40	76.40	76.40	76.40	76.40	76.50
3766879.85	76.50	76.40	76.40	76.40	76.30	76.30	76.30	76.20	76.40
3766869.85	76.30	76.30	76.30	76.30	76.20	76.20	76.10	76.10	76.20
3766859.85	76.20	76.20	76.20	76.20	76.10	76.10	76.00	76.00	76.10
3766849.85	76.30	76.30	76.30	76.30	76.20	76.10	76.10	76.00	76.10
3766839.85	76.40	76.40	76.40	76.40	76.30	76.20	76.10	76.10	76.20
3766829.85	76.50	76.50	76.50	76.50	76.40	76.30	76.20	76.10	76.20
3766819.85	76.50	76.50	76.50	76.50	76.40	76.30	76.20	76.00	76.20
3766809.85	76.50	76.50	76.50	76.40	76.40	76.30	76.10	76.00	76.20

3766799.85	76.50	76.50	76.50	76.40	76.40	76.20	76.10	75.90	76.10
3766789.85	76.40	76.40	76.40	76.40	76.30	76.20	76.00	75.90	76.10
3766779.85	76.40	76.40	76.40	76.30	76.20	76.10	76.00	75.90	76.00
3766769.85	76.30	76.40	76.40	76.30	76.20	76.10	76.00	75.90	76.00
3766759.85	76.30	76.40	76.30	76.20	76.20	76.10	76.00	75.90	76.00
3766749.85	76.30	76.40	76.30	76.30	76.20	76.10	76.00	75.90	76.00
3766739.85	76.30	76.40	76.30	76.30	76.20	76.10	76.00	75.90	75.90
3766729.85	76.30	76.30	76.30	76.20	76.10	76.00	75.90	75.90	75.90
3766719.85	76.20	76.20	76.20	76.10	76.10	76.00	75.90	75.80	75.90
3766709.85	76.10	76.10	76.00	76.00	76.00	75.90	75.80	75.80	75.80
3766699.85	76.00	76.00	76.00	76.00	76.00	75.90	75.80	75.80	75.80

*** NETWORK ID: UCART1 ; NETWORK TYPE: GRIDCART ***

* HILL HEIGHT SCALES IN METERS *

Y-COORD (METERS)	X-COORD (METERS) 386362.30	386372.30	386382.30
3766899.85	76.80	76.90	77.00
3766889.85	76.70	76.90	77.00
3766879.85	76.50	76.70	76.80
3766869.85	76.40	76.40	76.50
3766859.85	76.20	76.20	76.30
3766849.85	76.20	76.30	76.40
3766839.85	76.30	76.40	76.50
3766829.85	76.40	76.50	76.60
3766819.85	76.40	76.50	76.50
3766809.85	76.30	76.40	76.50
3766799.85	76.30	76.40	76.50
3766789.85	76.20	76.30	76.40
3766779.85	76.10	76.20	76.30
3766769.85	76.10	76.20	76.20
3766759.85	76.00	76.10	76.20
3766749.85	76.00	76.10	76.10
3766739.85	76.00	76.10	76.10
3766729.85	76.00	76.00	76.00
3766719.85	75.90	76.00	76.00
3766709.85	75.90	75.90	75.90
3766699.85	75.90	75.90	75.90

*** DISCRETE CARTESIAN RECEPTORS ***
(X-COORD, Y-COORD, ZELEV, ZHILL, ZFLAG)
(METERS)

```
( 386348.0, 3766791.7,      76.0,      76.0,       0.0);        ( 386216.7, 3766818.9,      76.1,      76.1,       0.0);
( 386220.0, 3766794.4,      76.0,      76.0,       0.0);        ( 386223.3, 3766755.8,      76.4,      76.4,       0.0);
( 386256.0, 3766869.9,      76.4,      76.4,       0.0);
```


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

```
1 1 1 1 1 1 1 1 1 1  1 1 1 1 1 1 1 1 1 1  1 1 1 1 1 1 1 1 1 1  1 1 1 1 1 1 1 1 1 1  1 1 1 1 1 1 1 1 1 1
1 1 1 1 1 1 1 1 1 1  1 1 1 1 1 1 1 1 1 1  1 1 1 1 1 1 1 1 1 1  1 1 1 1 1 1 1 1 1 1  1 1 1 1 1 1 1 1 1 1
1 1 1 1 1 1 1 1 1 1  1 1 1 1 1 1 1 1 1 1  1 1 1 1 1 1 1 1 1 1  1 1 1 1 1 1 1 1 1 1  1 1 1 1 1 1 1 1 1 1
1 1 1 1 1 1 1 1 1 1  1 1 1 1 1 1 1 1 1 1  1 1 1 1 1 1 1 1 1 1  1 1 1 1 1 1 1 1 1 1  1 1 1 1 1 1 1 1 1 1
1 1 1 1 1 1 1 1 1 1  1 1 1 1 1 1 1 1 1 1  1 1 1 1 1 1 1 1 1 1  1 1 1 1 1 1 1 1 1 1  1 1 1 1 1 1 1 1 1 1
1 1 1 1 1 1 1 1 1 1  1 1 1 1 1 1 1 1 1 1  1 1 1 1 1 1 1 1 1 1  1 1 1 1 1 1 1 1 1 1  1 1 1 1 1 1 1 1 1 1
1 1 1 1 1 1 1 1 1 1  1 1 1 1 1 1 1 1 1 1  1 1 1 1 1 1 1 1 1 1  1 1 1 1 1 1 1 1 1 1  1 1 1 1 1 1 1 1 1 1
1 1 1 1 1 1 1 1 1 1  1 1 1 1 1
```

NOTE: METEOROLOGICAL DATA ACTUALLY PROCESSED WILL ALSO DEPEND ON WHAT IS INCLUDED IN THE DATA FILE.

*** UPPER BOUND OF FIRST THROUGH FIFTH WIND SPEED CATEGORIES ***
(METERS/SEC)

1.54,   3.09,   5.14,   8.23, 10.80,

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

```
Surface file:   E:\New MET data\CELA_V9_ADJU\CELA_v9.SFC                                        Met Version:  16216
Profile file:   E:\New MET data\CELA_V9_ADJU\CELA_v9.PFL
Surface format: FREE
Profile format: FREE
Surface station no.:    93134                 Upper air station no.:     3190
               Name: UNKNOWN                                   Name: UNKNOWN
               Year:   2010                                    Year:   2010
```

First 24 hours of scalar data

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

First hour of profile data

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

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

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** THE PERIOD (43824 HRS) AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): PAREA1 ,

*** NETWORK ID: UCART1 ; NETWORK TYPE: GRIDCART ***

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

Y-COORD (METERS)	X-COORD (METERS) 386182.30	386192.30	386202.30	386212.30	386222.30	386232.30	386242.30	386252.30	386262.30

3766899.85	0.02085	0.02371	0.02687	0.03032	0.03398	0.03777	0.04156	0.04536	0.04897
3766889.85	0.02249	0.02584	0.02963	0.03382	0.03836	0.04314	0.04804	0.05288	0.05766
3766879.85	0.02432	0.02826	0.03282	0.03799	0.04369	0.04982	0.05622	0.06271	0.06915
3766869.85	0.02638	0.03101	0.03655	0.04298	0.05028	0.05830	0.06685	0.07572	0.08469
3766859.85	0.02878	0.03422	0.04096	0.04909	0.05860	0.06937	0.08114	0.09369	0.10668
3766849.85	0.03175	0.03810	0.04632	0.05672	0.06943	0.08436	0.10121	0.11975	0.13947
3766839.85	0.03581	0.04315	0.05312	0.06657	0.08408	0.10577	0.13124	0.16045	0.19183
3766829.85	0.04183	0.05046	0.06254	0.07984	0.10456	0.13818	0.18048	0.23132	0.28441
3766819.85	0.05067	0.06157	0.07699	0.09968	0.13394	0.18818	0.26660	0.36580	0.45557
3766809.85	0.06200	0.07639	0.09726	0.12922	0.18121	0.26648	0.36811	0.52598	0.65179
3766799.85	0.07430	0.09252	0.11940	0.16130	0.23214	0.35828	0.51318	0.70237	0.84541
3766789.85	0.08580	0.10736	0.13871	0.18713	0.26805	0.40861	0.59083	0.78597	0.93125
3766779.85	0.09432	0.11779	0.15144	0.20211	0.28367	0.42252	0.60218	0.78319	0.91402
3766769.85	0.09878	0.12224	0.15511	0.20334	0.27828	0.40081	0.55595	0.68852	0.78068
3766759.85	0.09934	0.12093	0.15009	0.19073	0.24970	0.33895	0.46205	0.55681	0.60498
3766749.85	0.09695	0.11574	0.13993	0.17160	0.21344	0.26812	0.33280	0.38883	0.41744
3766739.85	0.09268	0.10848	0.12792	0.15185	0.18101	0.21516	0.25143	0.28338	0.30248
3766729.85	0.08743	0.10046	0.11585	0.13381	0.15434	0.17662	0.19880	0.21790	0.23017
3766719.85	0.08175	0.09240	0.10451	0.11804	0.13272	0.14783	0.16210	0.17422	0.18195
3766709.85	0.07601	0.08469	0.09421	0.10447	0.11514	0.12563	0.13520	0.14307	0.14801
3766699.85	0.07046	0.07747	0.08500	0.09283	0.10071	0.10818	0.11483	0.12005	0.12310

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** THE PERIOD (43824 HRS) AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): PAREA1 ,

*** NETWORK ID: UCART1 ; NETWORK TYPE: GRIDCART ***

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

Y-COORD (METERS)	X-COORD (METERS) 386272.30	386282.30	386292.30	386302.30	386312.30	386322.30	386332.30	386342.30	386352.30
3766899.85	0.05244	0.05566	0.05847	0.06070	0.06231	0.06323	0.06342	0.06287	0.06157
3766889.85	0.06229	0.06646	0.07005	0.07285	0.07472	0.07558	0.07541	0.07420	0.07197
3766879.85	0.07534	0.08097	0.08570	0.08920	0.09130	0.09190	0.09101	0.08864	0.08485
3766869.85	0.09338	0.10120	0.10754	0.11192	0.11410	0.11402	0.11172	0.10727	0.10086
3766859.85	0.11936	0.13054	0.13920	0.14463	0.14651	0.14490	0.13980	0.13152	0.12069
3766849.85	0.15861	0.17509	0.18722	0.19384	0.19461	0.18962	0.17930	0.16353	0.14491
3766839.85	0.22150	0.24615	0.26365	0.27225	0.27056	0.25827	0.23670	0.20578	0.17341
3766829.85	0.33102	0.36787	0.39398	0.40689	0.40086	0.37303	0.32299	0.25843	0.20401
3766819.85	0.52416	0.57273	0.60174	0.60775	0.58391	0.52671	0.43271	0.31169	0.23097
3766809.85	0.73407	0.78678	0.81360	0.80874	0.75828	0.64452	0.51525	0.35140	0.24872
3766799.85	0.92837	0.97122	0.98170	0.95573	0.87792	0.72295	0.55711	0.36802	0.25376
3766789.85	1.00447	1.03351	1.02884	0.98870	0.89662	0.73016	0.54766	0.35749	0.24353
3766779.85	0.96924	0.98123	0.96139	0.90796	0.80930	0.64704	0.47834	0.31585	0.21907

3766769.85	0.81302	0.81232	0.78630	0.73520	0.65217	0.52236	0.37033	0.25876	0.18927
3766759.85	0.61678	0.60480	0.57451	0.52763	0.46284	0.37873	0.28368	0.20848	0.16019
3766749.85	0.42441	0.41581	0.39502	0.36355	0.32184	0.27158	0.21729	0.16922	0.13466
3766739.85	0.30734	0.30129	0.28678	0.26500	0.23713	0.20485	0.17069	0.13900	0.11373
3766729.85	0.23355	0.22896	0.21818	0.20250	0.18295	0.16064	0.13747	0.11566	0.09702
3766719.85	0.18401	0.18043	0.17221	0.16046	0.14612	0.13002	0.11339	0.09744	0.08349
3766709.85	0.14909	0.14620	0.13972	0.13068	0.11978	0.10768	0.09522	0.08325	0.07242
3766699.85	0.12348	0.12104	0.11600	0.10890	0.10039	0.09098	0.08132	0.07198	0.06340

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** THE PERIOD (43824 HRS) AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): PAREA1 ,

*** NETWORK ID: UCART1 ; NETWORK TYPE: GRIDCART ***

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

Y-COORD (METERS)	X-COORD (METERS)		
	386362.30	386372.30	386382.30
3766899.85	0.05949	0.05688	0.05385
3766889.85	0.06878	0.06489	0.06064
3766879.85	0.07992	0.07423	0.06829
3766869.85	0.09312	0.08484	0.07664
3766859.85	0.10858	0.09656	0.08539
3766849.85	0.12611	0.10899	0.09414
3766839.85	0.14484	0.12122	0.10216
3766829.85	0.16273	0.13184	0.10858
3766819.85	0.17673	0.13931	0.11265
3766809.85	0.18456	0.14266	0.11395
3766799.85	0.18484	0.14145	0.11244
3766789.85	0.17705	0.13582	0.10837
3766779.85	0.16273	0.12680	0.10236
3766769.85	0.14539	0.11591	0.09508
3766759.85	0.12727	0.10412	0.08699
3766749.85	0.11018	0.09229	0.07856
3766739.85	0.09516	0.08124	0.07033
3766729.85	0.08253	0.07141	0.06267
3766719.85	0.07199	0.06300	0.05586
3766709.85	0.06327	0.05584	0.04989
3766699.85	0.05598	0.04979	0.04476

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** THE PERIOD (43824 HRS) AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): PAREA1 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

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

X-COORD (M)	Y-COORD (M)	CONC	X-COORD (M)	Y-COORD (M)	CONC
386348.03	3766791.73	0.28799	386216.68	3766818.87	0.11573
386219.98	3766794.40	0.23189	386223.29	3766755.81	0.24116
386256.03	3766869.93	0.07894			

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** THE SUMMARY OF MAXIMUM PERIOD (43824 HRS) RESULTS ***

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

GROUP ID	AVERAGE CONC	RECEPTOR (XR, YR, ZELEV, ZHILL, ZFLAG)	OF TYPE	NETWORK GRID-ID
ALL	1ST HIGHEST VALUE IS	1.03351 AT (386282.30, 3766789.85, 76.40, 76.40, 0.00)	GC	UCART1
	2ND HIGHEST VALUE IS	1.02884 AT (386292.30, 3766789.85, 76.40, 76.40, 0.00)	GC	UCART1
	3RD HIGHEST VALUE IS	1.00447 AT (386272.30, 3766789.85, 76.40, 76.40, 0.00)	GC	UCART1
	4TH HIGHEST VALUE IS	0.98870 AT (386302.30, 3766789.85, 76.40, 76.40, 0.00)	GC	UCART1
	5TH HIGHEST VALUE IS	0.98170 AT (386292.30, 3766799.85, 76.50, 76.50, 0.00)	GC	UCART1
	6TH HIGHEST VALUE IS	0.98123 AT (386282.30, 3766779.85, 76.40, 76.40, 0.00)	GC	UCART1
	7TH HIGHEST VALUE IS	0.97122 AT (386282.30, 3766799.85, 76.50, 76.50, 0.00)	GC	UCART1
	8TH HIGHEST VALUE IS	0.96924 AT (386272.30, 3766779.85, 76.40, 76.40, 0.00)	GC	UCART1
	9TH HIGHEST VALUE IS	0.96139 AT (386292.30, 3766779.85, 76.40, 76.40, 0.00)	GC	UCART1
	10TH HIGHEST VALUE IS	0.95573 AT (386302.30, 3766799.85, 76.40, 76.40, 0.00)	GC	UCART1

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

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

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

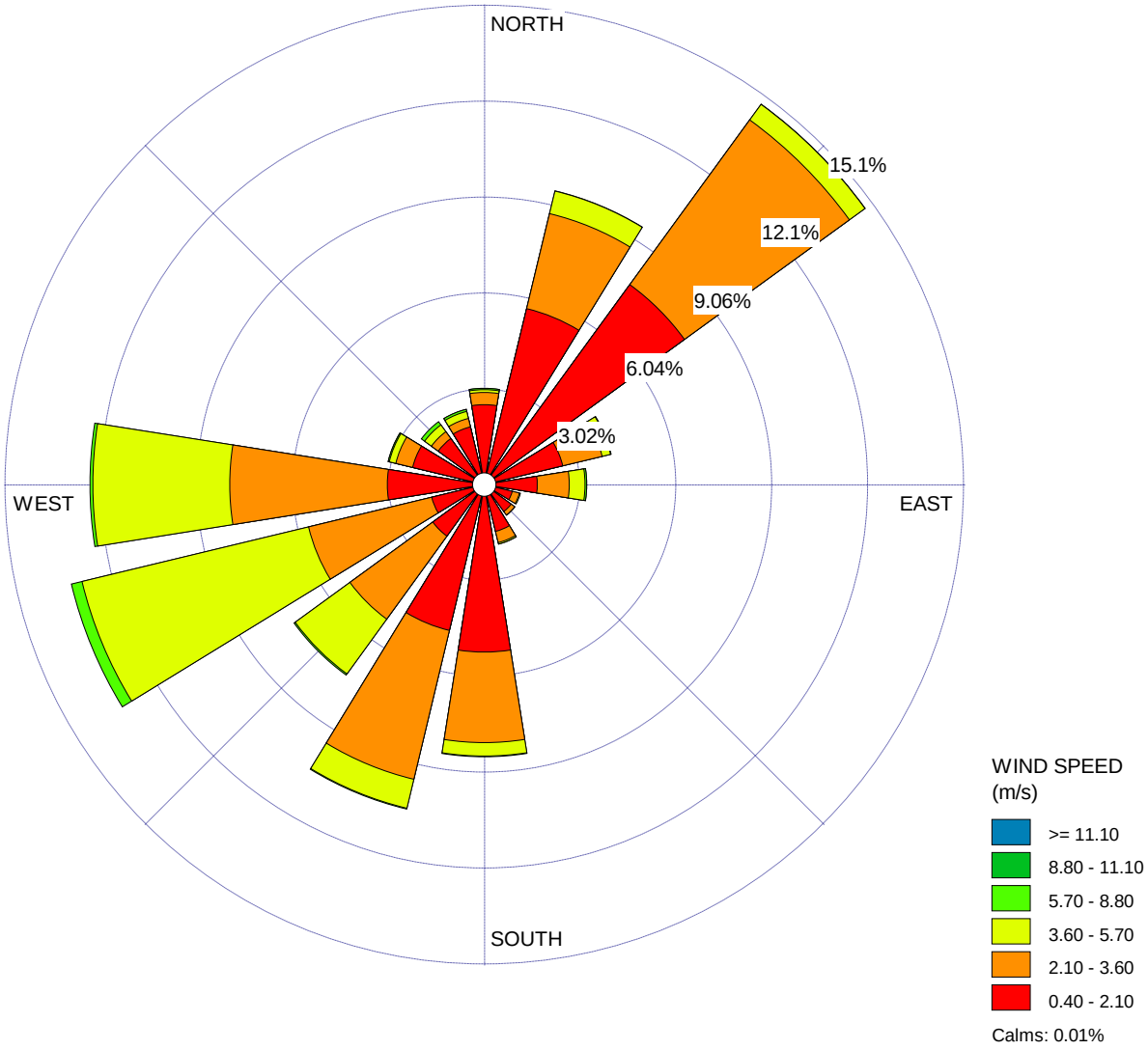
```
 --------- Summary of Total Messages --------

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

A Total of        43824 Hours Were Processed

A Total of            4 Calm Hours Identified

A Total of          804 Missing Hours Identified (  1.83 Percent)


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


   ********   WARNING MESSAGES   ********
ME W186      68       MEOPEN: THRESH_1MIN 1-min ASOS wind speed threshold used           0.50
ME W187      68       MEOPEN: ADJ_U* Option for Stable Low Winds used in AERMET
MX W450   17521       CHKDAT: Record Out of Sequence in Meteorological File at:      14010101
MX W450   17521       CHKDAT: Record Out of Sequence in Meteorological File at:    2 year gap

   ***********************************
   *** AERMOD Finishes Successfully ***
   ***********************************
```

WIND ROSE PLOT:

Station #93134

DISPLAY:

Wind Speed
Direction (blowing from)



COMMENTS:	DATA PERIOD: **Start Date: 1/1/2010 - 00:00** **End Date: 12/31/2016 - 23:59**	COMPANY NAME: **South Coast Air Quality Management District**	
		MODELER: **Melissa Sheffer**	
	CALM WINDS: **0.01%**	TOTAL COUNT: **43459 hrs.**	
	AVG. WIND SPEED: **2.34 m/s**	DATE: **5/25/2017**	PROJECT NO.:

Exhibit B
DOT Haul Route

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

Date: August 26, 2021

1 - Central SR# 151283
676 Mateo St

TO: Jivar Afshar, Planning Assistant
City Planning
221 N. Figueroa Street, Room 1350

FROM: Tina Huang, Department of Transportation
Central District, 100 S Main St, 9th Floor, Mail Stop 725

SUBJECT: IMPORT/EXPORT OF EARTH: 676 Mateo St
Tract No: 74550

This Department has reviewed the requested haul route. The following are recommended haul route conditions for this project:

1. RECOMMENDED HAUL ROUTE:

Loaded Trucks:

From the project site, south on Imperial Street, east (left) onto 7th Street, south (right) onto Breed Street, merge onto I-5 North Freeway, exit(159A) at Roxford Street, west (left) on Roxford Street, north (right) on Sepulveda Boulevard, north (left) on San Fernando Road, west (left) onto Sunshine Canyon Road to the landfill.

Empty Trucks:

From the landfill, south (right) onto San Fernando Road, south (right) onto Sepulveda Boulevard, merge onto I-5 South Freeway, merge onto I-10 West Freeway, exit (16a) at Santa Fe Avenue, east (right) onto 8th Street, north (left) onto Santa Fe Avenue, west (left) on Jesse Street, south (left) onto Imperial Street to the project site.

2. HOURS OF OPERATION:

To avoid peak traffic hours, limit hours of the hauling operation, **Monday thru Friday: 9:00 AM to 3:00 PM and 8AM to 4PM on Saturdays. No hauling should be performed on Sundays.**

3. STAGING AREA: On-site staging is allowed on Imperial Street adjacent to the project site. **Flagmen with radio control are required at the project site's entrance**

NOTE: NO INTERFERENCE TO TRAFFIC, ACCESS TO DRIVEWAYS MUST BE MAINTAINED AT ALL TIMES.

4. ADDITIONAL COMMENTS AND/OR REQUIREMENTS:

Contractor shall contact LADOT at (213) 485-2298 at least four business days prior to hauling to post "Temporary Tow Away No Stopping" signs adjacent to the jobsite for hauling if needed. Flagmen with radio control are required at the project site's entrance during the hauling operation.

If you have any questions, please contact Don Vu at (213) 675-3230.